

Transportation Commission
May 14 & 15, 2014
Meeting Schedule & Agenda
4201 East Arkansas Avenue
Denver, Colorado 80222

Douglas E. Aden, Chairman
Grand Junction, District 7

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

Kathy Connell
Steamboat Springs, District 6
Sidny Zink
Durango, District 8
Les Gruen
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, May 14, 2014

12:00 a.m. HPTE Lunch Meeting [Room 225]
1:00 p.m. HPTE Board Meeting
2:00 p.m. Program Management Workshop (Scott Richrath) Tab 01
3:00 p.m. PD 703 Workshop (Scott Richrath) Tab 02
3:45 p.m. FASTER Redistribution Workshop (Mark Imhoff) Tab 03
4:15 p.m. Safety Committee (Darrell Lingk) Tab 04
4:45 p.m. Adjournment

Thursday, May 15, 2014

7:30 a.m. Breakfast Meeting [Room 262]
9:00 a.m. DBE Committee (Heidi Humphreys) Tab 05
9:30 a.m. Break

TRANSPORATION COMMISSION MEETING..... Tab 06

- 9:50 a.m. 1. Call to Order, Roll Call
- 9:50 a.m. 2. Audience Participation; Subject Limit:
10 minutes; Time Limit: 3 minutes
- 9:50 a.m. 3. Comments of Individual Commissioners
- 9:55 a.m. 4. Executive Director’s Report (Don Hunt)
- 10:00 a.m. 5. HPTE Director’s Report (Michael Cheroutes)
- 10:05 a.m. 6. FHWA Division Administrator Report (John Cater)
- 10:10 a.m. 7. STAC Report (Vince Rogalski)
- 10:15 a.m. 8. Act on Consent Agenda Tab 07
 - a) Resolution to approve the Regular Meeting Minutes of April 17, 2014
(Herman Stockinger) Consent Agenda 1
- 10:20 a.m. 9. Discuss and Act on 12th Supplement to the FY’2014 Budget (Scott Richrath)..... Tab 08
- 10:25 a.m. 10. Discuss and Act on the CO SIB Application
(Scott Richrath) Tab 09
- 10:30 a.m. 11. Discuss and Act on the Resolution for RPP and FASTER Safety
Distribution Formulas (Deb-Perkins Smith) Tab 10
- 10:35 a.m. 14. Discuss and Act on the Resolution to Adopt the Rules Governing
CDOT Tunnels (Tony DeVito) Tab 11
- 10:40 a.m. 15. Other Matters: Appointment of the Nominating Committee
- 10:40 a.m. 16. Acknowledgements:
- 10:40 a.m. 17. Adjournment

BRIDGE ENTERPRISE BOARD OF DIRECTORS Tab 12

- 10:45 a.m. Call to Order and Roll Call
- 10:45 a.m. Audience Participation
Subject Limit: 10 minutes; Time Limit: 3 minutes
- 10:45 a.m. Act on Consent Agenda Bridge Enterprise 04
 - a) Resolution to Approve Regular Minutes from

April 17, 2014 (Herman Stockinger)

- 10:50 a.m. May 2014 On-System Poor List and Prioritization Scoring Update
(Scott McDaniel) Bridge Enterprise 06
- 10:55 a.m. Monthly Progress Report
(Scott McDaniel) Bridge Enterprise 09
- 11:05 a.m. CBE 100th Completed Bridge Presentation
(Scott McDaniel) Bridge Enterprise 15
- 11:15 a.m. The Condition of Colorado's Bridges and Federal Reauthorization
(Scott McDaniel or Josh Laipply) Bridge Enterprise 24
- 11:25 a.m. Q3 FY2014 CBE Bond Program Update
(Scott Richrath) Bridge Enterprise 30
- 11:30 a.m. FY2015 Draft Bridge Enterprise Budget
(Scott Richrath) Bridge Enterprise 36
- 11:35 a.m. Adjournment



DATE: May 15, 2014
TO: Transportation Commission
FROM: Scott Richrath, Chief Financial Officer
Scott McDaniel, Acting Chief Engineer
SUBJECT: Program Management Update

Purpose

This workshop and memorandum provide the Commission with (1) a program update for RAMP Partnership and Operations projects, selected programs, (2) an update on the \$69.5 M of additional funds that the Commission authorized in September 2012, and the \$86 million in surface treatment funds that were advanced, and (3) a reconciliation of the Transportation Commission Contingency Reserve Fund.

Action Requested

The items presented here are for Transportation Commission information and comment.

As we continue to develop program management reports, input from the commission on which types of reports clearly present program status is valuable.

Executive Summary

- (1) A program update on RAMP Partnership and Operations will be provided. This includes Preconstruction Schedule Performance Index (SPI) for this program.
- (2) The \$69.5 million of Additional Funds from September 2012 and the \$86 million in advanced surface treatment funds
- (3) An update on the Transportation Commission Contingency Reserve Fund



Details

Program Management Update

This month's presentation includes our first report on Schedule Performance Index (SPI) for a program. Last month, we discussed that the Transportation Commission would receive updates monthly for all programs. A more focused update will be provided for each program. This month we focus on RAMP Partnership and Operations. These updates are included in the attached PowerPoint presentation.

CDOT held a Program Management Summit on April 9th and 10th presenting information to staff regarding the adoption of program delivery and financing methods that integrate cash management and program management. This meeting forms the foundation for understanding the connection between project delivery and program/cash management.

This month, the first Schedule Performance Index (SPI) is calculated for the RAMP Partnership and Operations program. This is for pre-construction only. The SPI is similar to the metric that has been used for Bridge Enterprise projects; however, we are calculating it with a slightly different methodology. The calculated SPI is 0.77 for the program. SPI is a forecasting tool based upon earned value that compares a project's (or program's) actual progress to its planned performance. A project on schedule or forecasted to complete as planned would have an SPI = 1.0. An SPI \leq 1.0 means the project is not on schedule to complete as planned. An SPI \geq 1.0 indicates the project is forecasted to be completed ahead of schedule. The program goal for the Bridge Enterprise program is an SPI \geq 0.90.

Execution of the Intergovernmental Agreements (IGAs) with our public partners is a key step for completion of the RAMP Partnership and Operations projects. CDOT staff imposed a target date of June 30, 2014 to execute these IGAs without delaying the program. This update gives the Transportation Commission status of IGA's being executed for the entire program as well as a focus on those projects where the locals are managing the construction. Not all of the IGAs are expected to be complete by the target date, but substantial progress has been made. An exception to the target date of June 30 will be considered if the project schedule shows that executing the IGA at a later date will not delay the project.

Three IGA's have been identified as having atypical schedules for the local contribution for the Transportation Commission to be aware of. Each of these contributions conforms to the RAMP application as recommended by staff and approved by the Transportation Commission.

For SH 21/Old Ranch Road (RAMP ID 2-23), CDOT will receive the local contribution of \$8.6 million from PPRTA over a schedule from FY 2015 through FY 2018. For I-25/ Cimarron (RAMP ID 2-21), CDOT will receive the local contribution of \$5 million from the City of Colorado Springs over a period of five years (FY 2014 to FY 2018). This means some of the contribution for these two projects will come after construction is complete. For the US 160 Turnouts



(RAMP ID 2-5), the Town of La Veta and Huerfano County are providing construction materials, not cash. This is a variation on an in-kind match but is not a typical type of match.

The RAMP Partnership and Operations program will be managed with both program and project level budgeting restrictions that can bring items forward for Transportation Commission action in the future.

- If the total estimate for one segment of the RAMP program (the three segments being Public-Private, Public-Public and Operations) exceed the total project costs or the RAMP funding amount approved by the Transportation Commission for that segment by greater than 3.5%, the approval of the Transportation Commission will be required to increase the amount of funding for that segment.
- As long as the program requirement above is met, the following project-level restrictions will apply.
 - A RAMP project may be advertised if the pre-advertisement Engineer's Estimate is within 7.5% of the total project cost approved by the Transportation Commission and 7.5% of the authorized RAMP funding. This advertisement requires approval of both the Chief Engineer and the Chief Financial Officer. If the Engineer's Estimate exceeds this threshold, then either Transportation Commission approval is required or the project must be evaluated for scope changes or reductions that can reduce the estimated cost of the project consistent within the approved amount and these restrictions.
 - A RAMP project can be awarded if the lowest responsible bid is within 7.5% of the total project cost approved by the Transportation Commission and 7.5% of the authorized RAMP funding. If the lowest responsible bid exceeds this threshold, then either Transportation Commission approval is required or the project must be evaluated for scope changes or reductions that can reduce the estimated cost of the project consistent within the approved amount and these restrictions.
- If all of a Transportation Commission authorization for a project is not required for an approved project, the project-level RAMP funding that is not required will be returned to the program-level funding of that segment to manage the program within the 3.5% restriction described above.

Similar to last month, a status update of Significant Projects or those projects greater than \$25 M is provided.

A portion of the RAMP funding for the Peak Period Shoulder Lanes project (RAMP ID 1-9, an operations project) is being requested this month. This funding million will be used to continue construction under the CMGC contract and keep the project moving forward. This request is included in the budget supplement.

A primary performance metric for the integration of Cash Management and Program Management is the cash balance. Last month you reviewed a cash balance chart and gave comments on the format. The attached diagram incorporates your comments and reports actual cash balances for all CDOT funds from July 2012 through March 2014, including the Enterprises. The diagram also illustrates the forecast through December 2017 using current



information (letting dates and construction costs) for all Responsible Acceleration of Maintenance and Partnerships (RAMP), Bridge and Flood permanent repair projects. RAMP projects forecast unexpended balances of about \$150 million as of December 31, 2017, down slightly from the last forecast. Flood projects are let earlier than the previous forecast but, as they receive federal reimbursement promptly, this change does not materially affect cash balances. In December 2017, the forecasted closing cash balance of the State Highway Fund is about \$300 million and about \$500 million for all funds.

Update on the Transportation Commission Advanced Funds

In September 2012 at the meeting, the Transportation Commission authorized \$69.5 million in additional funds to fund eight projects. Other CDOT funding included with these eight projects brings the total of the project budgets to \$148.9 million. Forty two percent (42%) of these funds have been expended. Two projects have been completed. Four are in advertisement or construction. Two are marked as still in design: Cimarron is a design-build procurement and the I-70 Environmental Impact Statement (EIS) is a planning (preliminary design) contract.

In the August 7, 2012 memorandum “Accelerated Funding for Surface Treatment Projects,” \$86 million of FY 2014 Surface Treatment funds were advanced. Other CDOT funding included with these ten projects brings the total of the project budgets to \$89.44 million. Eighty five percent (85%) of these funds have been expended. Seven of the ten projects are complete and three are still under construction. This funding included several CDOT commitments. The commitment to spend the \$86 million on Interstate and National Highway System (NHS) highways has been met. All of these ten projects fall within these two classifications. Eight of the ten projects were advertised by the end of March 2013 commitment date. The other two projects were advertised in April 2013. Approximately \$23 million (27%) of the total program was spent in FY13, falling below the commitment of spending approximately one third (\$28.7 million) of the total program in FY13. The commitment has been met that this increase in funding would not significantly impact Region staff or industry.

These updates also show the progress of these two programs since they were last reported on in December 2013.

Update on the Transportation Commission Contingency Reserve Fund (TCCRF)

This month, we have been asked to provide the Transportation Commission with an updated balance of the Transportation Commission Contingency Reserve Fund, which includes a range of estimates for emergency relief and permanent recovery. Additional key items included in this month’s reconciliation include:

- Three projects from Region 1 totaling \$7.174 million



- Low and high end estimates for emergency relief and permanent recovery which range from \$45 million on the low end to \$61 million on the high end

With ongoing concerns that the Highway Trust Fund will be insolvent by late summer 2014, CDOT could be facing delays to further construction as early as October 1st. Facing the possibility that federal obligations are at risk in the near future, CDOT plans to use Advance Construction as a means to award projects and ensure program delivery. Advance Construction is a Federal-Aid funding tool that will allow CDOT to move forward with both large and small projects, even in the absence of full Federal-Aid obligation authority. While CDOT's current process involves using Advanced Construction to fund and award, without federal obligation in sight, CDOT does face the risk of drawing down its cash balance much more quickly than anticipated.

Next Steps

CDOT staff will continue to make regular Program Management updates through workshops on the Commission agenda. These workshops will be jointly developed by the Chief Financial Officer and the Chief Engineer since the agency is adopting project delivery and financing methods that integrate cash management and program management. A priority of the new Chief Engineer will be to establish a Program Management Office.

Attachments

- (1) PowerPoint presentation





COLORADO
Department of
Transportation



Program Management Update



PMO Reporting Overview by Program

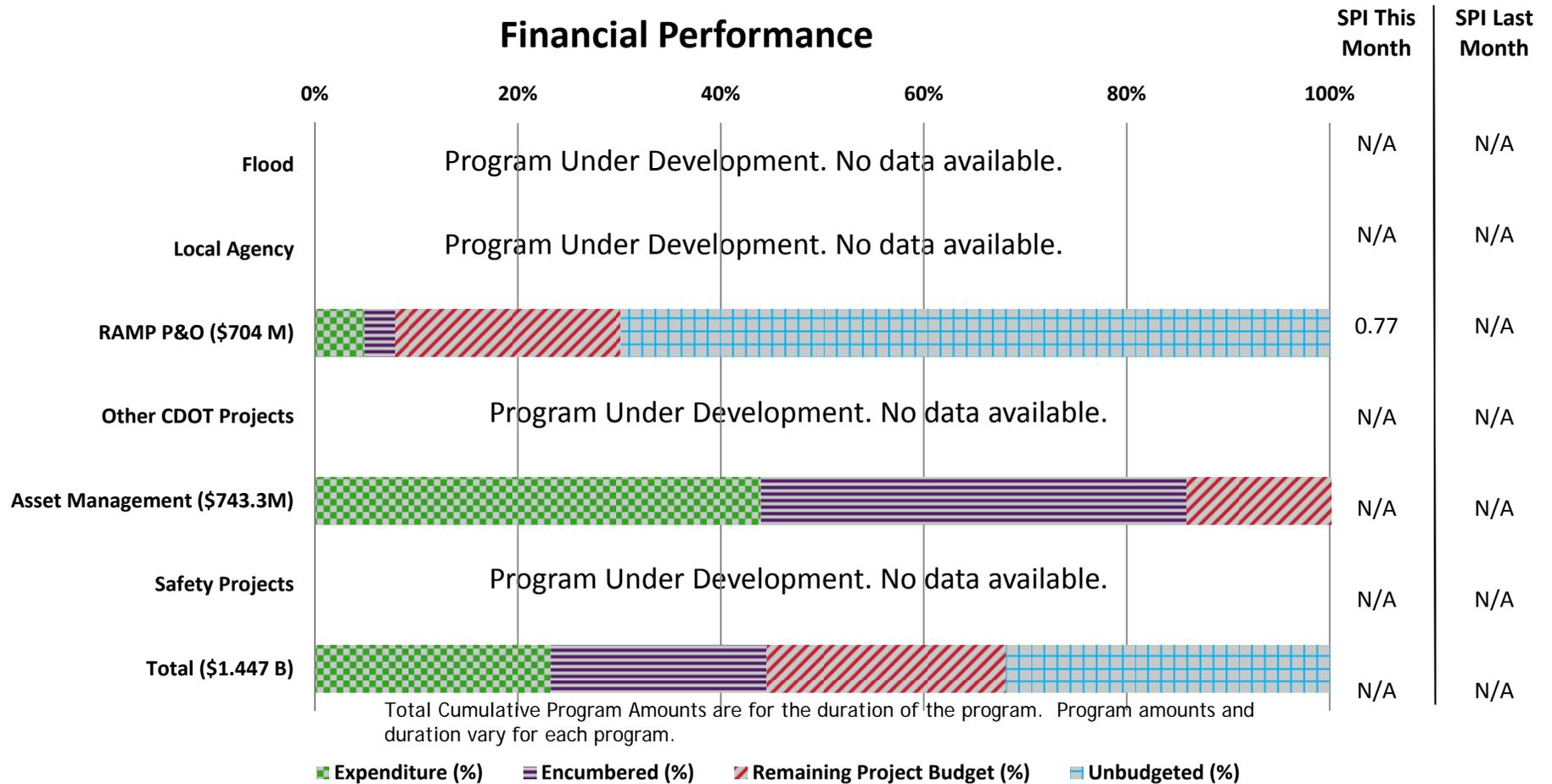
Program	Financial Performance (\$M)			Schedule	Quarterly Rotation
	Prior Month Expenditure	Current Month Expenditure	\$ Change	SPI	
Flood	N/A	N/A	N/A	N/A	Month 1
Local Agency	N/A	N/A	N/A	N/A	Month 1
RAMP O&P	\$20.078	\$21.242	\$1.164	0.77	Month 2
Other CDOT Projects	N/A	N/A	N/A	N/A	Month 2
Asset Management	\$208.729	\$273.821	\$65.092	N/A	Month 3
Safety Projects	N/A	N/A	N/A	N/A	Month 3
Total	\$228.807	\$295.063	\$66.256		

N/A - Program/Master Program Schedule still in development.
Data unavailable at this time.

Notes: RAMP O&P prior month expenditure corrected. RAMP O&P SPI new this month.



PMO Reporting Overview by Program

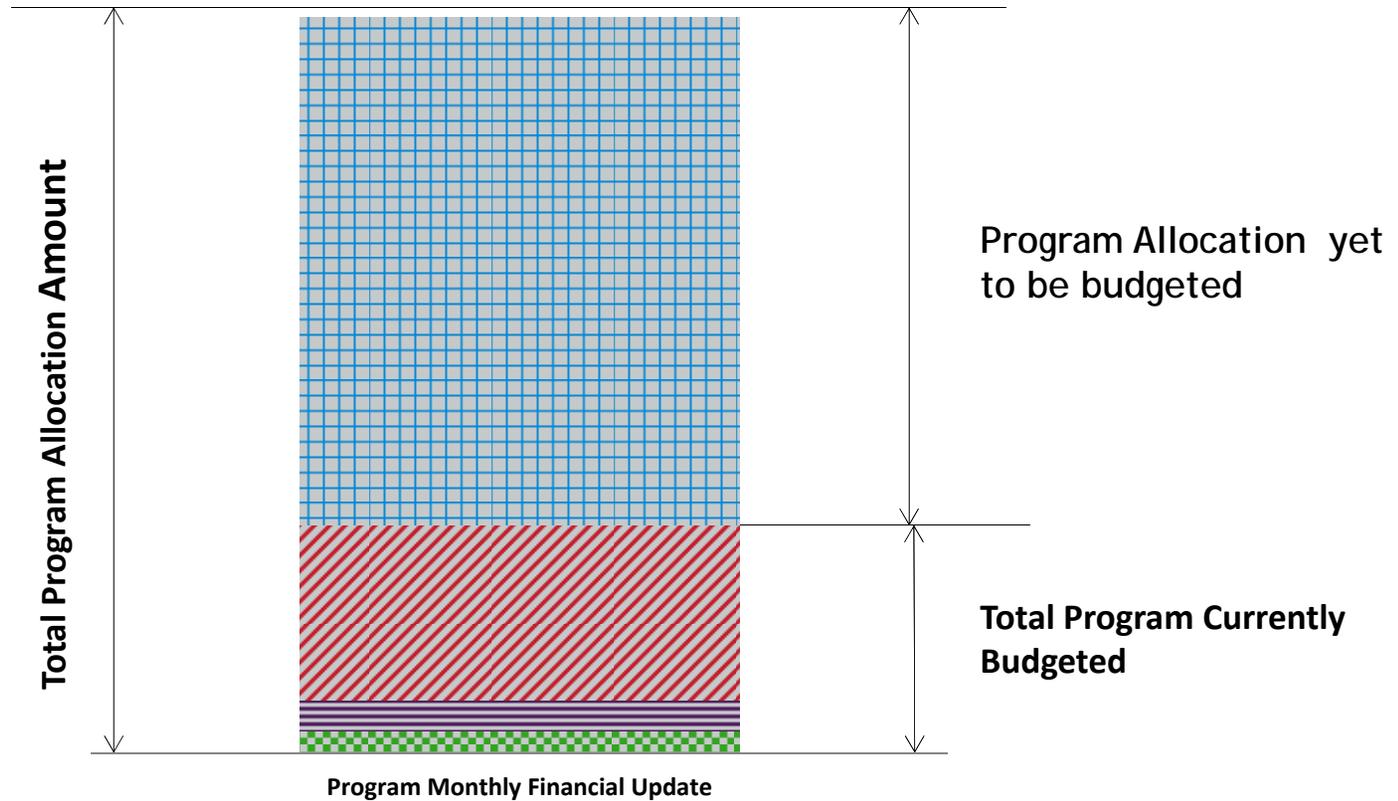


N/A - Master Program Schedule still in development, no data available.



Program Monthly Status Template

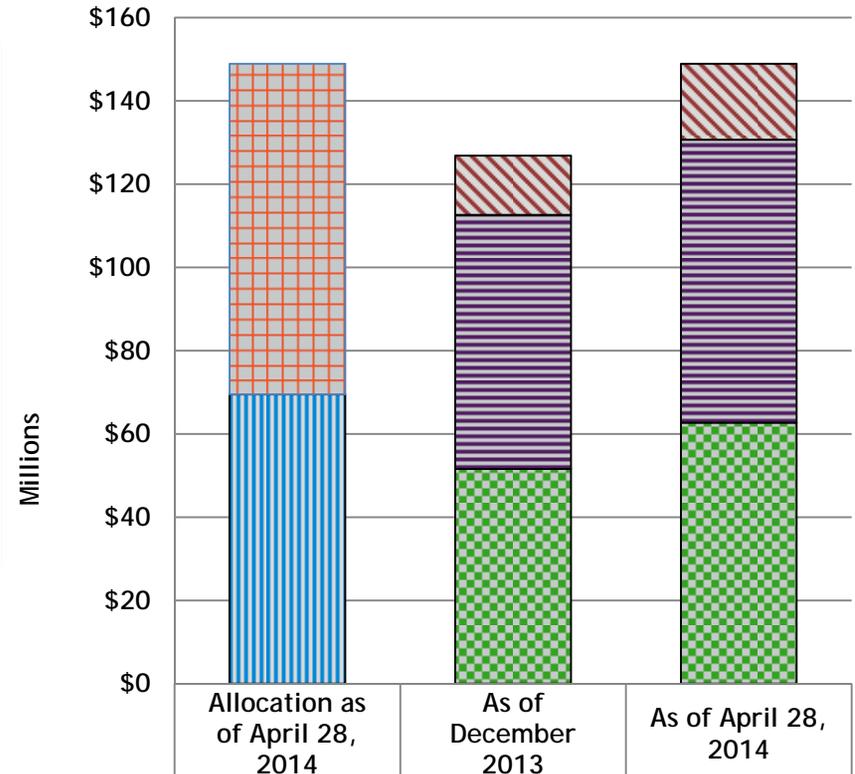
- Unbudgeted
- ▨ Remaining Project Budget
- ▨ Encumbrance
- ▨ Expenditure



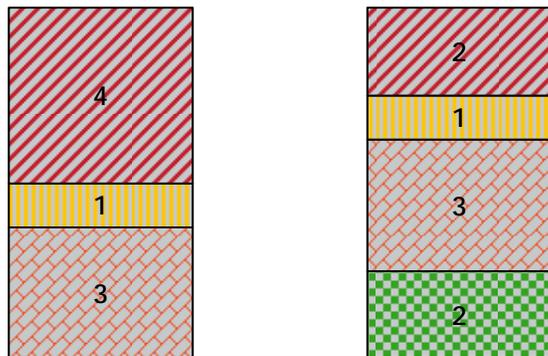


Status of \$69.5 M Advanced Funding (Authorized Sept. 2012)

	Project Name	Commission Allotment (Millions)
1	SH 9 Reconstruction - North of Breckenridge (Coyne Valley to Agape Church)	\$10.000
2	I-25 at Cimarron Interchange	\$6.000
3	Region 3 Fiber optic project (I-70 Installation of Fiber Optic - now Vail to Glenwood Springs)	\$10.000
4	I-76: Ft Morgan to Brush (I-76 Major Surface Treatment, Phase 3 - Fort Morgan to Brush)	\$30.700
5	US 160 Durango-Bayfield Passing Lane	\$0.800
6	US 160 S. of Cortez Passing Lane (US 160 Passing Lane Preconstruction - South of Cortez)	\$0.500
7	US 160/550 CFI in Durango (US 160 & US 550 - Construction of Continuous Flow Intersection - North Intersection in Durango)	\$3.000
8	I-70 East EIS	\$8.500
Total Commission Allotment		\$69.500



- ▨ In Design/PreConstruction
- ▨ In Bid/Award
- ▨ In Construction
- ▨ Complete



Additional CDOT Funds (Millions)	\$79.42		
Remaining Project Budget (Millions)		\$14.26 (11%)	\$18.25 (12%)
Encumbered (Millions)		\$61.02 (48%)	\$67.97 (46%)
Expenditure (Millions)		\$51.59 (41%)	\$62.70 (42%)
Commission Allocation (Millions)	\$69.50		

Total Allocation as of April 28, 2014 \$148.92 (Millions)

As of December 2013

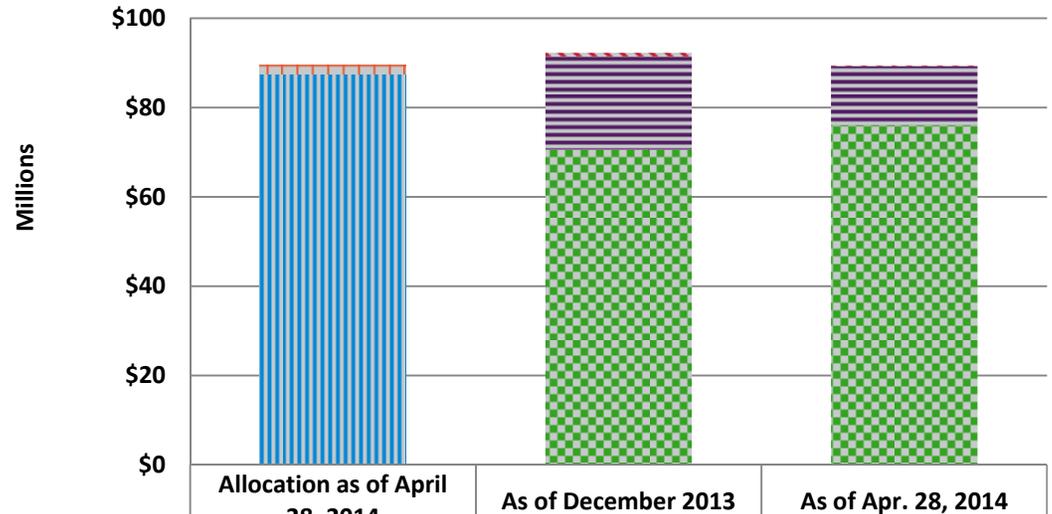
As of April 28, 2014



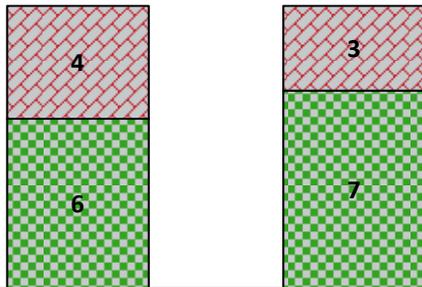
Status of \$86 M Advanced Funding (Authorized Aug. 2012)

Accelerated Surface Treatment

	Project Name	Commission Allotment (Millions)
1	I-70 East - Flagler to Bethune - SMA Mill & Fill (West of Flagler)	\$11.700
2	I-25 From State line to MP 7.5	\$11.900
3	US 50A Canon City to Penrose (West of Royal Gorge Entrance, East)	\$6.500
4	I-70 Eagle to Wolcott	\$5.000
5	I-70 Glenwood Canyon Concrete (Glenwood)	\$9.400
6	I-76 Sedgwick - State Line PH IV	\$18.300
7	US285 North of Monte Vista Resurfacing	\$6.500
8	US 491 Dove Creek(Cahone) to Utah State Line	\$6.500
9	US 6 - Sheridan to Simms	\$7.000
10	US 285: SH 88 (Federal Blvd.) to Marion Street - Overlay	\$4.700
Total Commission Allotment		\$87.500



■ Complete ■ In Construction



As of December 2013

As of April 28, 2014

■ Additional CDOT Funds (Millions)	\$1.94		
■ Remaining Project Budget (Millions)		\$0.81 (1%)	\$0.15 (<1%)
■ Encumbered (Millions)		\$20.87 (23%)	\$13.16 (15%)
■ Expenditure (Millions)		\$70.59 (76%)	\$76.12 (85%)
■ Commission Allocation (Millions)	\$87.50		

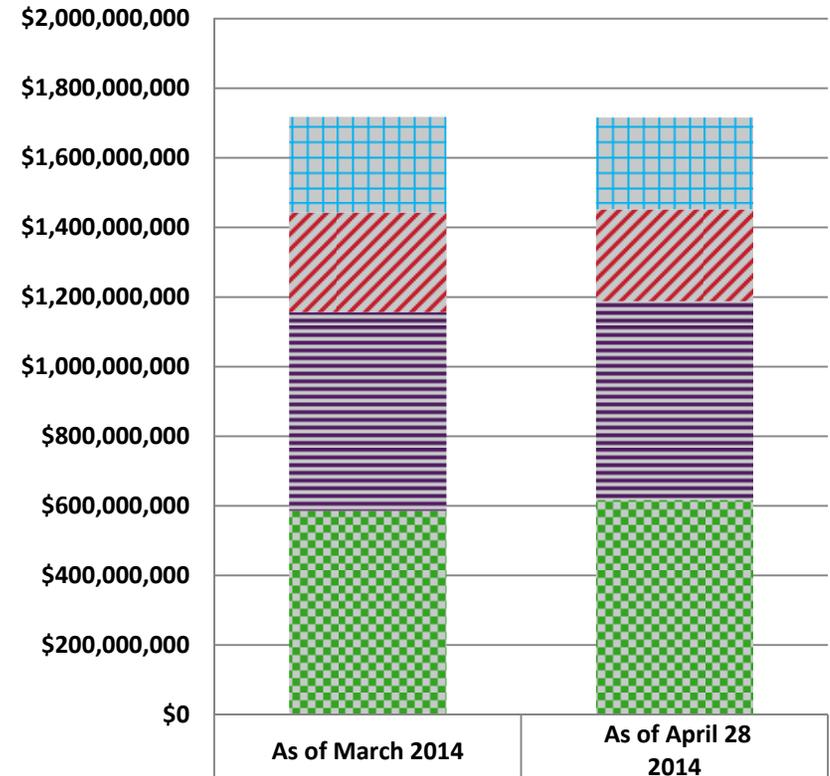
Total Allocation as of April 28, 2014 (Millions) \$89.44

Note: Bid Savings = \$2.83 M from December 2013 to April 28, 2014



Status of Significant Projects (Active Projects >\$25 Million)

	Project Name	Project Allocation	Phase
Tier 1 (Greater than \$100M)			
1	US36 Managed Lane Reconstruction	\$303,463,359	C
2	US6 Bridges Design-Build	\$131,771,975	C
3	I-70 EB Twin Tunnel Widening Project	\$106,395,145	C
Tier 2 (Between \$50 M and \$99 M)			
4	I-25 and Cimarron Interchange Reconstruction Design-Build (RAMP)	\$95,000,000	D
5	I25A Pueblo Ilex Design Build (RAMP)	\$79,191,519	D
6	I-70 East Corridor	\$77,000,000	D
7	I-25 Widening North of Colorado Springs	\$71,104,298	C
8	I-25 and Arapahoe Rd Interchange CMGC (RAMP)	\$68,000,000	D
9	I-25 Managed Lanes: US 36-120th Ave	\$65,874,563	C
10	I-225 Parker Road to Mississippi Ave	\$62,949,499	C
11	120TH Ave Connection Phase II	\$59,815,797	D
12	HPTE US 36 Phase II to Foothills Blvd	\$57,544,477	C
13	Twin Tunnels WB Tunnel Widening Pkg 1 (RAMP HPTE)	\$55,000,000	C
Tier 3 (Between \$25 and \$49 M)			
14	I-76 Fort Morgan to Brush (Phase III)	\$46,909,550	C
15	SH 9 Grand County Safety Improvements (RAMP)	\$46,000,000	D
16	Woodmen-I 25 to Powers	\$36,025,015	D
17	Peoria-Smith: Grade Separation	\$33,842,045	C
18	I-25: Santa Fe Interchange Reconstruction	\$33,756,097	D
19	US6: Wadsworth Interchange & 4-14th Ave	\$32,508,937	D
20	US 287: SH1 to LaPorte Bypass	\$32,237,000	D
21	I-25 Santa Fe Alameda Interchange Recons	\$31,904,431	C
22	I-70 Tower to Colfax	\$31,903,193	C
23	SH88: Cherry Creek Bridge Repair - FBR	\$30,132,015	C
24	Federal Blvd: 6th to Howard Reconstruction and Multimodal Improvements (RAMP)	\$29,181,821	D
25	I-76: East of Crook to Sedgwick Phase I	\$26,313,154	C
26	I-70 Loma East Resurfacing (RAMP)	\$22,746,101	C
27	EJMT Fire Suppression System Design Build (RAMP)	\$25,000,000	D
28	US 6 and SH 93: 19th St. Intersection Grade Separation (RAMP)	\$25,000,000	D
Total Allocation Amount as of April 28, 2014		\$1,716,569,991	
Number of Projects in Design as of April 28, 2014			13
Number of Projects in Construction as of April 28, 2014			15



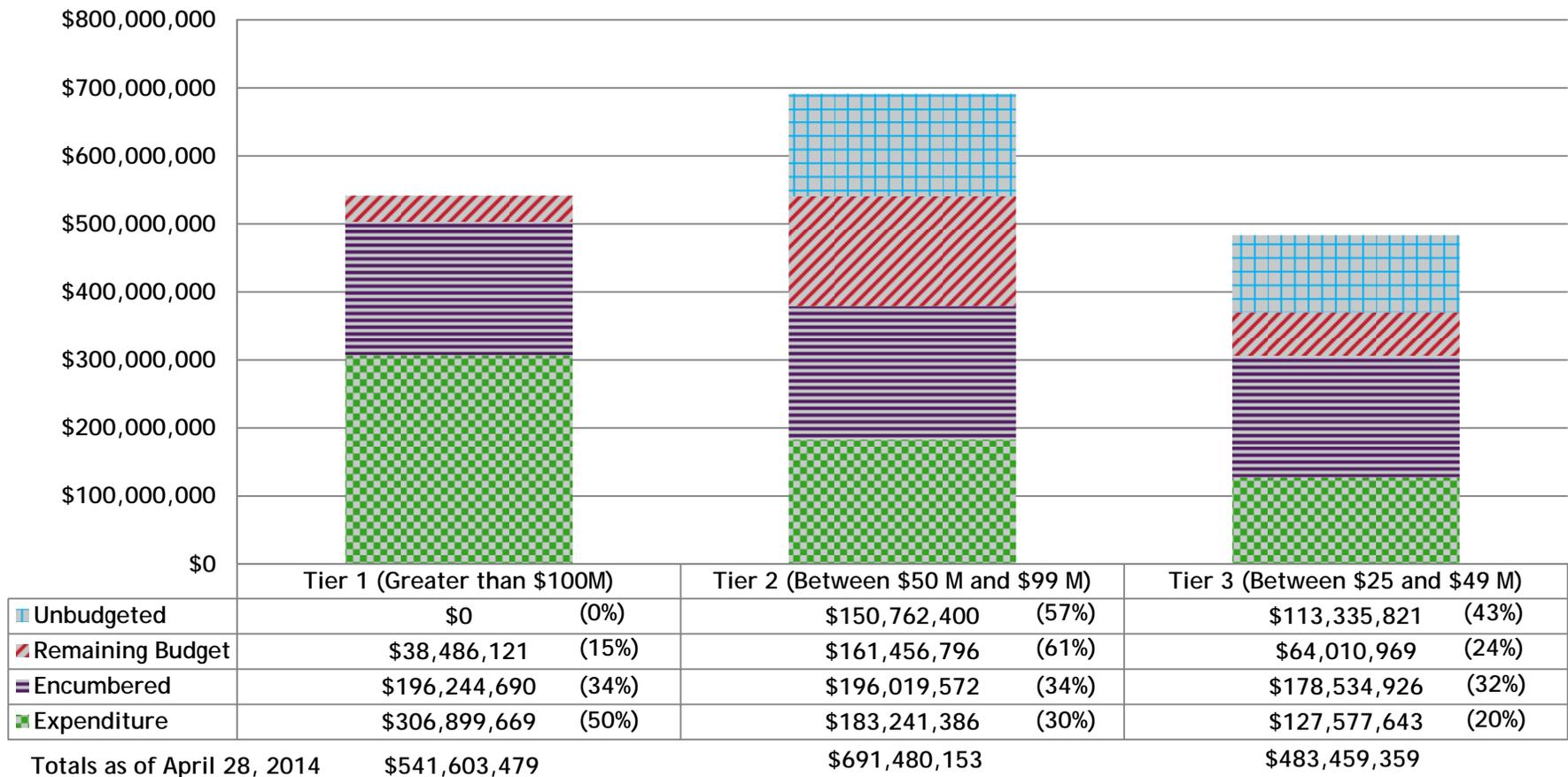
■ Unbudgeted	\$275,139,221 (16%)	\$264,098,221 (16%)
▨ Remaining Project Budget	\$286,141,151 (17%)	\$263,953,885 (15%)
▤ Encumbrance	\$571,039,235 (33%)	\$570,799,188 (33%)
▥ Expenditure	\$586,029,852 (34%)	\$617,718,697 (36%)

Total Amount Budgeted \$1,443,210,238 \$1,452,471,770



Status of Significant Projects (Active Projects >\$25 Million)

Total Allocation as of April 28, 2014 = \$1,716,569,991

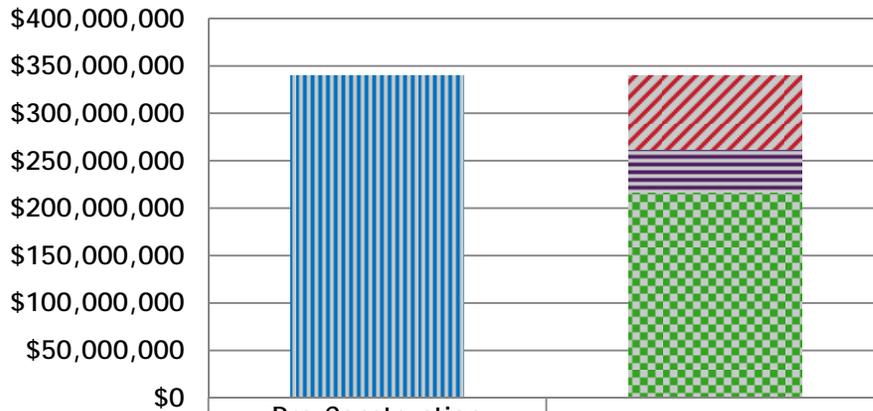


Note: Percentages shown are percentages of the total allocation.



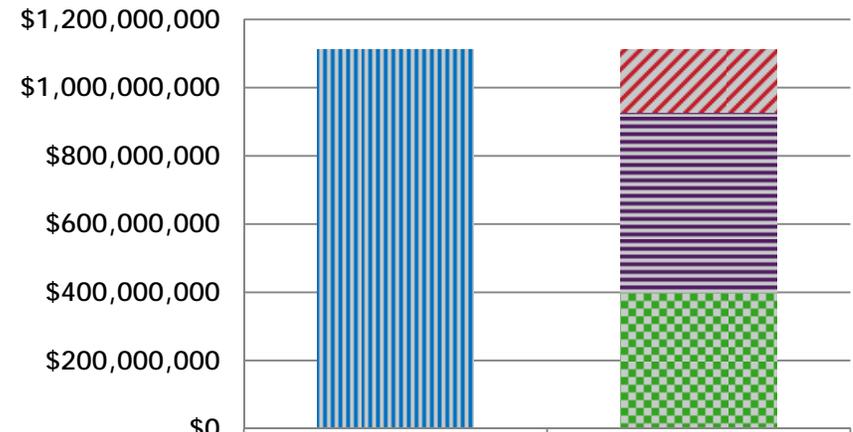
Status of Significant Projects (Active Projects >\$25 Million)

Pre-Construction



	Pre-Construction Budget as of April 28, 2014	As of April 28, 2014
Balance		\$77,534,749 (23%)
Encumbrance		\$44,616,327 (13%)
Expenditure		\$217,227,137 (64%)
Pre-Construction Budget	\$339,378,213	

Construction



	Construction Budget as of April 28, 2014	As of April 28, 2014
Balance		\$186,419,136 (17%)
Encumbrance		\$526,296,860 (47%)
Expenditure		\$400,377,561 (36%)
Construction Budget	\$1,113,093,557	

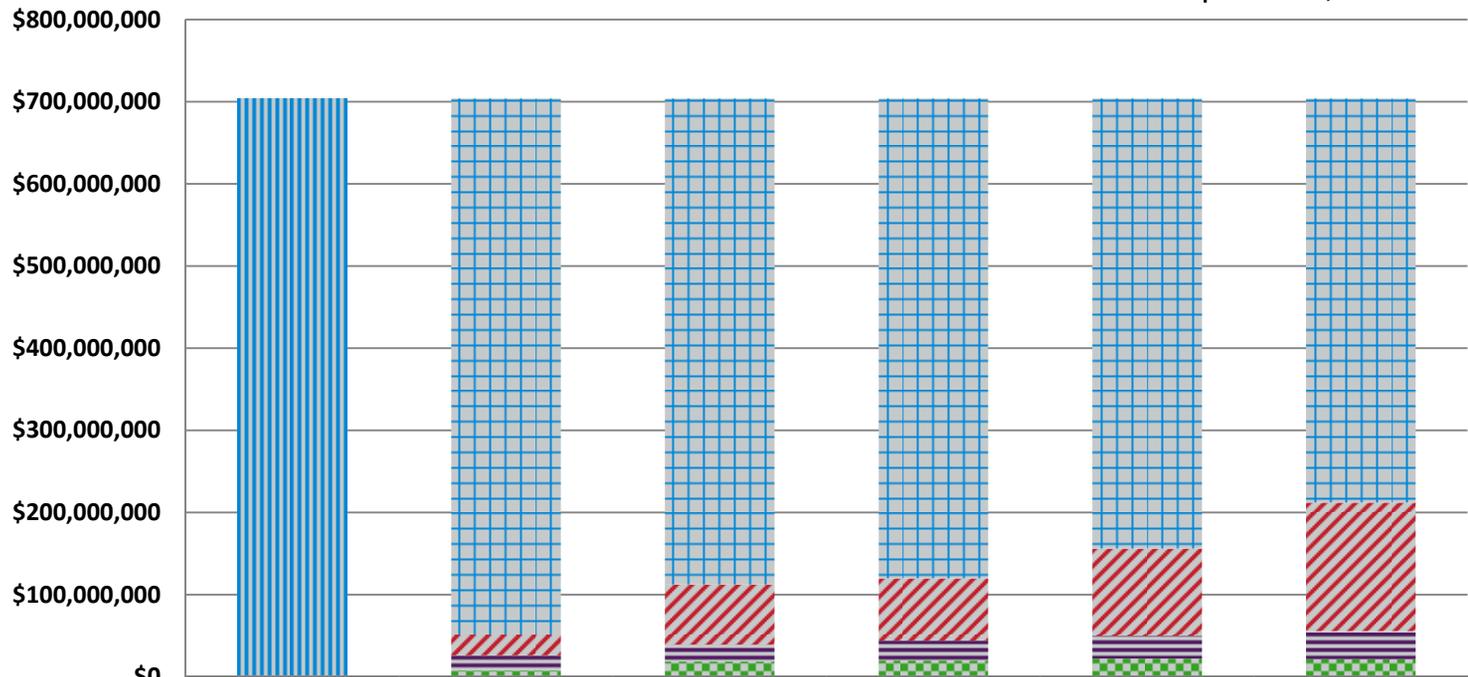
Total Amount Budgeted as of April 28, 2014 = \$1,452,471,770



Status of RAMP Partnership and Operations

Total RAMP Program

As of April 28th, 2014



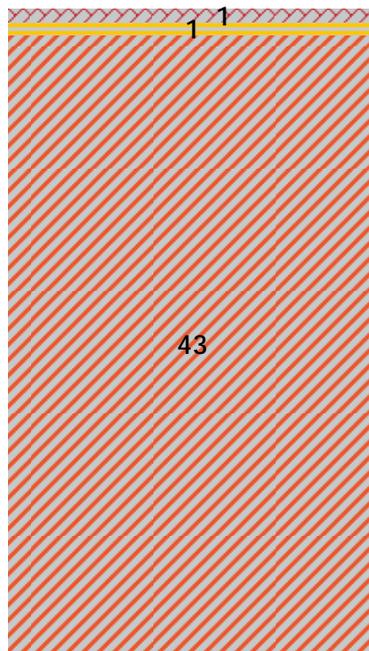
	January-14	February-14	March-14	April-14	As of Apr. 28, 2014
Unbudgeted	\$652,710,476 (93%)	\$591,728,745 (84%)	\$584,191,020 (83%)	\$547,928,944 (78%)	\$491,909,330 (70%)
Remaining Project Budget	\$25,090,622 (4%)	\$73,095,558 (10%)	\$75,818,439 (11%)	\$106,101,304 (15%)	\$156,459,884 (22%)
Encumbered	\$18,209,277 (3%)	\$20,555,733 (3%)	\$24,239,146 (3%)	\$28,014,939 (4%)	\$34,388,302 (5%)
Expenditure	\$7,989,626 (1%)	\$18,619,964 (3%)	\$19,751,395 (3%)	\$21,954,812 (3%)	\$21,242,485 (3%)
Total Program Amount	\$704,000,000				



Status of RAMP Partnership

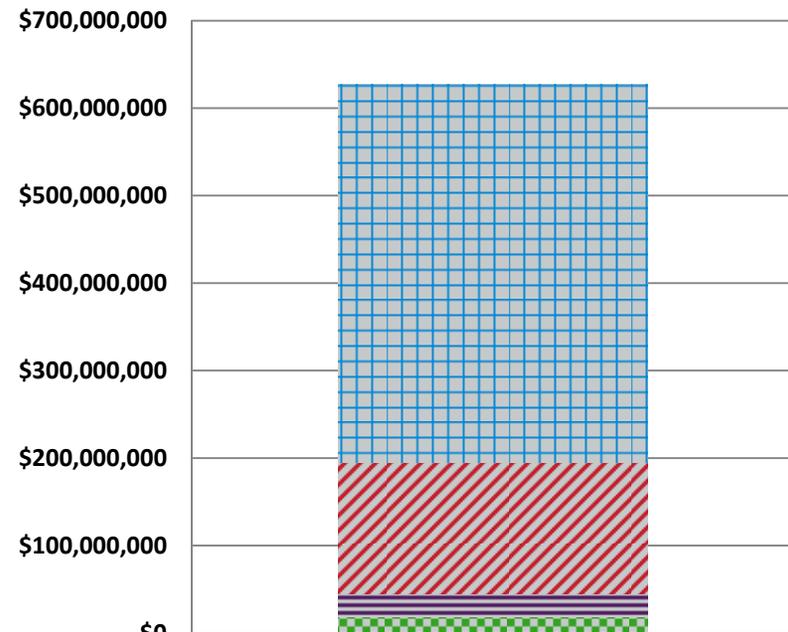
RAMP Partnership (Public-Public and Public-Private)

- Complete
- In Design
- In Bid/Award
- In Construction



As of April 28, 2014

RAMP Partnership (Public-Public and Public-Private)



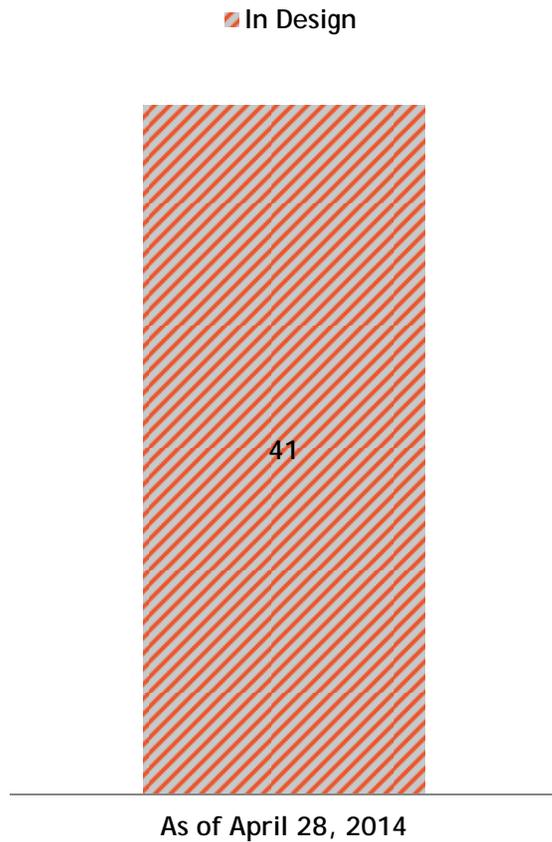
As of April 28, 2014

■ Unbudgeted	\$432,812,332	(69%)
■ Remaining Project Budget	\$149,591,819	(24%)
■ Encumbrance	\$26,687,486	(4%)
■ Expenditure	\$18,753,848	(3%)

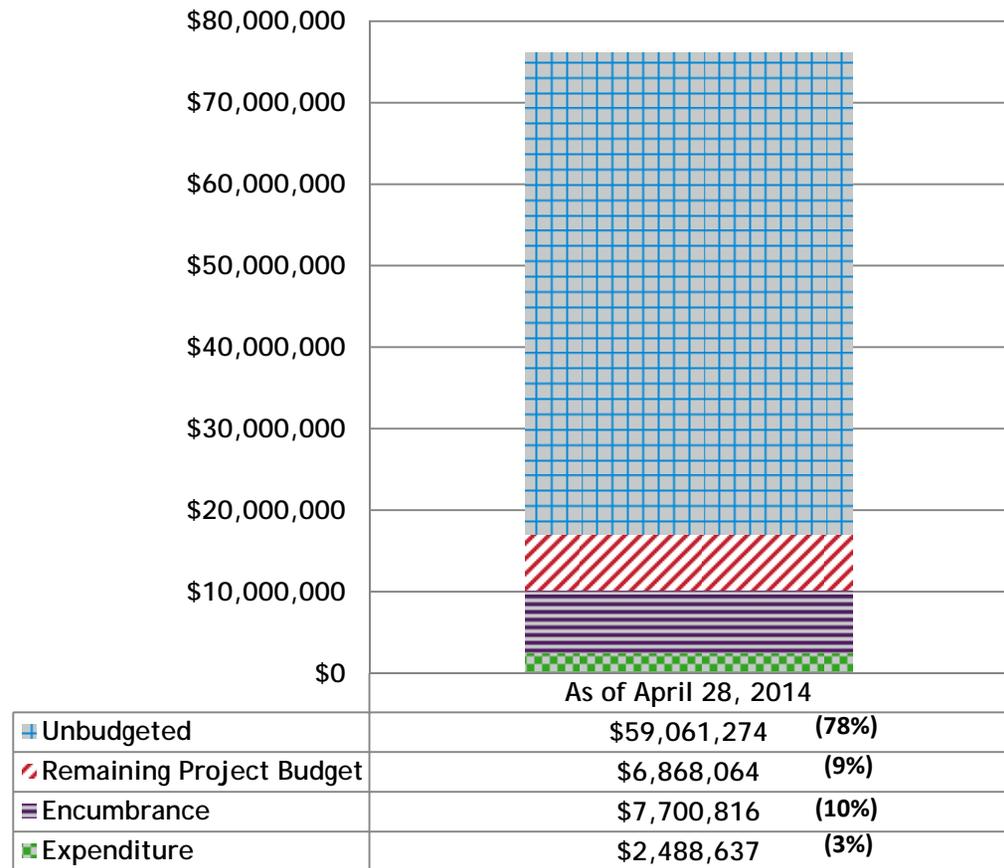


Status of RAMP Operations

RAMP Operations



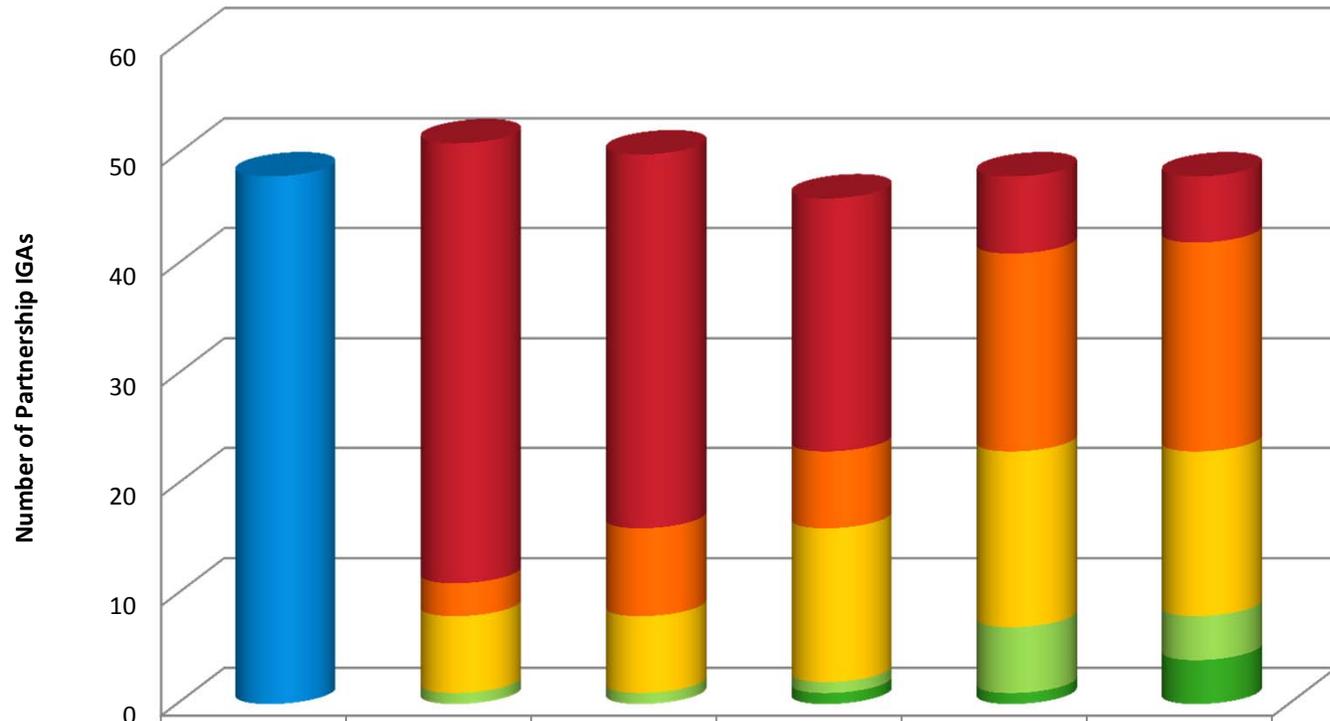
RAMP Operations





Status of RAMP IGAs - Partnership Projects

IGA Progress made over the past 3 months for Partnership projects.

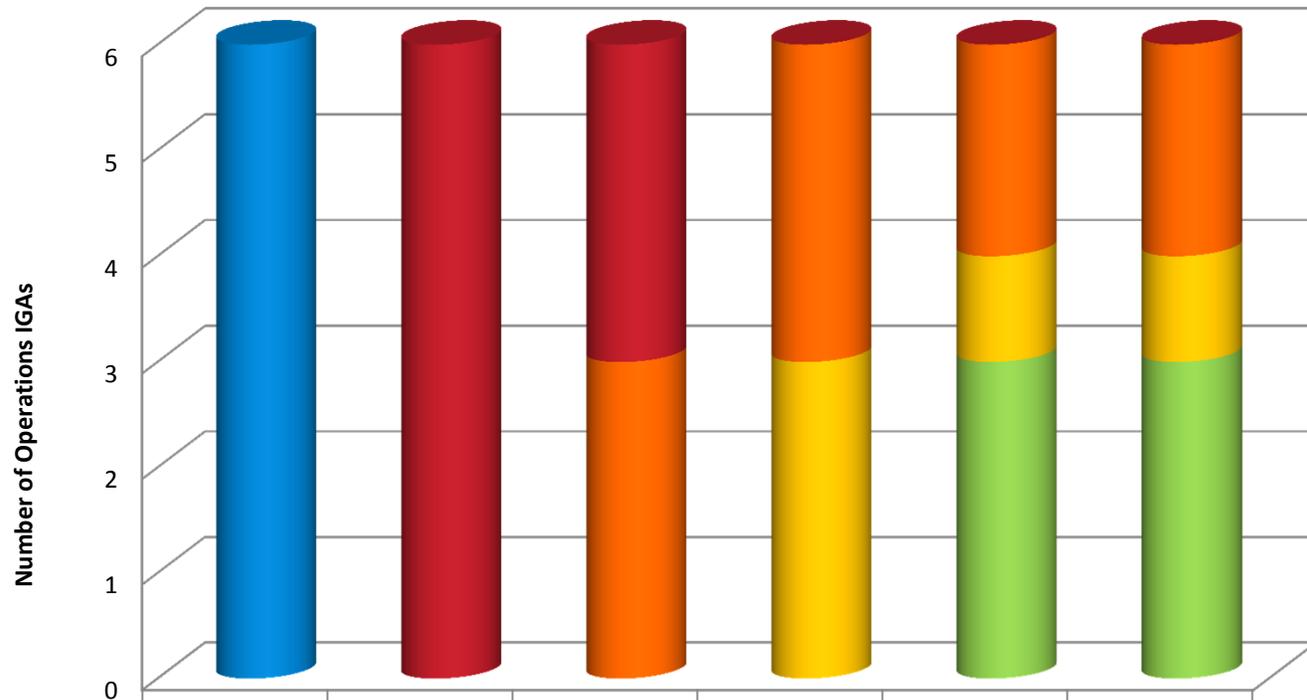


	Total Number of IGA's	As of Feb 4, 2014	As of Feb 18, 2014	As of Mar 19, 2014	As of Apr 18, 2014	As of May 1, 2014
■ Regional Staff Submit IGA Packet to HQ		40	34	23	7	6
■ HQ Drafts IGA Documents		3	8	7	18	19
■ Document Review by Local Agency		7	7	14	16	15
■ CDOT HQ Review / Signatures		1	1	1	6	4
■ IGA Executed		0	0	1	1	4
■ Total Number of IGA's (As of May 1, 2014)	48					



Status of RAMP IGAs - Operations Projects

IGA Progress made over the past 3 months for Operations projects.



	Total Number of IGA's	As of Feb. 4, 2014	As of Feb 18, 2014	As of Mar 19, 2014	As of Apr 18, 2014	As of May 1, 2014
■ Regional Staff Submit IGA Packet to HQ		6	3	0	0	0
■ HQ Drafts IGA Documents		0	3	3	2	2
■ Document Review by Local Agency		0	0	3	1	1
■ CDOT HQ Review / Signatures		0	0	0	3	3
■ IGA Executed		0	0	0	0	0
■ Total Number of IGA's (As of May 1, 2014)	6					



RAMP IGA Prioritization – Project Tracking & Progress Form

Snapshot of IGA Tracking Form – Page 1 of 4

As of April 30th,

Project Information			IGA Priority		Ad Date	
RAMP Tracking Number	WBS (PCN or SAP)	Project Name	Category	Overall	PM Staff Estimated AD Date	SAP Ad Date
PRIORITY #1s						
3.09	19094	I-70 Simba Run Vail Underpass	1	1	3/1/2016	3/10/2016
3.40	18244 / 19910	SH 9 Grand County Safety Improvements	1	2	9/3/2014	9/25/2014
3.14	19351 / 19459	I-70 Eagle Interchange Upgrade	1	3	4/25/2013	12/26/2013
1.37	19957	Federal Blvd: 6th to Howard Reconstruction and Multimodal Improvements	1	4	5/18/2016	5/18/2016
1.41	19978	State Highway Signal Upgrades - Phase I - Colfax Signals	1	5	12/1/2014	12/14/2014
1.42	19979	State Highway Signal Upgrades - Phase III - Denver Slipfit (Alameda & Knox)	1	6	9/1/2015	9/24/2015
1.44	19980	State Highway Signal Upgrades - Phase I - Santa Fe and Evans Traffic Signal	1	7	8/1/2014	8/28/2014
5.14	18972	US 285 Antonito Storm Drain System Replacement	1	8	4/24/2014	4/24/2014
2.22	18367	I-25 Fillmore Interchange Diverging Diamond Interchange (DDI) Conversion	1	9	6/19/2014	6/19/2014
2.23	19522	SH 21 / Old Ranch Rd. Interchange Completion	1	10	7/10/2014	7/10/2014

Status / Comments	IGA Progress				
	Regional Staff Submit IGA Packet to HQ	HQ Drafts IGA Documents	Document Review by Local Agency	CDOT HQ Review / Signatures	IGA Executed
Amendment to IGA with the Town of Vail has been executed (4/10/14)					
Final IGA Draft Approved; Pending Local Agency Signatures					
Fully Executed IGA Contract					
Approved IGA Packet; To Procurement for Draft					
Approved IGA Packet; To Procurement for Draft					
Approved IGA Packet; To Procurement for Draft					
Approved IGA Packet; To Procurement for Draft					
Fully Executed IGA					
To Local Agency for Review and Signature					
Approved IGA Packet; To Procurement for Draft					

These IGAs were prioritized based on their estimated AD date and local agency requirements. Four (4) IGAs have been fully executed; (1) project is in construction.



RAMP IGA Prioritization – Project Tracking & Progress Form

Snapshot of IGA Tracking Form – Pages 2 thru 4

As of April 30th, 2014

Project Information				IGA Priority		Ad Date		IGA Progress									
RAMP Tracking Number	WBS (PCN or SAP)	Project Name	Category	Overall	PM Staff Estimated AD Date	SAP Ad Date	Status / Comments	Regional Staff Submit IGA Packet to HQ	HQ Drafts IGA Documents	Document Review by Local Agency	CDOT HQ Review / Signatures	IGA Executed	Regional Staff Submit IGA Packet to HQ	HQ Drafts IGA Documents	Document Review by Local Agency	CDOT HQ Review / Signatures	IGA Executed
PRIORITY #2s																	
4.20	12372 / 18401 / 19561	US 287: (North College) Conifer to LaPorte Bypass	3	11	4/1/2014	4/24/2014	18401 To Procurement 19561 Need Request Form (#1 priority)										
4.54	18397	SH 119: (Diagonal) 30th to Foothills Parkway Multi-modal Improvements Project	3	12	6/1/2014	Local Agency	To Procurement										
4.29	19890	US 34 and CR 49 Intersection Safety Improvements	2	13	2/1/2014	4/24/2014	IGA Documents Signed by Local Agency; Pending Final Signature from HQ.										
1.02	18999	C-470 Managed Tolled Express Lanes: Kipling to I-25	2	14	1/14/2015	2/17/2016	To Procurement										
5.10	19902	US 160 / Wilson Gulch Road Extension	2	15	7/29/2014	7/24/2014	To Procurement										
2.31	19205 / 19208 / 19408	I-25 Ilex to 1st St. in Pueblo	2	16	3/15/2014	3/27/2014	AECOM Approved; Draft IGA being prepared by Procurement						ift				
2.33	19056 / 19751	US 50 / SH 45 Interchange, Willis to Purcell-Pueblo	2	17	10/30/2014	10/9/2014	AECOM Approved; Draft IGA being prepared by Procurement						ift				
1.46	19192	I-25 and Arapahoe Rd. Interchange	2	18	1/29/2016	1/29/2016	AECOM Approved; To Procurement						until ed				
3.31	19874	US 40 Improvements in Fraser	2	19	6/30/2014	7/5/2014	Under Review by the Locals, Pending LA signatures						until ed				
PRIORITY #3																	
5.15	19411	SH 62 Ridgway Street Improvements	3	20	12/17/2015	12/17/2015	Approved; IGA documents sent to Locals for signature										
2.21	19039	I-25 and Cimarron Interchange Reconstruction	3	21	6/25/2014	6/26/2014	Revision made to Draft IGA copies; Resubmit to Locals for final review / signature						ift				
5.18	19643	US 24 Enhancement Project in Buena Vista	3	22	1/7/2016	4/28/2016	Approved; IGA documents sent to Locals for signature						ift				
1.15	19896	US 6 and SH 93: 19th St. Intersection Grade Separation	3	29	10/15/2014	CMGC	To Procurement for Draft										
PRIORITY #4																	
5.06	19909	US 550 Sky Rocket Box Culvert Replacement	4	30	10/28/2015	10/1/2015	To Procurement for Draft										
3.12.29	19930	SH 9 - Frisco to Breckenridge: Iron Springs Alignment	4	31	7/26/2016	3/24/2016	Documents (MOU) with the Local Agency for review										
3.24	19911	I-70 Horizon Drive	4	32	7/8/2015	1/8/2015	Pending the State Controller's Approval before being Fully Executed.						on				
5.13	19397	SH 145 at CR P Safety Improvements	4	33	5/7/2015	5/7/2015	IGA Executed										
4.25	19889	SH 14 / Greenfields Ct. - Frontage Rd. Relocation	2	43	12/1/2016	Local Agency	To Procurement										
4.58	19888	SH 119: Boulder Canyon Trail Extension	6	44	12/1/2015	7/29/2016	To Procurement										
PRIORITY (N/A) - Do NOT require IGA's																	
1.07	17810	Eisenhower-Johnson Memorial Tunnels (EJMT) Fire Suppression System	n/a	n/a	4/10/2014	CDOT R1	No Local Agency Partner; No IGA required										



Status of RAMP IGAs – Locally Admin. Projects

As of April 30th , 2014

RAMP Program - Locally Administered Projects									As of:	4/30/2014 11:44
	Project Information			L.A. Locally Admin. Project	IGA Progress					
	RAMP Tracking Number	WBS (PCN or SAP)	Project Name		Regional Staff Submit IGA Packet to HQ	HQ Drafts IGA Documents	Document Review by Local Agency	CDOT HQ Review / Signatures	IGA Executed	
Region 1	1.15	19896	US 6 and SH 93: 19th St. Intersection Grade Separation	City of Golden						
	1.37	19957	Federal Blvd: 6th to Howard Reconstruction and Multimodal Improvements	City of Denver						
Region 3	3.09	19094	I-70 Simba Run Vail Underpass	Town of Vail						
	3.14	19351 / 19459	I-70 Eagle Interchange Upgrade	Town of Eagle						
	3.24	19911	I-70 Horizon Drive	City of Grand Junction						
	3.31	19874	US 40 Improvements in Fraser	Town of Fraser						
Region 4	4.06	19893	US 34 in Estes Park Improvements and Devolution	Town of Estes Park & CFL						
	4.20	12372 / 18401	US 287: (North College) Conifer to LaPorte Bypass	City of Ft Collins						
	4.25	19889	SH 14 / Greenfields Ct. - Frontage Rd. Relocation	Larimer County						
	4.28	19891	SH 392 and CR 47 Intersection Safety Improvements	Weld County						
	4.29	19890	US 34 and CR 49 Intersection Safety Improvements	Weld County						
	4.30	19892	SH 392 and CR74 Intersection Safety Improvements	Weld County						
	4.34	19894	Turning Lanes at US 34 and Yuma County Road H	Yuma County						
	4.51	20204	Turning Lanes at US 385 & YCR 33.6	Yuma County						
	4.52	20203	Turning Lanes at US 34 & YCR J	Yuma County						
	4.54	18397	SH 119 Diagonal: 30th to Foothills Parkway	City of Boulder						
Region 5	5.10	19902	US 160 / Wilson Gulch Road Extension	City of Durango						
	5.15	19411	SH 62 Ridgway Street Improvements	Town of Ridgeway						
Operations	1.09	19474	I-70 Eastbound Peak Period Shoulder Lanes / Greenway Design	Clear Creek County						
	1.41	19978	State Highway Signal Upgrades - Phase I - Colfax Signals	City of Denver						
	1.42	19979	State Highway Signal Upgrades - Phase III - Denver Slipfit (Alameda & Knox)	City of Denver						
	1.44	19980	State Highway Signal Upgrades - Phase I - Santa Fe and Evans Traffic Signal	City of Denver						
	4.35	19886	Loveland I-25 and Crossroads Blvd. Anti-Icing Spray System	City of Loveland						
	4.36	19887	Loveland Road Weather Information System (RWIS) Update / Expansion	City of Loveland						
Count	25	Number of Locally Administered Projects			3	13	5	3	1	
		Percentage Complete			12%	52%	20%	12%	4%	

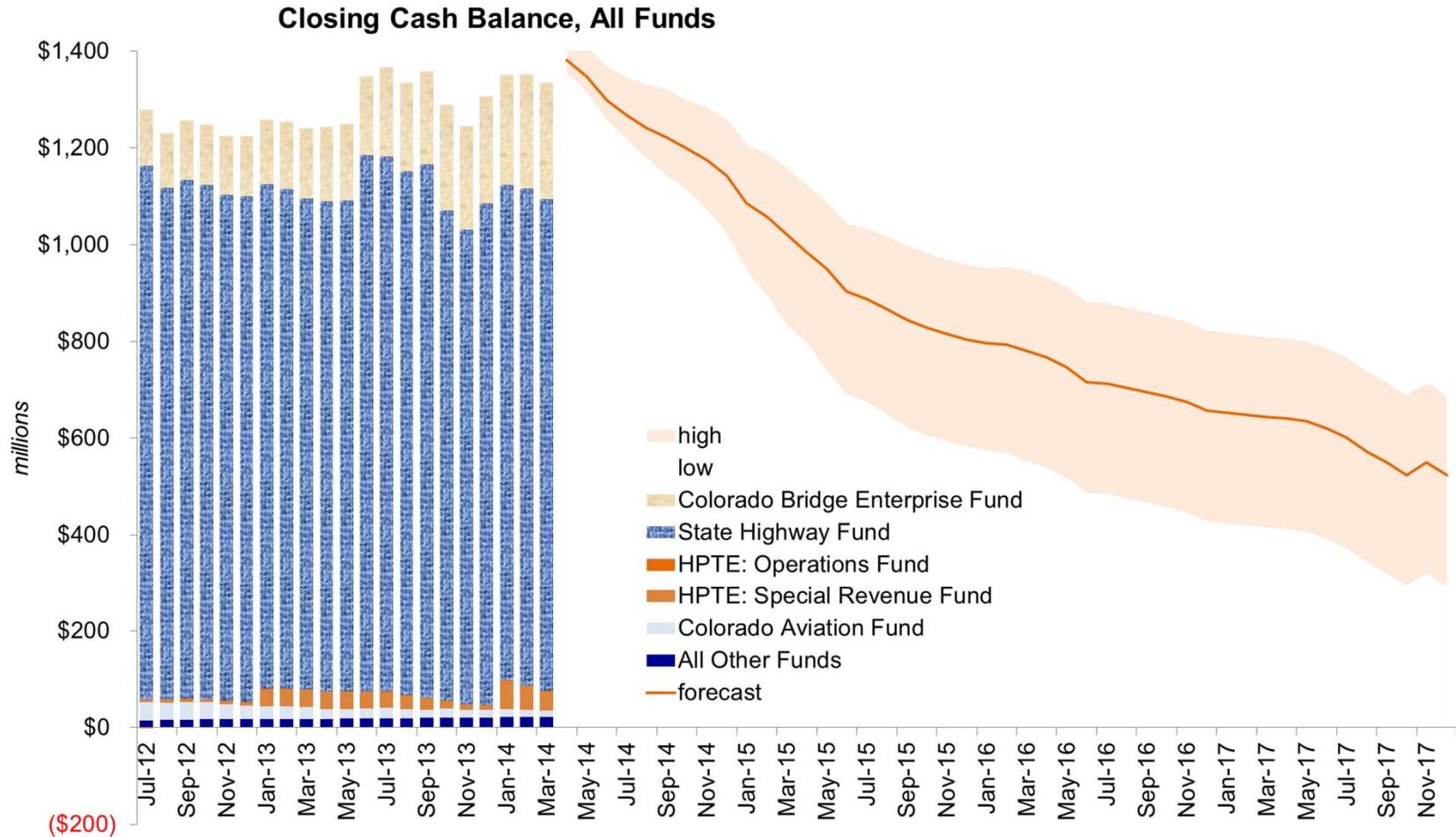


RAMP Partnership and Operations

- The RAMP Program will be managed with the following program and project level controls that will require Transportation Commission approval to exceed:
 - When the program is estimated to be more than 3.5% of the authorized amount.
 - When a single project is estimated or bid at more than 7.5% of the authorized amount.



Cash Balance Update





Contingency Balance Reconciliation

Contingency Balance Reconciliation		
April FY 2014 TC Contingency Balance	\$79,888,974	
Emergency Relief/Permanent Recovery	Low Estimate	High Estimate
	(\$45,000,000)	(\$61,000,000)
SH 5: Mt. Evans	(\$2,500,000)	
Vasquez Pump Station at 59 th Ave.	(\$4,000,000)	
US 550: Red Mtn. Pass (Ruby Walls)	(\$928,000)	
Baptist Road Liability	Low Estimate	High Estimate
	0	(\$5,000,000)
FY 15 Contingency Estimate	Low	High
	\$27,460,974	\$6,460,974
Contingency Target Balance	\$25,000,000	
Highway Trust Fund Insolvency FY15 Cash (Outflow) Estimate	(\$900,000,000)	



COLORADO

Department of Transportation

Division of Accounting and Finance

4201 East Arkansas Avenue, Room 235
Denver, Colorado 80222
(303) 757-9262

DATE: May 14, 2014
TO: Transportation Commission
FROM: Scott Richrath, Chief Financial Officer
Maria Sobota, Budget Director
SUBJECT: Policy Directive 703.0 (PD703.0)-Workshop #2

Purpose

This memo serves as a response to the request of the Transportation Commission (TC) to the Division of Accounting and Finance (DAF) to clarify changes under the new PD703.0.

Action Required

The TC is being asked to review the presentation and provide feedback to me at today's workshop or by phone or email no later than May 30. Feedback is particularly critical in determining how "Substantive" shall be defined and how, when and by whom those "Substantive" thresholds will be established.

May's workshop will provide definition of annual budgeting processes and overall financial position. A workshop in June will detail parameters governing specific programs as well as project approval processes.

Context

After viewing the first draft of PD703.0 and supporting materials in April 2014, the Transportation Commission asked for clarification of several key topic areas including review and approvals, risk management as well as details regarding program management and individual project funding.

Discussion

In response to this request, this month the Department will be presenting information to the Commission that addresses what items under the new PD will now be presented for review and approval as opposed to what items will now be presented as informational only or not at all. Also provided is a comprehensive explanation of the level of agency risk associated with those items presented to the Commission as well as how overall agency risk will be



defined and managed within the Department as a whole. A glossary of terms related to these topics will also be provided for clarification and discussion.

With focus shifting from project to program approval by the Commission under the new PD703.0, the Commission should now exercise a higher level of oversight over broad budget matters; while focusing its attention on exceptional budget matters that involve significant materiality or a high level of agency risk. As such, an overview of the frequency at which review and approvals will take place as well as how that relates to the level of risk to the agency is also presented for clarification.

Details regarding program management and individual project funding will be addressed by the Department next month. Adoption will be sought in July.

Staff Recommendation

The Department recommends that the Commission review the presentation and provide input by May 30th. In addition, if there are comments regarding the draft PD703.0 or presentations from last month, please let Scott Richrath know as soon as possible.

If you have any questions, please feel free to contact me by phone at (303) 757-9793 or by email at scott.richrath@state.co.us.





PD 703.0 Update

- Glossary of Key terms
- Levels of Review and Approval Overall financial position
- Defining Levels of Agency Risk
- Program Management & Project Funding
- Fiscal Year 2015 Budget





Glossary of Key Terms

Substantive: Defined in PD703.0, “Substantive” shall be used to mean exceeding the approved amount over a scope, schedule or budget threshold set annually by the Department’s Executive Director or designee.

Non-Substantive: Individual items that pose low risk to the agency; therefore, the TC’s interest in these items pertain more to their aggregate effect rather than on the minor effect of individual items. The TC need only review and approve the program, i.e. the group of items.

TC Directed: Program funding directed by the TC. Includes control over the majority of the State Highway Funds.

Federally/Statutorily Directed: Applies to funds that must be spent in a particular way. The TC has limited authority over the kinds of activities for which these funds can be spent. Federal funds must be expended according to the most current authorizing legislation (MAP21). Many state funds are directed by particular statutes. Examples include FASTER and SB-228 Funds.

Decision Item: A proposed significant change in the upcoming fiscal year budget requiring TC approval (>than \$1 million); whereas changes affecting the Administrative (legislatively appropriated budget) are presented to the General Assembly via the Joint Budget Committee (JBC) and do not require TC approval.

Contingency: TC funds that are set aside to address unforeseen needs or circumstances (e.g., emergency relief).

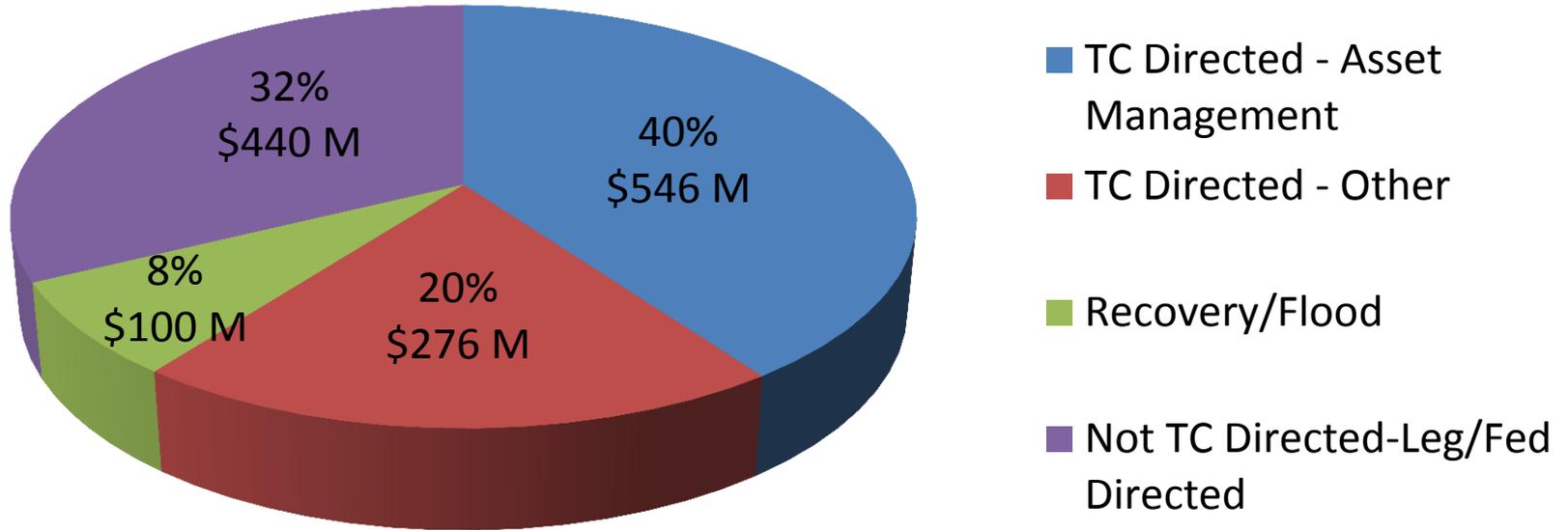
Roll Forwards: Budget pool fund balances not spent in the current fiscal year are automatically rolled forward to the next and do not require TC approval. Cost center balances do not automatically roll forward, with a few exceptions. Any request to roll forward cost center funds beyond these exceptions requires TC approval. Examples of automatic cost center roll forwards are: heavy equipment, ITS, FASTER transit, Bridge Enterprise & HPTE Funds.

FTE: Full Time Equivalent. The term applies to positions within CDOT both filled and vacant. A position is classified as either full time or part time. The total number of FTE for CDOT is the sum of all of these.



Fiscal Year 2015 Budget

FY15 Budget





PD 703.0 Levels of Review and Approval

High Risk

TC Review and Approve

Individual items categorized as posing a high agency risk will continue to require the review and approval of the Transportation Commission.

Moderate Risk

Executive Director (or Designee) Report and Inform the TC

Items categorized as posing a moderate agency risk will be managed by the Executive Director or Designee. To maintain open communication and flow of information, details regarding these individual items will be reported to the Transportation Commission.

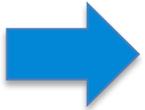
Low Risk

Staff Manage

Individual items categorized as posing a low agency risk will be managed by the Executive Director or Designee, overseen at the staff level, and will not appear before the TC.



Defining Levels of Agency Risk



Under PD 703.0, the Commission will focus attention on exceptional budget matters that involve significant materiality or high risk to the agency, while items categorized as moderate or low risk will be managed by Executive Director or Designee. Levels of agency risk are defined by the following criteria:

High Risk Criteria	Moderate Risk Criteria	Low Risk Criteria
<ul style="list-style-type: none"> • Not on an approved project list • Implications of decisions regarding “Substantive¹” items • TC approval is mandated by existing statute • Change that will trigger a loan • Items that have potential political, legal and financial ramifications 	<ul style="list-style-type: none"> • On an approved project list • Funding and project changes for non-“Substantive¹” items • Overrun thresholds are established and approved annually • Items that have a low probability of political, legal or financial ramifications 	<ul style="list-style-type: none"> • On an approved project list • No funding or project changes • Decisions that follow approved standardized business processes that are in place and utilized by staff, including the annual budget • Items that have no political, legal or financial ramifications

¹ For definitions of “Substantive” and non “Substantive”, see glossary of key terms

Overall Financial Position

	High Risk: TC Review and Approve		Moderate Risk: ED or Designee Report and Inform		Low Risk: Staff Manage Annually
	Monthly	Annually	Quarterly	Annually	
Revenue-Based Budget		Annual Budget- November - review draft budget, March - adopt final Annual STIP Amendments	Quarterly review of the staging area: revenue forecast updates	June- Review final budget including legislative items	
Cash-Based Expenditures	Budget increases > 10% of program or 5% of RPP in a region		Quarterly review of the staging area; expenditure forecasts and 'plan' vs. 'actual' analyses		
Loans	Change that will trigger a loan and require Legislative Authority				Payment schedule included in quarterly and annual reports
Cash Balances		Annual Risk Assessment	Quarterly reports on construction lettings	Annual reports on attenuation measures	OCM limit on construction lettings each month
FTE Requests	Increasing the total # of FTE's				Filling existing vacancies



Program Management & Project Funding

	High Risk: TC Review and Approve Monthly	Moderate Risk: ED or designee Report and Inform Quarterly	Low Risk: Staff Manage Annually
Contingency	Any expenditure from TC Contingency Account	Project contingencies allotted in projects but managed collectively	
Emergency	Expenditures that require additional budget authority or borrowings	Reimbursable expenditures that can be initiated with existing cash	
Decision Items	Greater than \$1 million (Annual Process)	Less than \$1 million (Annual Process)	
Roll Forwards	Cost center roll forwards (Annual Process)		Budget pool fund balances and automatic cost center roll (Annual Process)



DATE: May 2, 2014
TO: Transportation Commission
FROM: Mark Imhoff, Director, Division of Transit & Rail
SUBJECT: Draft Recommendations for revised FASTER Transit Distribution of Funds / Funds Award Process

Purpose

The purpose of this memo is to provide a draft recommendation for the Transportation Commission to consider, in regards to Commission-requested policy and administrative changes to the way \$15 Million/year of FASTER Transit funds are distributed and awarded.

Action Requested

No action is requested in May. Input and feedback is being sought in advance of a request for Transportation Commission approval in June.

Executive Summary

Division of Transit & Rail (DTR) staff has been working to develop scenarios for a redistribution process for distributing the FASTER Transit funds to begin in FY 2016, with emphasis on achieving the PD 14 performance objectives:

- Performance Goal, Infrastructure Condition; Transit Asset Condition.
- Performance Goal, System Performance; Transit Utilization and Transit Connectivity.

DTR has facilitated a process through the Transit & Rail Advisory Committee (TRAC), and including the Region Planners and CASTA, to devise a more effective and performance-based project selection process. Using PD 14 objectives, and four related guiding principles, DTR provides the following draft recommendations to the Transportation Commission:

- FASTER local pool of \$5 M/year should emphasize bus replacements
 - Distributions are guided by performance-based asset management tools
 - DTR should provide an annual pre-call meeting/process to address variances and solicit input from grant partners
 - Large urban areas receiving capital funding directly from FTA are, instead, required to submit a list of eligible capital projects for evaluation and selection
 - RTD to be defined as a “regional/statewide” pool recipient to provide adequate funding in the local pool for all other agencies around the state.



- FASTER statewide pool of \$10 M/year should emphasize projects of regional, inter-regional, and statewide significance.
 - DTR administrative, planning and technical assistance activities, and Interregional Express (IX) services are funded out of the statewide pool.
 - RTD (large urban area) is required to submit a list of eligible capital projects for evaluation and selection.
 - Operating assistance for local transit agencies: A \$1.0 Million sub-pool is established to provide opportunity for state partnerships in supporting and creating regional and inter-regional services, with a 50% / \$200,000 cap (whichever is lower), criteria to evaluate eligibility, and performance measures to evaluate success.
 - Remaining \$2.0 Million for the statewide competitive capital pool.

Background

In the past, FASTER Local funds were distributed to the Regions by formula, and each Region selected the respective projects following an application process and working in conjunction with the local MPOs and TPRs. FASTER Statewide funds were distributed based on statewide competition, using an application and evaluation process. Both the FASTER Local and Statewide processes followed a two-year planning horizon.

Three large changes have prompted consideration of new ways to distribute FASTER Transit dollars:

1. Changes at the federal level, particularly to the FTA Section 5309/5339 capital funds pools, have meant less federal money available for vehicle replacements in Colorado,
2. Changes at both the federal and state levels are directing transportation funding decisions to become increasingly performance-based and coordinated, and
3. Through the *Intercity and Regional Bus Network Study*, both CDOT and Colorado transit agency partners have identified a narrow class of regional and interregional services that are difficult to create, fund, and deliver at the local level.

In response, guiding principles developed over time, and discussed in January 2014 were:

- Transit Utilization - Fund the highest priority transit projects throughout the state.
- Transit Asset Condition – With a capital & asset inventory of vehicles, equipment, and facilities, identify a replacement schedule for transit vehicles statewide. Three agencies who receive vehicle funding directly from FTA, Mountain Metro Transit (Colorado Springs), TransFort (Fort Collins) and RTD (Denver region) are excluded, but would instead have the opportunity to submit capital projects for consideration and funding. The goal to replace all local transit vehicles over time (subject to funding availability) is an equitable distribution of FASTER Local transit funds.
- Transit Connectivity – The annual allocation of FASTER Statewide Transit funds to the Interregional Express bus program is a key element of the redistribution. With careful eligibility and performance criteria, connectivity may be enhanced even further by regional & interregional service coordination and partnerships with Colorado transit agencies.



- Streamline the FASTER Transit distribution process with the changes above, and with administrative upgrades already under-way within DTR.

Details

In the past FASTER Transit distribution was achieved through a broad-brush competition in two pools, (1) \$5 Million local pool, and (2) \$10 Million statewide pool. These draft recommendations result in a more fine-grained approach of distributing FASTER Transit dollars, aligned with PD14 goals, and supported by performance criteria as follows:

- \$4.1 Million small agency capital (all operators eligible except MMT, Transfort, & RTD)
- \$0.9 Million local urban area capital (MMT & TransFort)

\$5.0 Million Local Pool

- \$1.0 Million for DTR Administration, Planning, Tech. Assistance
- \$3.0 Million for CDOT Interregional Express (IX) Bus Service
- Up to \$1.0 Million for Other Regional / Interregional Bus Service Operating Assistance
- \$3.0 Million for large urban capital (RTD)
- \$2.0 Million Statewide Competitive Capital Pool

\$10.0 Million Statewide Pool

Key Benefits

Beginning in FY2016, achieve a better utilization of the FASTER Transit funds, alignment with the PD 14 performance objectives and coordination with the award of FTA capital funds.

Next Steps

These draft recommendations will be revised, and brought in final form to the Transportation Commission June 2014 for approval.

If approved, CDOT DTR will implement these changes administratively. CDOT DTR will prepare a draft call-for-projects and provide a pre-call input process to seek transit agency review in July/August. After review and revision, the call-for-projects would then be released in August/September. The usual schedule for FASTER Transit evaluation and project selection would be observed through the fall, with draft project award list to the CDOT commission in January, and approval of the award list in February.





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FASTER Re-Distribution Transportation Commission Workshop



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FASTER Transit Redistribution

- DTR Role & Responding to Changes
- DRAFT Recommendation
- Overall Recommendation Assumptions
- Overall Scenarios
- Addressing the Recommendation Components
 - Local Pool Recommendation
 - State Pool Recommendation
 - Large Urban Recommendation
 - Operating Assistance Recommendation
- Next Steps
- Suggestions & Questions?



Division of Transit & Rail

- Role: Manage State Transit Program
 - FTA Funds & Programs
 - FASTER Transit Funds & Programs
 - Large Urban Areas are direct recipients of FTA Funds
- Responding now to Changes
 - MAP-21 Loss of capital funding (\$8-\$9 M/year)
 - Federal and state direction to become more performance-based and coordinated
 - Fill service gap between transit systems in Colorado

3



DRAFT Recommendation

- \$4.1 Million small agency capital (all except MMT, Transfort, RTD)
- \$0.9 Million large urban capital (MMT & TransFort)

- \$5.0 Million Local Pool

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

- \$10.0 Million Statewide Pool

4



Overall Recommendation Assumptions

- Recommendations here are intended for 3-year period
 - CDOT commitment to provide stable expectations
 - CDOT work through unintended consequences of this new approach
 - CDOT fulfill performance-based data collection as basis for potential future adjustments to the FASTER distribution
 - Assess / revisit in 2017

- USDOT likely may need several years to fully interpret rules/guidance for either a re-authorization or continuing resolution for MAP-21
 - Transit Asset Management
 - Safety & Security
 - Capital Program (5309/5339) & State of Good Repair

5



Overall Scenarios

	Funding Use / Category	0 Recent FY14	1 Existing FY15 (Base)	2 Existing + Urban System Capital	3 Existing + Regional Bus	4 Existing + Urb. Capital + Regional Bus	5 Existing +Urb. Capital +Regional Bus (Max)
\$5.0 M Local Pool	Local Pool Capital/Bus	\$5.0	\$5.0	\$4.1	\$5.0	\$4.1	\$4.1
	Large Urban Capital Mtn. Metro Transit	\$0.0	\$0.0	0.7	\$0.0	\$0.7	\$0.7
	Large Urban Capital TransFort	\$0.0	\$0.0	\$0.2	\$0.0	\$0.2	\$0.2
\$10.0 M Statewide Pool	CDOT Admin	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0
	IX Bus Operations	\$0.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0
	Large Urban Capital RTD	\$0.0	\$0.0	\$3.0	\$0.0	\$3.0	\$3.0
	Regional Bus Operating Assistance	\$0.0	\$0.0	\$0.0	\$1.0	\$1.0	\$2.0
	Competitive Capital Pool	\$9.0	\$6.0	\$3.0	\$5.0	\$2.0	\$1.0
	<i>Totals</i>	\$15.0	\$15.0	\$15.0	\$15.0	\$15.0	\$15.0
						Staff Recommendation	

6



Local Pool Recommendation

- \$4.1 Million small agency capital needs
 - Highest priority emphasizes a bus replacement program
 - Safe statewide fleet
 - Allocations guided by performance-based asset management tools
 - PD14: 65% or more of vehicles are in fair, good, or excellent condition
 - PD14: 100% of grant recipients have an Asset Management Plan by 2017
 - Vehicles are rated by age & mileage using FTA definitions & guidance
 - CDOT DTR provides annual “pre-call” process to address variances
 - Replacement needs in a given year exceed funds available
 - Earlier-than-planned replacements to deal with “lemons” or other special cases
 - Non-vehicle capital needs are considered
 - Input from & coordination with CDOT regions/divisions and other CO agencies

- \$0.9 Million large urban capital needs
 - \$0.7 M to MMT, \$0.2 M to Transfort, cannot compete in \$4.1 M pool
 - Agency-specific, not for the entire area / region
 - Required to submit list of eligible projects for evaluation & selection

7



Statewide Pool Recommendation

- \$1.0 Million for DTR Administration, Planning, Tech. Assist.
 - \$3.0 Million for CDOT Interregional Express (IX) Bus Service
 - \$1.0 Million Operating Assistance for Other Regional /
Interregional Bus Service
 - \$3.0 Million for large urban capital (RTD)
 - \$2.0 Million Statewide Competitive Capital Pool
-
- \$10.0 Million Statewide Pool



Large Urban Capital Recommendation

- \$3.0 Million for large urban capital (RTD)
 - Includes all of RTD's service area, RTD cannot compete in \$4.1 M pool
 - Other operators within RTD's service area, may still participate in the \$4.1 Million local agency pool
 - Must submit list of eligible projects for evaluation & selection

9



Operating Assistance Recommendation, 1 of 3

- \$1.0 Million Operating Assistance for Other Regional / Interregional Bus Service
 - PD14: statewide connectivity goal
 - Need identified in most TPR's during the State Transit Plan
 - Difficult for local agencies to coordinate, create, and fund interregional service
 - CDOT has authority to operate or contract statewide
 - Generally for new service or expansion of service
 - Limited applicability for existing services if:
 - (a) clear state role in replacing expired funds, i.e. CMAQ or similar,
 - (b) participating agency (-ies) show a maintenance of effort
 - Recognized by the Intercity & Regional Bus Plan
 - Maximum of 50% state match or \$200,000, whichever is lower
 - Performance standards & monitoring
 - Farebox recovery for priority services
 - Riders per mile or per trip for essential services
 - TC Approval with Annual FASTER Awards



Operating Assistance Recommendation, 2 of 3

- Open Applications for FY16 (July 1 2015- June 30 2016)
 - To be eligible for FY16:
 - Application must identify local funding source
 - Must commit to beginning service by December 31, 2015
 - Expected applications from plan's "priority" list of projects
 - FLEX: Fort Collins to Longmont
 - RFTA to ECO Connection: Glenwood to Eagle County
 - ECO/Vail to Summit Connection: Vail to Frisco
 - These three, with 50%/200K cap, are expected to be approximately \$450,000
 - Approximately \$550,000 available for other regional & interregional service proposals beyond plan's "priority" list
 - "Essential" & "Priority Candidate" service identified by Intercity & Regional Bus Plan
 - Eight expressions of interest received in response to call-for-interest
 - If eligible candidates apply, they may receive money in FY16
 - After viable candidates are identified, un-allocated funds are made available in the Statewide Competitive Pool.
 - Repeat process for FY17 & beyond

11



Operating Assistance Recommendation, 3 of 3

- Policy Options
 1. \$450,000 to priority service in FY16 if local funding is committed
Up to \$550,000 in additional awards beyond three priority services if eligibility and local funding is committed
 - a. Un-allocated funds are held ("banked") for operating assistance in FY17
 - b. Un-allocated funds may be used for capital purchases for services which are ready-to-go except vehicles
 - c. Un-allocated funds made available for statewide competitive pool projects
 2. \$450,000 to priority service in FY16 if local funding is committed
No services beyond three priority services until future date
Statewide capital competitive pool is revised to \$2.55 M for FY16
 3. No CDOT-Agency partnerships for FY16
Statewide capital competitive pool is revised to \$3.0 M for FY16

Staff recommendation: 1c



Next Steps

Month	Action
February	Initiate subcommittee
March	Subcommittee develops recommendation - Meeting #2 March 14, 1:30-3:00 PM - Meeting #3 March 24, 10-11:30 AM - Meeting #4 April 10, 10-11:30 AM
April	Policy Options Workshops, April 8-18 th Full STAC consideration, April 11 th Full TRAC consideration, April 11 th CDOT T&I Committee Briefing, April 16/17 th
May	CDOT Commission Workshop, May 14/15 th
June	CDOT Commission Approval, June 19 th
July	Draft Call for Projects
August/ September	Release Call for Projects



13



Suggestions & Questions

...& Thank you

**Transportation Commission of Colorado
Safety Committee Meeting Agenda
May 14, 2014 @ 4:15
4201 East Arkansas Avenue; Auditorium
Denver, Colorado**

**Darrell Lingk
Director,
Office of Transportation Safety**

**Herman Stockinger
Secretary**

**Kathy Connell, Chair
District 6, Steamboat Springs**

**Steve Hofmeister
District 11, Haxtun**

**Heather Barry
District 4, Westminster**

**Sidny Zink,
District 8, Durango**

THE AGENDA MAY BE ALTERED AT THE CHAIRMAN'S DISCRETION

- 1. Call to Order and Roll CallPage 02**
- 2. Discuss & Act on Safety Committee Minutes of
January 16, 2014Page 03**
- 3. CDOT Employee SafetyPage 06
Risk Management Report – 5 minutes
Excellence in Safety – 5 minutes**
- 4. Public Outreach – Emily Wilfong – 10 minutes.....Page 08**
- 5. Rock Fall Program – 10 minutes.....Page 13**
- 7. Adjournment**



COLORADO

Department of Transportation

Office of Transportation
Safety & Risk Management

4201 E. Arkansas Ave.
Denver, CO 80222

MEMORANDUM

TO: TRANSPORTATION COMMISSION SAFETY COMMITTEE MEMBERS

FROM: DARRELL S. LINGK, DIRECTOR OF THE OFFICE OF TRANSPORTATION SAFETY & RISK MANAGEMENT

DATE: MAY 5, 2014

SUBJECT: SAFETY COMMITTEE AGENDA

Risk Management Report & CDOT Excellence in Safety:

Excellence in Safety Workers' Compensation Claims and Loss Time Claim Comparison for the time period from May 1, 2013 to April 2, 2014 will be reviewed during the meeting. Mr. Lingk will provide an overview of how CDOT is performing from a safety program perspective and discuss the influences that lost time and non-lost time workers' compensation claims have on CDOT's safety culture. No action will be required by the Commission Safety Committee members.

Public Relations for the Drug Impaired Driving:

Ms. Emily Wilfong will present CDOT's Traffic Safety Public Relations Campaigns. No action will be required by Commission Safety Committee members. This will for information purposes only.

Rock Fall Mitigation Program:

The Rock Fall Mitigation program will present a power point updating the Commission Safety Committee on the FY 2014 Rock Fall program. The power point is for informational purposes only and it is intended to update Safety Committee members on the status of this program. No action will be required by the Commission Safety Committee members.

Q&A:

The remainder of the time allotted will be reserved for questions and general discussion. Insert content here.



TRANSPORTATION COMMISSION OF COLORADO
SAFETY COMMITTEE MEETING MINUTES
January 16, 2014

Chairperson Kathy Connell called the meeting to order at 10:30 a.m. on Thursday, January 16, 2014 in the auditorium of the headquarters building at 4201 East Arkansas Avenue, Denver, Colorado.

PRESENT WERE: Shannon Gifford, District 1
Heather Barry, District 4
Kathy Connell, District 6
Sidny Zink, District 8
William Thiebaut, District 10
Steven Hofmeister, District 11

ALSO PRESENT: Darrell Lingk, Director of OTS
Herman Stockinger, Government Relations
Heidi Humphreys, Director, Admin. & Human Resources
Scott McDaniel, Director, Staff Branches
Ty Ortiz, Rock fall Program Manager
Tony DeVito, Regional Transportation Director, Region 1
Tom Wrona, Regional Transportation Director, Region 2
David Eller, Regional Transportation Director, Region 3
AND: Other staff members

One audiotape and supporting documentation is filed in the Transportation Commission office.

January 16, 2014 Transportation Commission of Colorado Safety Committee Meeting Minutes

Commissioner Connell asked if there were any comments on the August committee meeting minutes. There were none and the minutes were approved.

Public Relations for Office of Transportation Safety

Public Relations representative Emily Wilfong gave a 10 minute presentation on CDOT's progress toward developing a public awareness campaign on marijuana impaired driving. Some information about the campaign that Emily highlighted was:

The Main Message of the Campaign is: "If you drive high you will get a DUI".
The Desired Outcome of the Campaign is: To get the target audience to understand that driving high is illegal and to stay out of the car when high.

- Campaign Background (\$430,000 in NHTSA Funding)

- Mission statement from Governor Hickenlooper
- Campaign development timeline spanning May 2013 through March 2014.
- How information was gathered for the campaign and who we are sharing/partnering with on information.
- Details of survey and focus group research conducted creating a primary campaign target group of Males ages 18-34 and a secondary target group of medical marijuana card holders comprised of both males and females ages 18-34.
- The creative concept behind the initial launch showing a woman in a storm trooper helmet burning a birthday cake in the kitchen stating that “Baking a birthday cake when high is legal” – “Driving to get the candles you forgot isn’t.”
- Next steps are given for the campaign launch for March 2014.

There were no questions or comments given.

CDOT Employee Safety Update

Office of Transportation Safety Director Darrell Link gave a 5 minute presentation on the Excellence in Safety Program.

Darrell mentions that the Excellence in Safety Program has been in place for more than 7 months now and results are encouraging. Darrell presented Risk Management data (Dashboard Reports) that prove the program is successful. He pointed out that the charts provided in the TC Packet show there has been significant progress in reducing the number of Worker’s Compensation Claims and Lost Time reporting since the implementation of the EIS program.

There were no questions or comments given.

CDOT Rock Fall Report

Rock Fall Program Manager Ty Ortiz gave a 10 minute Rockfall Program Update.

FY 14 – 1st Quarter Projects were presented:

FY13 projects are I-70 Georgetown Hill, SH 133 Paonia Reservoir.
 FY 14 projects are US6/SH119 and three individual high risk sites which should have funding within 18 months based on Ramp Criteria include SH3 Durango (R5), SH145 Telluride Village (R5) and US550 Ridgeway (R5).

FY14 1st Quarter Rockfall Assistance was given in 21 locations statewide. In flood zones, Rockfall was not the high priority in the beginning, but will be

starting to be addressed at Command Center in Loveland by the end of this month.

FY14 Spending categories highlighted were: Risk Reduction, Emergency Response and Maintenance; some of which can be considered Capital Improvements.

Ty then turned over the podium to Region 5 RTD Kerri Neet for a short presentation on a recent slide that happened on US 550 Sunday night, South of Ouray over Red Mountain Pass. The slide was about 150' wide and 8'-10' deep. CDOT attempted to open the road Monday but as it warmed up more rocks were coming down so we reclosed the road and began partnering with others to make a plan. CDOT is confident this is the right thing to do as history shows it only takes one relatively small rock to cause a fatal accident. Power lines and downed poles have been successfully removed. Rockfall continues to loosen and come down pretty constantly due to the continual warming during the day and cooling at night above and below 32 degrees Fahrenheit. We are trying to mitigate rubble by hand and are doing helicopter drop offs to get crews into the work zone as it is in a spot with difficult access.

There were no questions or comments given.

Other Matters and Adjournment

And there being no further matters to discuss, Chairperson Connell adjourned the meeting at 10:55 a.m. on Thursday, January 16, 2014.

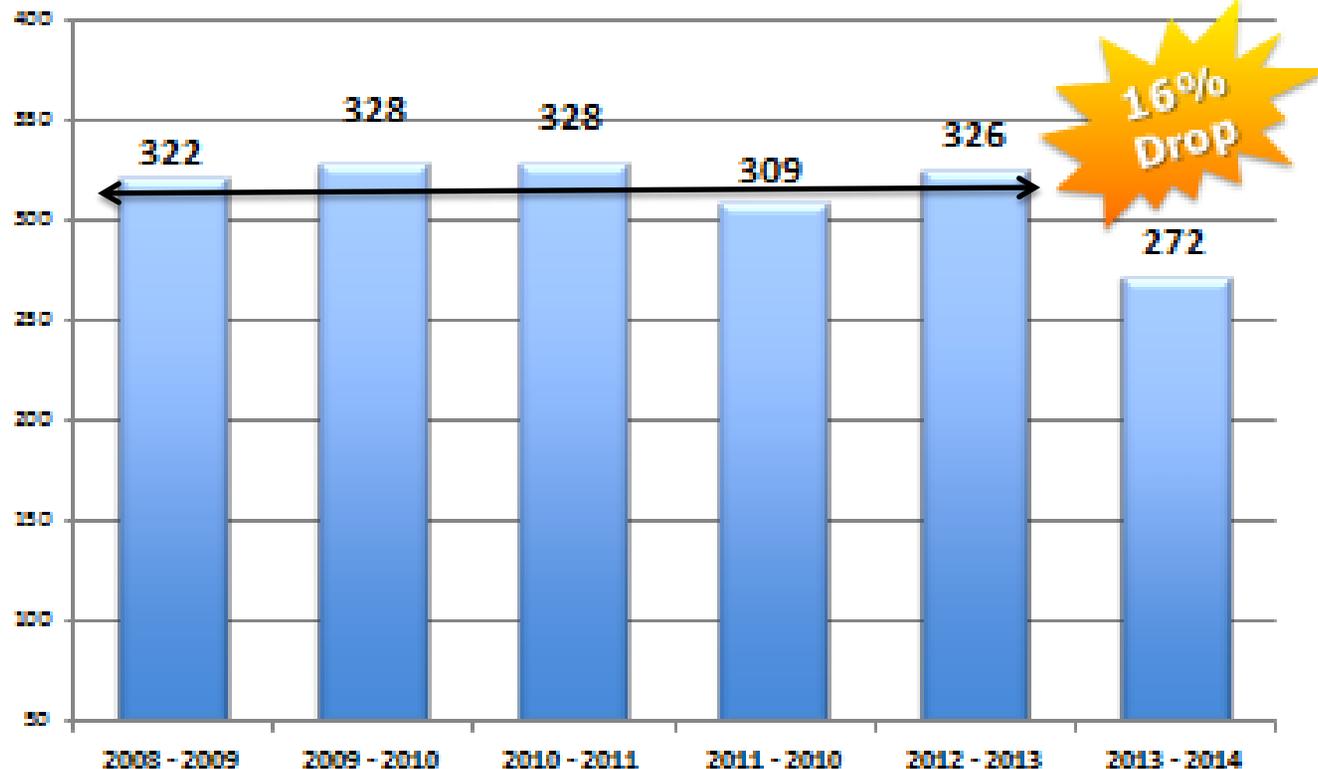
Herman Stockinger, Secretary
Transportation Commission of Colorado



We are making a difference

Total WC Claims

Reporting Period: May 1 – April 2



Source: CDOT Risk Management

Promoting and applying consistent and sustainable safe work behaviors in Everything We Do!

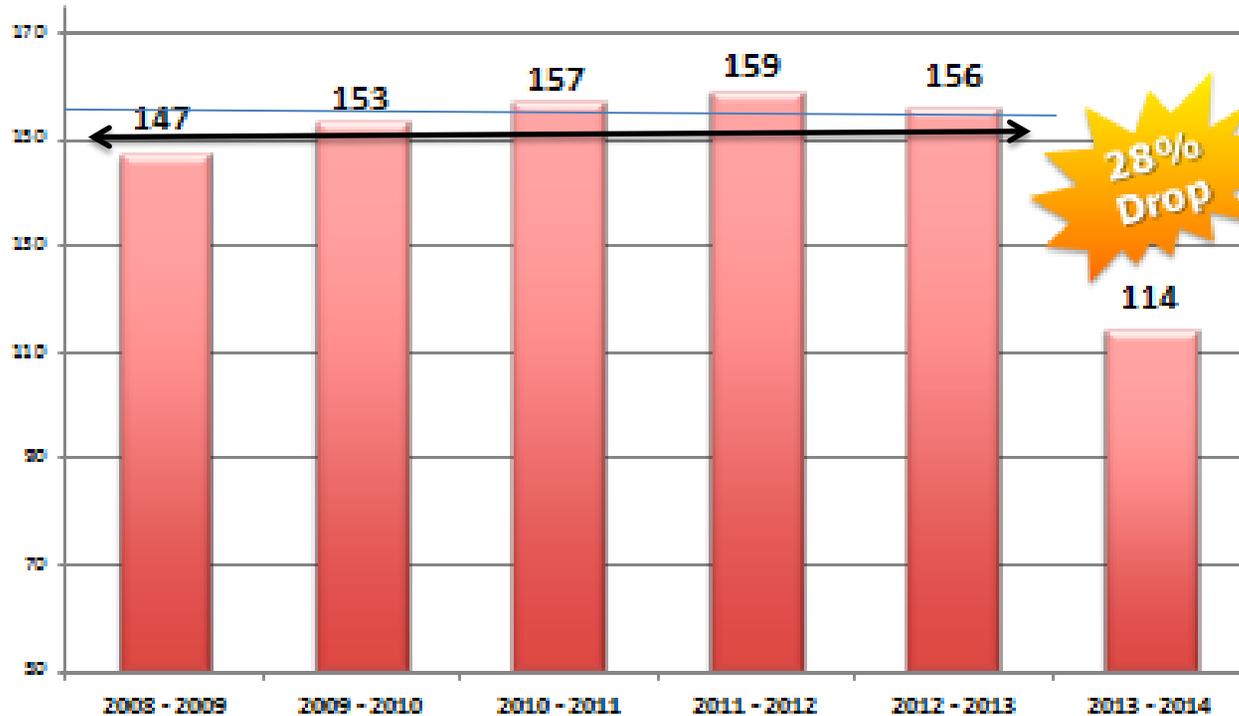




We are making a difference

Loss Time Claims

Reporting Period: May 1 – April 2



Source: CDOT Risk Management

Promoting and applying consistent and sustainable safe work behaviors in Everything We Do!



TRAFFIC SAFETY CAMPAIGNS

*Emily Wilfong
CDOT
Office of Communications*

MARIJUANA IMPAIRED DRIVING



WELCOME
to the 4TH ANNUAL CANNABIS CUP

As you sample many strains, CDOOT wants you to stay safe and DUI-free. Here are some quick tips:

- 1 Cost of cab fare < cost of a DUI**
Even 1 hit can put you over the limit. Take public transit, a taxi, Lyft or Uber.
- 2 Don't push your luck!**
Colorado law enforcement have advanced training to detect impairment.
- 3 Be aware**
It's illegal to smoke, eat or vape in public.
- 4 Keep it in Colorful Colorado**
Don't cross state lines or go to DIA with marijuana.
- 5 Learn more at DriveHighDUI.com**
Stay safe and enjoy the Cannabis Cup!

DRIVE HIGH GET A DUI

COLORADO Department of Transportation

Driving to get a new one isn't.

PSA: Marijuana Impaired Driving/TV

cdotmedia 142 videos 368,227 views

Published on Mar 6, 2014
In March 2014, CDOOT launched a series of three PSAs to educate the public on marijuana impaired driving. The main message of these PSAs is that if you drive high, you can get a DUI.

MARIJUANA AND DRIVING IN COLORADO
STAY SAFE AND KNOW THE LAW BEFORE GETTING BEHIND THE WHEEL

THE BASICS

- Under federal law it is still illegal to use and possess marijuana (THC). However, these barriers were removed in January 2014 from Colorado law for individuals age 21 and older.
- In Colorado, it is illegal to consume marijuana on any public roadway.
- Any amount of marijuana consumption will put you at risk for DUI – more than \$10,000 in costs.

MARIJUANA IN VEHICLES

- Colorado's open containers law applies to marijuana. It is illegal to transport marijuana in the passenger area of a vehicle if it is in an open container, container with a broken seal, or if there is evidence marijuana has been consumed.
- Impaired drivers with children present in the vehicle will also be charged with child abuse.

GET THE FULL FACTS AT NO.DUI.COLORADO.ORG

DISTRACTED DRIVING

DISTRACTED DRIVING A BAD HABIT THAT IS HARD TO BREAK

By painting his thumb red, Owen Garbuck of Boulder, Colorado, developed a quick visual reminder to put his phone down when driving. Create your own Red Thumb Reminder.

1. Get a bottle of bright red nail polish, then paint your thumb.
2. Hold the reminder every time you drive.
3. Put down your phone and drive distraction-free.

KNOW THE FACTS

- At least 50 traffic fatalities in Colorado every year can be attributed to distracted driving.
- During the daytime, roughly 660,000 drivers nationwide are using cell phones or other electronic devices while driving at any given time. (NOPUS)
- Engaging with cell phones or other electronic devices increases the risk of an accident by three times. (VTTI)
- Texting diverts a driver's eyes for an average of 4.6 seconds, the equivalent of driving the length of a football field at 55 mph. (VTTI)

OTHER COMMON DISTRACTIONS

Just because you're not texting doesn't mean you're driving distraction-free. These are also common distractions:

- Shaving or applying makeup
- Eating lunch on the go
- Drinking coffee on your way to work
- Focusing on kids, pets or other passengers
- Reading maps or looking at your GPS

Plan to drive safely. Just to be safe.

KRDO NewsChannel 13 reporter gets Red Thumb

Demonstration of weekend event to discourage texting while driving

Scott Harrison

REPORTED 5:15 PM EDT Apr 27, 2014

Print Email [Recommend](#) [Share](#) [5.4](#) [2](#) [Twitter](#) [Facebook](#)

KRDO NewsChannel 13 Reporter Tries Fingertal Post

COLORADO SPRINGS, Colo. - Scott Harrison does a live report to show how the weekend event known as Red Thumb Reminder works.

LOSE THE BLINDFOLD.

Drive distraction-free.

KNOW THE FACTS

- At least 50 traffic fatalities in Colorado every year can be attributed to distracted driving.
- During the daytime, roughly 660,000 drivers nationwide are using cell phones or other electronic devices while driving at any given time. (NOPUS)
- Engaging with cell phones or other electronic devices increases the risk of an accident by three times. (VTTI)
- Texting diverts a driver's eyes for an average of 4.6 seconds, the equivalent of driving the length of a football field at 55 mph. (VTTI)

ATTENTION, PLEASE!

Just because you're not texting doesn't mean you're driving distraction-free. These are also common distractions:

- Shaving or applying makeup
- Eating lunch on the go
- Drinking coffee on your way to work
- Focusing on kids, pets or other passengers
- Reading maps or looking at your GPS

Learn more at DISTRACTION.60V

ENTER NOW LIFE IN SLO MO VIDEO CONTEST

FEATURING MACHEL AND THE KINGS & A \$1,000 CASH PRIZE FOR YOUR SCHOOL.

Colorado Department of Transportation

18,450 likes

video contest www.facebook.com/ColoradoDOT-LifeLifeinSloMoContest

CO HS Students - Submit 60 second Video by April 30th, 2014

LIVE IT.

Live Life in "Slo Mo" CDOT Video Contest

Ryan Slubowski · 4 views

ENTER NOW / LIFE IN SLO MO VIDEO CONTEST

SHOW THE WORLD HOW YOU LIVE AND DRIVE DISTRACTION-FREE AND BE FEATURED AT A MACHEL AND THE KINGS SHOW

FOR MORE INFO VISIT WWW.FACEBOOK.COM/COLORADOCDOT

CLICK IT OR TICKET

SOME NOT SO FUN COLORADO FACTS FROM 2012

231 PEOPLE DIED ON RURAL ROADWAYS

44% WERE NOT WEARING A SEATBELT

30% OF THESE UNBUCKLED FATALITIES INVOLVED A PICKUP TRUCK

CLICK IT-TICKET

Coffin-makers need to sell more coffins.

BUCKLE UP AND RUIN THEIR PLANS

CLICK IT-TICKET

Weather: DENVER, CO

THE DENVER POST

DENVER AND THE WEST

News Sports Business Entertainment Lifestyles Opinion Politics

HOT TOPICS: Pot Raids Denver Road Rage Oklahoma Execution Montee Ball NHL Playoffs

Print Email

TRANSPORTATION

Colorado's rural drivers being targeted for seat-belt use

By Monte Whaley
The Denver Post

POSTED: 04/12/2014 12:01:00 AM MDT | UPDATED: 19 DAYS AGO

33 COMMENTS

Pueblo Hyper-Targeted Seat Belt Campaign

Table 6: County Results for 2013 Colorado Statewide Seat Belt Survey

County	Sites	Seat Belt Usage Estimate (%)	Standard Error (%)	Lower 95% Conf Int (%)	Upper 95% Conf Int (%)
Adams	44	83.5	4.3	75.1	91.9
Arapahoe	44	84.6	1.0	82.6	86.6
Baca	11	67.0	5.9*	55.4	78.5
Boulder	44	73.6	1.7	70.3	76.8
Delta	11	67.0	2.7	61.8	72.3
Denver	44	78.8	1.8	75.3	82.3
Douglas	44	86.2	1.0	84.3	88.1
Eagle	11	80.0	1.7	76.7	83.2
Elbert	11	82.5	1.8	79.1	86.0
El Paso	44	81.6	1.3	79.0	84.2
Fremont	11	75.6	2.6	70.5	80.7
Garfield	11	91.2	1.5	88.2	94.1
Grand	11	90.7	0.8	89.1	92.3
Huerfano	11	75.5	3.9	67.9	83.2
Jefferson	44	82.5	1.5	79.6	85.4
La Plata	11	93.1	1.2	90.8	95.4
Larimer	44	94.1	0.8	92.5	95.7
Las Animas	11	81.2	4.0	73.4	89.1
Lincoln	11	82.6	5.1*	72.6	92.6
Logan	11	83.2	1.6	80.0	86.3
Mesa	44	85.5	2.4	80.8	90.2
Montezuma	11	86.9	1.1	84.7	89.1
Montrose	11	76.3	2.1	72.2	80.4
Morgan	11	86.8	1.7	83.5	90.0
Park	44	90.5	1.3	87.9	93.1
Pueblo	44	63.3	1.8	59.9	66.8
Routt	11	93.4	1.5	90.5	96.3
Summit	11	96.2	1.2	93.8	98.6
Weld	44	81.2	1.8	77.6	84.8

*Baca and Lincoln Counties' estimate of seat belt usage, while useful, can be questioned because of the magnitude of the Standard Error. A Standard Error of 5 and over is generally suspect; the sample of seat belt usage was too small.

- 9 motor vehicle fatalities in Pueblo in 2013; all 9 unrestrained
- 55% of unrestrained fatalities in Pueblo in 2013 were alcohol-related

COMING UP

- IMPAIRED DRIVING
- CHILD PASSENGER SAFETY
- PEDESTRIAN SAFETY
- MOTORCYCLE SAFETY AND TRAINING



 **COLORADO**
Department of
Transportation



Transportation Commission
Safety Committee
May 2014

 **FY14 Rockfall Update**

Risk Reduction
Maintenance
Emergency Response



 **Risk Reduction**

FY 13 Projects

- I-70 Georgetown Hill (R1) - Completion expected spring 2014
- SH 133 Paonia Reservoir (R3) - Currently advertised

FY 14 Projects

- US6/SH119 Clear Creek Canyon Corridor (R1) - Advertisement expected early summer 2014
- SH3 Durango (R5) - Currently advertised
- SH145 Telluride Village (R5) - Currently advertised
- US550 Ridgeway (R5) - Delayed to FY 15/16 due to ROW acquisition

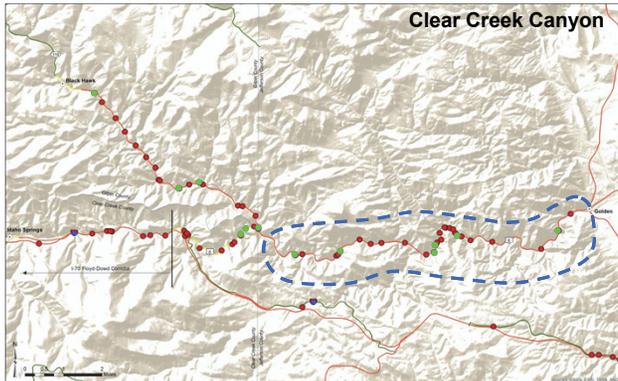
 **Risk Reduction**



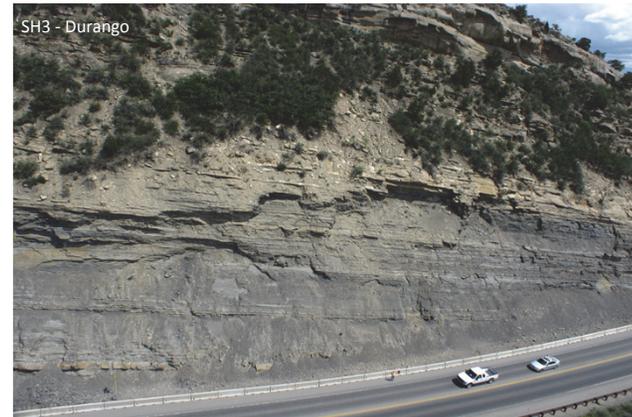
April 2006 Incident – SH133 Paonia Reservoir



Risk Reduction



Risk Reduction



Risk Reduction



Maintenance

Maintenance of Existing Mitigation Devices

- I-70 Glenwood Canyon Fence Repair and Improvements
- SH 119 barrier improvement
- SH 145 barrier improvement
- US 285 barrier improvement
- US 550 Red Mountain Pass crib wall repair





Emergency Response

Emergency response and assistance:

55 locations statewide through 3rd quarter FY 14

- R1 - 9 locations
- R2 - 7 locations
- R3 - 10 location
- R4 - 23 locations
- R5 - 6 locations



SH 65 Rockfall



US 24 Rockfall



US 24 Rockfall





US 24 Rockfall

FY 15 ER fund allocation



COLORADO
Department of
Transportation

Questions?

**Transportation Commission of Colorado
Disadvantaged Business Enterprises (DBE) Committee
Agenda
Thursday, May 15, 2014
4201 East Arkansas Avenue; Auditorium
Denver, Colorado**

**HEATHER BARRY, Chairwoman
District 4**

**BILL THIEBAUT
District 10**

**KATHY CONNELL
District 6**

**LES GRUEN
District 9**

**ED PETERSON
District 2**

**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 February 20, 2013**
- 3. Overview of CDOT Civil Rights Programs**
- 4. DBE Participation Update Report**
- 5. Other Program Updates**
- 6. Public Input/Comments**
- 7. Adjournment**



COLORADO

Department of Transportation

Division of Administrative Services

Civil Rights & Business Resource Center
4201 E. Arkansas Ave., Suite 150
Denver, CO 80222
303.757.9234

TO: Transportation Commission DBE Committee
FROM: Heidi Humphreys, Director, *Division of Administrative Service*
RE: May 2014 DBE Committee
DATE: May 2, 2014

The DBE participation report for federal aid construction contracts for the first half of Federal Fiscal Year 2014 (10/1/2013 - 3/31/2014) shows DBE participation of 12.1% which currently exceeds CDOT's overall goal of 10.25%. Of the 108 awarded prime and subcontracts shown, 56 went to individual DBE firms.

The Civil Rights & Business Resource Center (CRBRC) will provide an executive overview and update of their Civil Rights Programs to the DBE Committee using a recently implemented statewide web resource and reporting portal.



DBE MONTHLY REPORT FOR CONSTRUCTION CONTRACTS

Federal Fiscal Year 2014 to Date (10/1/2013 - 3/31/2014)

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	\$119,061,841	26	\$1,149,031	1	\$0	0	\$1,149,031	1	1.0%
2. Subcontracts awarded/committed this period	\$47,482,789	274	\$13,306,568	107	\$8,980,554	82	\$4,326,014	25	28.0%
3. TOTAL			\$14,455,599	108	\$8,980,554	82	\$5,475,044	26	12.1%

	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)	8	40	1	2	57	0	108
5. Total Dollar Value	\$112,561	\$7,131,099	\$226,184	\$31,245	\$6,954,509	\$0	\$14,455,599

	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	21	\$117,685,389	\$10,647,173	\$15,106,777	12.8%
7. Race Neutral	7	\$7,057,969		\$2,037,720	28.9%
8. Totals	28	\$124,743,359		\$17,144,497	13.7%

* The 108 prime and subcontracts shown in this column went to 56 individual DBE firms.

DBE Subcontracts Approved on CDOT Highway Construction Projects 10/1/2013 - 3/31/2014

Projects with Federal Funding

Subcontract Work Type	Percent of Subcontracts
Traffic Control	30.35%
Guard Rail	23.20%
Concrete Pavement	14.77%
Seeding, Topsoil, Erosion Control	8.82%
Trucking, Hauling	7.97%
Steel	5.51%
Signing	3.15%
Landscaping	2.96%
Miscellaneous	1.55%
Storm Drain System	0.90%
Pavement Marking	0.50%
Aggregate, Gravel	0.31%

Transportation Commission
May 15, 2014
Meeting Schedule & Agenda
4201 East Arkansas Avenue
Denver, Colorado 80222

Douglas E. Aden, Chairman
Grand Junction, District 7

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

Kathy Connell
Steamboat Springs, District 6
Sidny Zink
Durango, District 8
Les Gruen
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.

TRANSPORTATION COMMISSION MEETING..... Tab 06

- 9:50 a.m. 1. Call to Order, Roll Call
- 9:50 a.m. 2. Audience Participation; Subject Limit:
10 minutes; Time Limit: 3 minutes
- 9:50 a.m. 3. Comments of Individual Commissioners
- 9:55 a.m. 4. Executive Director's Report (Don Hunt)
- 10:00 a.m. 5. HPTE Director's Report (Michael Cheroutes)
- 10:05 a.m. 6. FHWA Division Administrator Report (John Cater)

- 10:10 a.m. 7. STAC Report (Vince Rogalski)
- 10:15 a.m. 8. Act on Consent Agenda Tab 07
- a) Resolution to approve the Regular Meeting Minutes of April 17, 2014
 (Herman Stockinger) Consent Agenda 1
- 10:20 a.m. 9. Discuss and Act on 12th Supplement to the FY'2014 Budget (Scott
Richrath)..... Tab 08
- 10:25 a.m. 10. Discuss and Act on the CO SIB Application
(Scott Richrath) Tab 09
- 10:30 a.m. 11. Discuss and Act on the Resolution for RPP and FASTER Safety
Distribution Formulas (Deb-Perkins Smith) Tab 10
- 10:35 a.m. 14. Discuss and Act on the Resolution to Adopt the Rules Governing
CDOT Tunnels (Tony DeVito) Tab 11
- 10:40 a.m. 15. Other Matters: Appointment of the Nominating Committee
- 10:40 a.m. 16. Acknowledgements:
- 10:40 a.m. 17. Adjournment

Transportation Commission of Colorado
Regular Meeting Minutes
April 17, 2014

Chairman Doug Aden convened the meeting at 11:05am in the auditorium of the headquarters building in Denver, Colorado.

PRESENT WERE: Doug Aden, Chairman, District 7
Shannon Gifford, District 1
Ed Peterson, District 2
Gary Reiff, District 3
Kathy Gilliland, District 5
Kathy Connell, District 6
Sidny Zink, District 8
Les Gruen, District 9
Bill Thiebaut, District 10
Steven Hofmeister, District 11

EXCUSED: Heather Barry, District 4

ALSO PRESENT: Don Hunt, Executive Director
Scot Cuthbertson, Deputy Executive Director
Gary Vansuch, Director of Process Improvement
Debra Perkins-Smith, Director of Division of Transportation
Scott McDaniel, Acting Chief Engineer
Heidi Humphreys, Director of Admin & Human Resources
Barb Gold, Audit Director
Amy Ford, Public Relations Director
Soctt Richrath, CFO
Herman Stockinger, Director of Policy and Government Relations
Mike Cheroutes, Director of HPTE
Mark Imhoff, Director of Division of Transit and Rail
Darrell Lingk, Director of the Office of Transportation Safety
Tony DeVito, Region 1 Transportation Director
Tom Wrona, Region 2 Transportation Director
Dave Eller, Region 3 Transportation Director
Johnny Olson, Region 4 Transportation Director
Kerrie Neet, Region 5 Transportation Director
Kathy Young, Chief Transportation Counsel
John Cater, FHWA
Vince Rogalski, Statewide Transportation Advisory Committee (STAC)

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 Aden recognized Ron Youngman to speak.

Ron Youngman stated that he was from the American Concrete and Pavement Association and thanked the Commission for the opportunity to speak. He congratulated both CDOT and the Commission on a project that won national acclaim: Highway 85 in Greeley in Region 4. He stated that he had awards from the national association to be presented to CDOT, one for staff office HQ and one for Johnny Olson to hang in the Region 4 HQ building. He then presented those awards to Chairman Aden and to Johnny Olson, respectively. He stated that jobs only get done this well due to the great staff at CDOT. He stated that those great projects were built in 2012. One of the new ride incentives was involved in the project, and it is one of the most difficult ride quality standards in the country. The job earned incentive because it achieved an average HRI of 53, and everything below 58 is an incentive. He also congratulated the contractor Castle Rock Construction.

He stated that he also had awards for CDOT HQ because the regions already received their awards, both for I-70B, the business section of I-70 in Grand Junction, and I-70 through Glenwood Canyon. The resurfacing has been difficult in that canyon, and the region developed a solution using a concrete pavement that will last for 30 years. He again thanked everyone for their work on three excellent projects.

Chairman Aden congratulated Regions 3 and 4 and thanked the contractors who worked on those jobs.

Individual Commissioner Comments

Commissioner Hofmeister stated that on April 10, 2014, he attended a telephone town hall in Sterling that was well received. Through the evening, more than 3000 people called in, and it seemed to be a success.

Commissioner Reiff stated that he has had various conversations members of the executive committee of DRCOG, which have all been positive and productive.

Commissioner Thiebaut stated that he supports all the efforts undertaken to recognize the National Work Zone Safety Awareness Week for drivers and for maintenance workers. He stated that one of the documents stated "Expect the Unexpected." At any time, anyone of us could be part of or a casualty of work zone driving. He stated that even as he drives back and forth from Pueblo, he can find himself in Colorado Springs without realizing it, demonstrating how easy it can be to become distracted while driving. It is a good wake up call for all of us to pay attention and drive as safely as we can for our benefit, other motorists benefit and for our workers.

Commissioner Connell stated that she attended the STAC meeting on April 11, 2014. She stated that she was pleased with the excellent staff presentations and that her and Chairman Aden's attendance meant a lot for communication with the STAC. She stated that she does not know if it would work but suggested that maybe the STAC meeting could be closer to the Transportation Commission meetings. She would love to attend but making repeated trips in one week is difficult from the more rural

areas. She was glad to hear the status report on the staff member and a contractor who were injured during avalanche mitigation. She stated that so many CDOT workers put their lives in jeopardy sometimes to keep the highways and roads safe for the rest of us. She stated that she appreciated their efforts, their risks and other unknown happenings like this. She wished them both speedy recoveries. She stated that she will be attending the May 13 telephone town hall and hoped for as good attendance on the phone as the other areas have.

Commissioner Zink stated that she attended the San Luis Valley telephone townhall on April 8, 2014. It was well attended, and it is a terrific way to get a lot of people listening if not participating. The questions that came from the callers ran the gamut from policy to individual intersections. She stated that they had the right crew of people to help with responses, especially Kerrie Neet. She stated that she is looking forward to the upcoming telephone townhall in Durango for Southwest Colorado. She stated that she had an opportunity to attend the Club 20 spring conference in Grand Junction, which allowed her the opportunity to drive across Red Mountain Pass, where the rockfall occurred earlier in the year. She stated that this reminded her what a tragedy that could have been. It is an inconvenience but not a tragedy.

Chairman Aden stated that in the last month he met with the board of the Mesa County and Grand Valley MPO, and those were good discussions. He stated that he also attended the STAC meeting on April 11. He commended all members of the STAC and the staff of DTD and the Budget Office. The staff spent significant time answering all the questions and concerns of the STAC and the MPOs. In the last month, a lot of progress has been made, and there are ongoing discussions planned to build that dialogue. He stated that with Vince Rogalski and Dave Eller he attended the Gunnison Valley telephone townhall. He stated that he believes this is a terrific way to expand CDOT's outreach on the long range plan. Over 2200 people called in and stayed on the line an average of 14 min, which was longer than average according to the consultant. He stated that in prior planning cycles, they would have public meetings that would be attended by 10 or 15 people. CDOT's ability to reach out with the telephone townhalls is a great idea and should be incorporate into public outreach plans in the future. He stated that tomorrow he, along with Don Hunt and John Cater, would attend the ribbon cutting for the first diverging diamond interchange in the state of Colorado in Grand Junction.

Executive Director's Report

Executive Director Hunt stated that reorganization took place at CDOT during the first week of April, and one of the most important parts of that is for the first time CDOT has a distinct Director of the Maintenance Division. He congratulated Kyle Lester on being the first person hired to that position. He stated that there was very successful summit a week ago in which 200 CDOT project engineers and business managers, everyone involved in project delivery, learning how program management will work. It helped answer questions about how that will happen in terms of working on cash financing. He thanked Scott McDaniel and Michelle Malloy for organizing that.

He stated that there was great meeting with the MPOs and with the STAC on cash financing and RAMP. There a good discussion about STIP-ing and TIP-ing. CDOT has to make those processes sync up better so that the expectations of the regional

partners are met. He thanked employees from DTD, including Deb Perkins-Smith and Sandi Kohrs, as well as from Budget, including Maria Sobota and Scott Richrath for their work on those presentations. He stated that people went away much more comfortable with the direction CDOT is headed with cash financing.

He stated that a big hurdle was passed on the I-70 Denver project. There has been a lot of business support on the partially covered and lowered (PCL) alternative, and the support of Mayor Hancock. Now CDOT has the support of the vast majority of the Denver City Council with a proclamation supporting the PCL option. This was a big milestone for that project and will allow CDOT to begin to engage the construction community on how to best go forward with the delivery of that project. He thanked Rebecca White, Kirk Webb and Tony DeVito for the excellent work there.

Mark Imhoff mentioned this morning that Great Western with CDOT's help received a \$1.65 million disaster recovery grant for repairs on their rail line. Mark and Great Western received \$1.65 million out of a total \$1.8 million available federally for disaster recovery in that category.

He congratulated Amy Ford and her group because they received the Colorado PR Team of the Year from the PR Society of America.

High Performance Transportation Enterprise (HPTE) Director's Report

Michael Cheroutes stated that the HPTE Board has a good four hour planning retreat on April 16, 2014. For the first time in several years the Board had an opportunity to discuss some visioning issues regarding what they expect to be dealing with over the next four or five years. They discussed sustainability, staffing and organizational issues. They had a frank discussion about the role of the HPTE Board in relation to the Transportation Commission and moving forward with strategic transportation projects. Overall it was a good session.

He stated that the one substantive matter he wanted to report on was a bill introduced on April 16, 2014, to the legislature. The bill concerns transparency with the HPTE. Kurt Morrison has been working hard on this. The bill makes very few changes that HPTE would not have made on its own after the US36 transaction. It builds in opportunity for more public hearings on projects financed through HPTE. The Board is affected in that the Executive Director of CDOT is now an *ex officio* member of the HPTE Board, which probably should have happened in the first place. The one change that does affect the Transportation Commission is that the members of the Commission who are appointed to the HPTE Board in the future will be subject to Senate confirmation.

There are very few new limitations on the business terms of concession agreements that the HPTE can enter into. The first is a 35 year limit on the term of concession agreements, which is a condition the HPTE would have gone to, even without the bill. There is a limitation with respect to expanded non-compete agreements. There is a prohibition on paying compensation to private concessionaires for routine interruption in their service or revenue flow. By and large, the legislation is a confirmation of the legislature's acknowledgement that these agreements will be necessary under certain circumstances.

Before moving onto the FHWA report, Chairman Aden recognized Commissioner Gifford for her work on the I-70 Resolution from the City of Denver. He stated that they all appreciated her effort and wanted to acknowledge it.

FHWA Division Administrator Report

John Cater stated that one of the key initiatives of MAP-21 was performance management concept and moving toward that as a way to manage programs. The proposed rules are starting to come out on that. Every few weeks, they roll out various new rules and aspects of that. He encouraged CDOT staff to comment on those, both positive and negative. If anyone has suggestions on ways to improve it, they also want to see that. That process will be continuing through the summer.

He complimented the people involved in the program management summit and the STAC meeting. Those were both very effective in conveying the message about program management. He stated that he has gotten positive feedback from those presentations. It was a job well done.

He stated that he attended the Regional Western Division Meeting in Idaho. There is a continued FHWA focus on inactives and trying to be as effective as possible at using the money that is available. As of the end of March, Colorado's inactives were at 0.1% which is only a handful of projects. That is great progress. He thanked Scot Cuthbertson, Scott McDaniel, Scott Richrath and their teams for such an accomplishment. It shows that CDOT is doing a good job with the resources and finances available.

He stated that he is looking forward to attending the ribbon cutting for the diverging diamond interchange in Grand Junction. It is a great concept and has worked well in places it has been implemented around the country. He hopes it becomes a model for the rest of the state.

Chairman Aden stated that the interchange has been functioning for quite some time and has been well received. He stated that he thinks it is a great project.

STAC Report

Vince Rogalski stated that the STAC met on April 11, 2014. He stated that they had a great meeting with good information. He thanked Deb Perkins-Smith and Scott Richrath for making those presentations that answered the questions that STAC had. Some of the concerns that were brought up included the perception that there is more centralization happening in regards to where the planning is taking place. This is a year of change, and people have gotten confused among all the changes. There needs to be more and continued communication in the midst of these changes.

He stated that STAC had questions about risk management and which risks are being looked into. Some of the planning for RAMP could provide savings, which would allow more things to be done with less money. There is a greater understanding of what is happening with the STIPs and TIPs. The contracting process need to be improved so that it does not take so long to get the projects started. One of the things is that they need a better picture.

He stated that STAC recommends that when the budget is presented for the fiscal year, including the budget for RAMP, flood relief and any other particular things all on one sheet with the total to the side. This way it is easy to see how much money is being spent from various categories on any particular item. This would help to relieve some of the confusion. With all the additional information, STAC recommended approval after the fact for the FY'2015 budget. The STAC wanted to ensure that the Transportation Commission understand that STAC was not comfortable approving the budget without all necessary information.

He stated that STAC then discussed the formulas for various aspects. He stated that all the formulas, except FASTER and RPP, were recommended for approval. There were questions about types of treatment on low volume roads and high volume roads and the effects that would have. There is a greater understanding of cash expenditure for the STIP. STAC then reaffirmed their position on recommending the formula for RPP. In looking at the 45-40-15 formula that was maintained by the Commission for a long time, they began looking at what some of those indicators really do. They looked at VMT as a direct indicator of highway usage, making it a very strong element to be included in the formula. They looked at lane miles because they reflect the state as a state transportation system. They looked at truck miles because trucks transport everything we buy at some point on the highways, so truck VMT is very important. When the STAC wrestled through many options, they stated that they needed to maintain lane miles and truck miles in the formula but needed to look further at VMT. Population is not a direct indicator of highway usage; it is an indirect surrogate. In the spirit of compromise, STAC agreed a division of 25% VMT and 20% population could probably be supported. He stated that he has had feedback from across the Western Slope and other places that they would be willing to live with that compromise but that they were not willing to live with the staff recommendation of 50% population. The STAC reaffirmed their recommendation of 25-40-15-20.

STAC continued to have a presentation from David Krutsinger about the advanced guideway interconnectivity studies. Since the other discussions pushed STAC late, it was a very short presentation.

STAC also had a short discussion about what was happening the legislature.

He then thanked Chairman Aden and Commissioner Connell for attending the meeting and listening to the discussions.

Act on Consent Agenda

Chairman Aden entertained a motion to approve all the items on the Consent Agenda. Commissioner Connell moved to approve all items on the Consent Agenda, and Commissioner Gilliland seconded the motion. Upon vote of the Commission, the vote passed unanimously.

Resolution #TC-3152

BE IT HEREBY RESOLVED, that the Transportation Commission's Regular Meeting Minutes for March 20, 2014, are approved as published in the official agenda of the April 16 & 17, 2014, meeting.

Resolution #TC-3153

Resolution Number TC-3153

Further Instructing the Department to submit applications for projects under the USDOT TIGER VI Discretionary Grant program

Approved by the Transportation Commission on April 17, 2014

WHEREAS, on February 24, 2014 the U.S. Department of Transportation (USDOT) published a notice of funding availability in the Federal Register for the Transportation Investment Generating Economic Recovery Discretionary Grant Program (also known as TIGER VI); and

WHEREAS, applications for the TIGER VI discretionary grant program must be submitted to the U.S. Secretary of Transportation by April 28, 2014; and

WHEREAS, the USDOT's consideration of TIGER VI discretionary grant applications will be based on state of good repair, economic competitiveness, quality of life, environmental sustainability, and safety as primary selection criteria; and

WHEREAS, the Colorado Department of Transportation (CDOT) staff evaluated and analyzed potential projects for the Department to submit under the TIGER VI discretionary grant program; and

WHEREAS, the Transportation Commission, on March 20, 2014 approved 3 capital projects and 2 planning projects for application under the USDOT TIGER VI program; and

WHEREAS, CDOT staff gave further consideration of what types of planning projects will make a competitive application for this round of TIGER; and

NOW THEREFORE BE IT RESOLVED, the Department is instructed to submit an application for the following additional project under the USDOT TIGER VI Discretionary Grant program:

- Planning Project: I-270 Planning & Environmental Linkages Study

NOW THEREFORE BE IT FURTHER RESOLVED, the Transportation Commission understands that the U.S. Bike Routes Plan for Colorado that was approved to be submitted for TIGER consideration will not be submitted.

Herman F. Stockinger III
Herman Stockinger, Secretary
Transportation Commission of Colorado

5-6-14
Date

Resolution #TC-3154

Resolution #TC-3154

Addendum to Fiscal Year 2014 over \$50,000 project list approval

Approved by the Transportation Commission on: April 17, 2014

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 cost estimates for these additional projects to be done in Fiscal Year 2014 as detailed in the memorandum entitled; Addition to the FY 14 approved over \$50,000.00 project list dated January 6, 2014; and

WHEREAS, the funding for these projects are contained in the Fiscal Year 2014 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.

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Region 4 – Greeley				
Highway	Begin MP	End MP	Type	Estimated Cost
52	56.35	60.7	Overlay	\$148,735
85L	291	296	Overlay	\$149,460
257	7.6	8.9	Overlay	\$148,650
257	131.5	133	Overlay	\$142,400
138A	24.3	29.3	Overlay	\$149,300
14C	223	223.5	Overlay	\$139,717
59	65	66	Overlay	\$150,000
119B	45.1	46	Overlay	\$149,200
170A	0	2.8	Overlay	\$148,960
24G	364.6	367.6	Overlay	\$148,750
24G	370.6	373.6	Overlay	\$145,500
			Region 4-Greeley Total	\$1,620,672

Region 3 – Craig				
Highway	Begin MP	End MP	Type	Estimated Cost
40A	138.70	139.21	Skin Patch	\$148,104
40A	161.00	162.00	Skin Patch	\$145,200
40A	190.00	190.50	Skin Patch	\$78,650
125A	30.10	31.2	Skin Patch	\$146,410
125A	41.50	42.00	Skin Patch	\$66,550
14A	18.00	18.83	Skin Patch	\$141,110
14A	32.00	32.5	Skin Patch	\$84,700
40A	125.30	126.3	Skin Patch	\$145,250
325A	8.30	9.2	Skin Patch	\$145,200
13B	102.30	103.8	Skin Patch	\$149,375
13A	15.30	16.20	Skin Patch	\$141,625
40A	74.00	74.7	Skin Patch	\$118,580
40A	107.60	108.25	Skin Patch	\$136,327
			Region 3 – Craig total	\$1,647,081
			State Total	\$3,620,672

Sufficient funds exist within the appropriate MPA's to pursue these projects. The projects are in accordance with the directive and all other requirements.

Herman J. Stockinger III
Herman Stockinger, Secretary
Transportation Commission of Colorado

5-6-14
Date

Discuss and Act on the 11th Supplement to the FY2014 Budget

Scott Richrath stated that he would touch on a few items specifically because there are multiple moving pieces in this month's supplement. The first item came before the Commission as a walk on. He stated that they are still working through program management procedures and processes. He thanked the regions and the RTDs for their patience during that process. He stated that this request came to his attention late in the game, but that they had been working on it since early April. There has been an uptick in surface treatment prices. There is a project from Region 2 with more than the 15% PD703 limitation, which requires Commission approval in order to move ahead with the project.

He stated that over the last several months, he had been drawing a line in the supplemental package showing what might continue to come to the Commission under a new policy directive and what might become an informational item on a quarterly or a monthly basis going to forward under a new policy directive. Items like rockfall mitigation and RPP will still require individual project approval, which makes them above the line. A RAMP project also needs an individual approval. Some projects below the line may move above the line based on comfort level, risk and other factors that may or may not merit delegation authority.

A \$32 million project on I-25 Lincoln Avenue to County Line Road has a lot of different funding sources. It has five or six different funding sources, some of which would require project approval under a new PD and some which would not. It also has other funding sources where the Commission would never actually see the project list.

He stated that for the third consecutive month Scott McDaniel and himself came to the Commission requesting snow and ice contingency. The Commission sets aside \$10 million per year for snow and ice contingency. A large portion of that was used in February, and the rest was used during March. In March the regular Commission contingency was then used. This month the entire request will come out of Commission contingency because the snow and ice contingency is gone. This sets an all-time record for CDOT financially for snow and ice removal at \$72.3 million. This is before the recent snowfall, so it is likely another request will be made next month.

He stated that there was an informational item because less than \$1 million is being moved from capital. It is related to the ongoing work at the Office of Information Technology and some technology services that will be provided in a different leased or capital repayment plan.

If the Commission adopts the supplement packet as is, the contingency will go to \$80 million. He stated that he committed to Director Hunt that he will provide a contingency workshop to explain the ins and outs and what that money might go toward. A large part of that could be emergency relief state match to FHWA on those corridors where a state contribution is required.

He stated that at the Commission's request, the RAMP projects are provided in the green-yellow-red formats. He stated that red is not dead, it is only under further staff development. Black projects have been removed from the program.

Commissioner Gilliland stated that she appreciated the format of the RAMP project sheets so that the Commission could see the status on all the projects.

Chairman Aden entertained a motion to approve the eleventh supplement to the FY14 budget, including the walk on item from Region 2. Commissioner Hofmeister moved to approve the resolution, and Commissioner Zink seconded the motion. Upon a vote of the Commission, the resolution passed unanimously.

Resolution #TC-3155

BE IT SO RESOLVED, That the Eleventh Supplement to the Fiscal Year 2013-2014 Budget be approved by the Commission.

Discuss and Act on a Resolution to Approve Distribution Formulas

Deb Perkins-Smith stated that she was asking for approval for the allocation methodologies for some of the programs. RPP and FASTER-Safety will be addressed next month. This month they are requesting approval for STP-Metro, Metro-Planning, TAP and CMAQ. This is to start in 2016, and these formulas are used for planning purposes as part of the statewide plan as well as the STIP.

Chairman Aden entertained a motion to approve the resolution for allocation methodologies for the formula programs. Commissioner Connell moved for approval, and Commissioner Gruen seconded the motion. Upon a vote of the Commission, the resolution passed unanimously.

Resolution # 3156

Resolution #TC-3156

FY 2016 – 2040 Program Distribution Allocation Methodologies for Formula Programs
Transportation Commission of Colorado

Approved by the Transportation Commission of Colorado on April 17, 2014

WHEREAS, the Colorado Transportation Commission (the Commission) has statutory authority pursuant to §43-1-106 to approve, accept, and amend various planning documents resulting from Section 135 Title 23 of the U.S.C. and §43-1-1101 through 1105 C.R.S.; and

WHEREAS, the Commission adopts long range Program Distribution assignment of anticipated state and federal transportation revenues for use in development of the federally required Statewide Transportation Plan and Regional Transportation Plans; and

WHEREAS, a forecast of revenues upon which Program Distribution is based was adopted by the Commission in April 2013 (TC Resolution 3070); and

WHEREAS, the Commission adopted Program Distribution to reflect planned levels of funding to various programs based on the limited revenue expected for the period 2016-2040 on February 14, 2014 (TC Resolution 3139); and

WHEREAS, the Commission recognizes that future fund receipts may vary from these estimates, and that the assignment of funds reflected in Program Distribution is for planning purposes and does not represent a future funding commitment, and that the annual CDOT budget may vary from Program Distribution; and

WHEREAS, the Commission, as part of Program Distribution, also adopts allocation methodologies for certain programs allocated by formula; and

WHEREAS, federal statute requires the obligation of a portion of Surface Treatment Program (STP) funds in Urbanized Areas with a population greater than 200,000 (Transportation Management Areas (TMAs)) on the basis of population; and

WHEREAS, federal statute requires the allocation of Metropolitan Planning (Metro-PL) funds on the basis of a formula developed by the State DOT, in consultation with the MPOs, and approved by the FHWA Division Administrator; and

WHEREAS, federal statute requires that 50% of Transportation Alternatives Program (TAP) funds be obligated in certain population categories on the basis of population, including to Urbanized Areas with a population greater than 200,000 (TMAs); and

WHEREAS, the Commission elects to allocate by formula the TAP funds remaining after allocation to TMAs to the CDOT Regions; and

WHEREAS, federal statute requires that Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds be spent in air quality non-attainment or maintenance areas, or natural gas refueling stations or electric vehicle charging

stations at any location in the state; and

WHEREAS, a statewide CMAQ funded Colorado Energy Office (CEO) natural gas station/electric vehicle charging station program in Fiscal Years (FYs) 14-17 was approved by the Commission in December 2013 (TC Resolution 3120); and

WHEREAS, the Commission elects to allocate by formula remaining CMAQ funds to the eligible recipients (MPOs and TPRs or to CDOT Regions for PM-10 areas) in air quality non-attainment or maintenance areas; and

WHEREAS, the FY 2016-2040 Program Distribution allocation methodologies for these formula programs for use in the next Statewide Transportation Plan and the next Statewide Transportation Improvement (STIP) are as follows:

- 1) **Surface Transportation - Metro (STP-M):** Pursuant to federal statute, based on population of Urbanized Areas with a population greater than 200,000;
- 2) **Metropolitan Planning (Metro-PL):** Based on population of Urbanized Areas over 50,000, with a minimum dollar base of \$330,000 (federal and local) for Grand Valley MPO and \$350,000 for PACOG, as agreed by CDOT and MPOs and approved by FHWA;
- 3) **Transportation Alternatives Program (TAP):** 50% of funds based on population pursuant to federal statute; and 50% of funds based on 45% VMT / 40% Lane Miles / 15% Truck VMT;
- 4) **Congestion Mitigation and Air Quality Improvement Program (CMAQ):** Off the top funds to statewide CEO program in FYs 14-17, with remaining funds allocated 80% to Ozone areas, 15% to CO areas, and 5% to PM-10 areas with a minimum base for each rural recipient of \$200,000 (federal and local) (if minimum base is reached, PM-10 funds are split 50% to urban recipients and 50% to rural recipients), with allocations to Ozone and CO areas based on 75% population and 25% on and off-system NHS VMT; and

NOW THEREFORE BE IT RESOLVED, that the Commission approves the FY 2016 – 2040 Program Distribution allocation methodologies listed above for formula programs for use in developing the 2016-2040 Statewide Transportation Plan, Regional Transportation Plans, and to guide the development of the 2016 STIP.

FURTHER BE IT RESOLVED, that the Commission will periodically review the fund allocations that are directed by TC decision to ensure the effectiveness of the use of funds and the Commission reserves the option to alter the allocation of those funds.


Herman Stockinger, Secretary
Transportation Commission of Colorado

5-6-14
Date

Other Matters

Chairman Aden stated that there were no other matters to come before the Commission.

Acknowledgements

Gary Vansuch stated that the FASTER legislation created a new standing committee: the Committee for Efficiency and Accountability. The E&A Committee brought together key CDOT people with experts from the private sector and other constituencies across Colorado “to maximize the efficiency of the department and allow for increased investment in the transportation system over the short, medium and long term.” For any new endeavor, people with perseverance and determination are needed. The committee needed pioneers when it was new and different. CDOT was fortunate to find these people. He state that there were four people from the private sector that he wanted to recognize as those pioneers. These people began the committee when no one if it could achieve its mission. These four people are Bill Widenour, Bob Sakaguchi, Dan Owens, and Mary Beth Baker-Lewis. Mary Beth Baker-Lewis from the Free Ride Transit System in Breckenridge is the only one who was able to join us for this recognition today. She is here with her son Kelly. Mary Beth was not only a member of the E&A Committee but she also served twice as its chair including as founding chair, a leader among those pioneers. It is truly difficult to properly recognize all these folks have given so much CDOT, but he stated that he hoped these few words and the plaques presented today can help make that recognition real.

Chairman Aden thank Mary Beth Baker-Lewis for her service to CDOT. He stated that traveling from Breckenridge to Denver for meetings is not always easy, but that CDOT was very grateful for her contributions. He asked Gary Vansuch to pass the Commission’s thanks onto the other members of the E&A Committee.

Adjournment

Chairman Aden announced that the meeting was adjourned at 11:49am.



COLORADO
Department of Transportation

Division of Accounting and Finance

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

DATE: May 15, 2014
TO: Transportation Commission
FROM: Scott Richrath, Chief Financial Officer
SUBJECT: Twelfth Supplement – FY 2014

This supplement budgets projects for FY 2014 unless otherwise noted in the explanations on the following pages. The project requests are consistent with the FY 2012 through FY 2017 STIP. Funds are available from the Regions' allocations unless otherwise indicated.

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

As requested by the Transportation Commission, the RAMP Partnership and Operations Master Summary Report, with activity through May 2, 2014, is included with this supplement (see Attachment 1).

In FY 2013, the Transportation Commission approved \$86,000,000 of Surface Treatment Program projects for advancement using FY 2014 funding. As a result, the FY 2014 Surface Treatment Program requires advancement of future years' funds to maintain a whole budget.

The Surface Treatment projects in this Supplement request FY 2015 and FY 2016 advance budget. Under cash management principles that will become part of future budget policy, staff will advance budget Surface Treatment funds as needed. CDOT staff will be demonstrating progress towards expending the advance budgeted surface treatment funds. Progress will be reported at the Program Management monthly workshops.

This report now reflects year of budget and year of expenditure detail.

Region 1

- \$2,500,000 – SH 5 - Mount Evans – **Transportation Commission Contingency Reserve Fund** (see Attachment 2) – This action requests funding to execute repairs on two critical slope failures located approximately two miles below Summit Lake which threaten to close the road. It is possible that this location on SH 5 might have sustained additional damage due to heavy snow fall this winter season, but that will not become apparent until the snow has been cleared. Both Clear Creek County and the United States Forest Service agree that the road is in jeopardy. They concur with CDOT staff's conceptual design for the repairs and have offered their assistance to fast track any necessary environmental clearances. Construction advertisement is scheduled for July 2014 with work to begin in September 2014 immediately after Labor Day to avoid the peak Colorado tourist season and the risk of lightning storms that often occur in July and August. (/10001.../PST-TCC-14/10001...)

SH 5 - Mount Evans (MP 6 - 6.5)

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Program Area	Current Budget	Twelfth Supplement Action				Revised Budget	Expended Budget
			Year of Budget			Total Request		
			FY 2014	FY 2015	FY 2016			
Construction	TCCRF	\$0	\$2,500,000	\$0	\$0	\$2,500,000	\$2,500,000	\$0
	Total Construction	\$0	\$0	\$0	\$0	\$2,500,000	\$2,500,000	\$0
Total Project Budget		\$0	\$0	\$0	\$0	\$2,500,000	\$2,500,000	\$0
			Year of Expenditure			Total Request		
			FY 2014	FY 2015	FY 2016			
			\$0	\$2,500,000	\$0	\$2,500,000		

Per policy established by the Transportation Commission, any request for an allocation from the Transportation Commission Contingency Reserve Fund (TCCRF) must be submitted for review and approval in a monthly budget supplement.

- \$4,000,000 – *Vasquez Pump Station System at 59th Avenue* – **Transportation Commission Contingency Reserve Fund** – See Attachment 3 – This action requests funding to replace an existing 50-year-old pump station system. The new facility will include a below ground vault, a superstructure building, and associated pumps and piping. This new system will enhance existing capacity to remove storm flows more effectively and will forestall road closures during major storms. Plans are at the FOR level, and the project will be ready for advertisement in May 2014. (10001.../PST-TCC-14/10001...)

If the Transportation Commission opts not to approve this request, staff will seek funding from the Capital Development Committee (CDC) in FY 2016.

Vasquez Pump Station System

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Program Area	Current Budget	Twelfth Supplement Action				Revised Budget	Expended Budget
			Year of Budget			Total Request		
			FY 2014	FY 2015	FY 2016			
Construction	<i>TCCRF</i>	\$0	\$4,000,000	\$0	\$0	\$4,000,000	\$4,000,000	\$0
	Total Construction	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000	\$0
	Total Project Budget	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000	\$0
			Year of Expenditure			Total Request		
			FY 2014	FY 2015	FY 2016			
			\$0	\$4,000,000	\$0	\$4,000,000		

Per policy established by the Transportation Commission, any request for an allocation from the Transportation Commission Contingency Reserve Fund (TCCRF) must be submitted for review and approval in a monthly budget supplement.

Region 3

- \$1,600,000 – **Bridge Culvert Program** – *I-70: West Vail Pass* – This action budgets the construction phase of work for critical culvert replacement and repair. Construction advertisement is scheduled for May 2014. (19471/100194036)

I-70: West Vail Pass (MP 179.5 - 181.5; MP 185.9 - 186.9; MP 188.2 - 189.2)

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Program Area	Current Budget	Twelfth Supplement Action				Revised Budget	Expended Budget
			Year of Budget			Total Request		
			FY 2014	FY 2015	FY 2016			
Design	<i>Bridge Culverts</i>	\$328,000	\$0	\$0	\$0	\$0	\$328,000	\$100,330
	Total Design	\$328,000	\$0	\$0	\$0	\$0	\$328,000	\$100,330
Construction	<i>Bridge Culverts</i>	\$0	\$0	\$800,000	\$800,000	\$1,600,000	\$1,600,000	\$0
	Total Construction	\$0	\$0	\$800,000	\$800,000	\$1,600,000	\$1,600,000	\$0
Total Project Budget		\$328,000	\$0	\$800,000	\$800,000	\$1,600,000	\$1,928,000	\$100,330
			Year of Expenditure			Total Request		
			FY 2014	FY 2015	FY 2016			
			\$0	\$800,000	\$0	\$800,000		

Per policy established by the Transportation Commission, this request for project budget requires Transportation Commission approval as no statewide Asset Management model or prioritization process exists for the Culvert Program.

Region 5

- \$928,000 – US 550: Red Mountain Pass (Ruby Walls) – **Transportation Commission Contingency Reserve Fund** – Emergency Relief – In the 9th Budget Supplement for FY 2014 approved on February 20, 2014, the Transportation Commission approved \$173,588 to begin design of a permanent rock fall solution for this section of roadway.

This action requests to fund the second phase of work, utilizing CDOT’s emergency contracting process. The scope of work for this contract will focus on rock scaling and will include removal and repair of the existing rock fence and the installation of rock fall monitoring equipment. The duration of this phase is estimated to be four weeks. All work in this second phase is scheduled to be completed prior to May 23, 2014, which is typically the beginning of the Southwest Colorado tourist season.

The third phase of this project will be an advertised construction project for the permanent installation of additional mesh on the slope as well as rock fall fences and rock fall attenuators. Final design will be dependent on the success of the rock fall scaling project and the information gathered during the scaling. Construction advertisement is scheduled for June 2014. (20114/1000195279/PST-TCC-14/10001...)

US 550: Red Mountain Pass (Ruby Walls) (MP 78 - 79 and MP 88.900 - 92.100)

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget	Twelfth Supplement Action				Revised Budget	Expended Budget
			Year of Budget			Total Request		
			FY 2014	FY 2015	FY 2016			
Design	TCCRF	\$173,588	\$0	\$0	\$0	\$0	\$173,588	\$0
	Total Design	\$173,588	\$0	\$0	\$0	\$0	\$173,588	\$0
Construction	TCCRF	\$0	\$928,000	\$0	\$0	\$928,000	\$928,000	\$0
	Total Construction	\$0	\$928,000	\$0	\$0	\$928,000	\$928,000	\$0
Total Project Budget		\$173,588	\$928,000	\$0	\$0	\$928,000	\$1,101,588	\$0
			Year of Expenditure			Total Request		
			FY 2014	FY 2015	FY 2016			
			\$928,000	\$0	\$0	\$928,000		

Per policy established by the Transportation Commission, any request for an allocation from the Transportation Commission Contingency Reserve Fund (TCCRF) must be submitted for review and approval in a monthly budget supplement.

RAMP
Responsible Acceleration of Maintenance and Partnerships

Operations

Region 1

- \$18,600,000 – Strategic Corridor Program – I-70: Eastbound Peak Period Shoulder Lane (Empire Junction to Twin Tunnels) – Reconstruction – This action budgets a portion of the construction phase of work for this Construction Manager/General Contractor (CMGC) project. Construction is scheduled for July 2014. The May 2, 2014 RAMP Master Summary Report shows the project’s status as RED, and it will remain in RED until CDOT is prepared to budget the full scope of the construction phase of work. (19474/1000186449)

I-70: Eastbound Peak Period Shoulder Lane (Empire Junction to Twin Tunnels)

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Program Area	Current Budget	Twelfth Supplement Action			Total Request	Revised Budget	Expended To-Date
			Year of Budget					
			FY 2014	FY 2015	FY 2016			
Design	<i>Strategic Corridor</i>	\$4,400,000	\$0	\$0	\$350,000	\$350,000	\$4,750,000	\$2,237,550
	<i>Regional Priority</i>	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000	\$0
	<i>Surface Treatment</i>	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000	\$0
	Total Design	\$7,050,000	\$0	\$0	\$350,000	\$350,000	\$7,400,000	\$2,237,550
Miscellaneous	<i>Strategic Corridor</i>	\$0	\$2,000,000	\$0	\$0	\$2,000,000	\$2,000,000	\$2,237,550
	Total Miscellaneous	\$0	\$2,000,000	\$0	\$0	\$2,000,000	\$2,000,000	\$2,237,550
Construction	<i>Strategic Corridor</i>	\$0	\$13,250,000	\$0	\$0	\$13,250,000	\$13,250,000	\$2,237,550
	<i>FASTER Safety</i>	\$0	\$0	\$3,000,000	\$0	\$3,000,000	\$3,000,000	\$0
	Total Construction	\$0	\$13,250,000	\$3,000,000	\$0	\$16,250,000	\$16,250,000	\$2,237,550
Total Project Budget		\$7,050,000	\$15,250,000	\$3,000,000	\$350,000	\$18,600,000	\$25,650,000	\$6,712,650
			Year of Expenditure			Total Request		
			FY 2014	FY 2015	FY 2016			
			\$2,000,000	\$16,600,000	\$0	\$18,600,000		

The new Transportation Commission budget policy directive would not require the projects that follow to be approved in a monthly budget supplement.

Region 1

- \$1,305,696 – I-25 over I-70 Ramps and I-25 over 48th Avenue and the BNSF Railroad Spur – **On-System Bridge Program** – This action budgets the construction phase of work for critical bridge repair on structures E-16-GC and E-16-NW. Construction advertisement is scheduled for July 2014. (19590/1000195019)

I-25 over I-70 Ramps and I-25 over 48th Avenue & BNSF Railroad Spur (MP 213.675 and MP 213.948)

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Program Area	Current Budget	Twelfth Supplement Action				Revised Budget	Expended To-Date
			Year of Budget			Total Request		
			FY 2014	FY 2015	FY 2016			
Design	<i>On-System Bridge</i>	\$27,858	\$0	\$0	\$0	\$0	\$27,858	\$42
	Total Design	\$27,858	\$0	\$0	\$0	\$0	\$27,858	\$42
Construction	<i>On-System Bridge</i>	\$0	\$1,305,696	\$0	\$0	\$1,305,696	\$1,305,696	\$1,904,000
	Total Construction	\$0	\$1,305,696	\$0	\$0	\$1,305,696	\$1,305,696	\$1,904,000
Total Project Budget		\$27,858	\$1,305,696	\$0	\$0	\$1,305,696	\$1,333,554	\$1,904,042
			Year of Expenditure			Total Request		
			FY 2014	FY 2015	FY 2016			
			\$0	\$1,305,696	\$0	\$1,305,696		

Per guidance provided under Transportation Commission resolution approved in March 2014, this request for project budget does not require Transportation Commission approval as a statewide Asset Management model and prioritization process exists for the On-System Bridge Program.

- \$2,500,000 – SH 67: Rampart Range Road to Sedalia – **Surface Treatment Program** – This action budgets the construction phase of work to provide a thin overlay treatment to the roadway. The advancement of FY 2016 Surface Treatment Program funds is required as FY 2014 and FY 2015 funds have been fully budgeted. This project is on the approved FY 20145 Surface Treatment list, and the Materials and Geotechnical Branch Manager has verified the use of Surface Treatment funds on this project meets the Drivability Life (DL) requirement. Construction advertisement is scheduled for June 2014. (19898/1000195084)

SH 67: Rampart Range Road to Sedalia (MP 117.349 - 127.448)

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Program Area	Current Budget	Twelfth Supplement Action				Revised Budget	Expended Budget
			Year of Budget			Total Request		
			FY 2014	FY 2015	FY 2016			
Construction	<i>Surface Treatment</i>	\$0	\$0	\$0	\$2,500,000	\$2,500,000	\$2,500,000	\$0
	Total Construction	\$0	\$0	\$0	\$2,500,000	\$2,500,000	\$2,500,000	\$0
Total Project Budget		\$0	\$0	\$0	\$2,500,000	\$2,500,000	\$2,500,000	\$0
			Year of Expenditure			Total Request		
			FY 2014	FY 2015	FY 2016			
			\$0	\$2,500,000	\$0	\$2,500,000		

Per guidance provided under Transportation Commission resolution approved in March 2014, this request for project budget does not require Transportation Commission approval as a statewide Asset Management model and prioritization process exists for the Surface Treatment Program.

COLORADO DEPARTMENT OF TRANSPORTATION

STATE OF COLORADO

**Twelfth
Supplement**

Fiscal year 2013-2014

Dated: May 15, 2014

COLORADO DEPARTMENT OF TRANSPORTATION

STATE OF COLORADO

RESOLUTION NO. TC –

**“BE IT RESOLVED, That the Twelfth Supplement to the Fiscal Year 2013-2014
Budget be approved by the Commission”**

Supplement Project Detail

Region	Highway	Project Description	Project No.	County	Phase	Current Budget	Budget Request
<u>Bridge Rehabilitation</u>							
<u>Region 1</u>							
SDR6739	025A	I-25/I-70 Ramps and I-25/48 th Avenue	19590	Douglas	D,C	\$ 27,858	\$ 1,305,696
							\$ 1,305,696
<u>Culverts</u>							
<u>Region 3</u>							
SR36608	070A	I-70: West Vail Pass	19471	Eagle	D,C	\$ 328,000	\$ 1,600,000
							\$ 1,600,000
<u>Emergency Relief</u>							
<u>Region 5</u>							
SR56704	550B	US 550: Red Mountain Pass	20114	Ouray/San Juan	D,C	\$ 173,588	\$ 928,000
							\$ 928,000
<u>Pump Station</u>							
<u>Region 1</u>							
		Vasquez Pump Station @ 59th			C	\$ -	\$ 4,000,000
							\$ 4,000,000
<u>Reconstruction</u>							
<u>Region 1</u>							
	005A	SH 5 - Mount Evans		Clear Creek	C	\$ -	\$ 2,500,000
SSP4126	070A	I-70: EB Peak Period Shoulder Lane	19474	Clear Creek	C	\$ 7,050,000	\$ 18,600,000
							\$ 21,100,000
<u>Surface Treatment</u>							
<u>Region 2</u>							
SR15215	067E	SH 67: Rampart Range Rd to Sedalia	19898	Douglas	C	\$ -	\$ 2,500,000
							\$ 2,500,000
Grand Total							\$ 31,433,696

**Transportation Commission Contingency Reserve Fund
Twelfth Supplement FY 2014 Budget**

Transaction Date	Transaction Description	Amount	Balance	Reference Document
May-13	<i>Final Balance 12S13</i>		\$ 49,301,722	
	<i>project closure (16984)</i>	\$ 380,000		1000176263
	<i>rollforward adjustment for FY 2013 (R15MS-010)</i>	\$ 187,950		1000176365
	<i>write off funds adjustment FY 13 COPS refunding</i>	\$ (1,752,173)		1000178381
June-13	<i>Balance 1S14</i>		\$ 48,117,499	
July-13	<i>Balance 2S14</i>		\$ 48,117,499	
	<i>FY 2014 Resource Allocation</i>	\$ 25,890,107		1000178359
	<i>project surpluses returned to TCCRF (14959 and 16444)</i>	\$ 2,383,359		1000178942-178949/180532
	<i>transfer to Region 4 for US 36 Phase II</i>	\$ (3,000,000)		1000181817
	<i>transfer to Office of Transportation Safety</i>	\$ (900,000)		1000182746
	<i>transfer to Region 2 for US 24 Flooding - August 2013</i>	\$ (5,500,000)		1000182745
August-13	<i>Balance 3S14</i>		\$ 66,990,965	
	<i>OPN/OPS unbudgeted prior year funds</i>	\$ 7,910,747		1000176367
	<i>final repayment of October 2012 loan to DTR</i>	\$ 7,885,914		1000183736
	<i>FY 2013 carry forward from cost centers</i>	\$ 8,746,118		1000183782/183783
	<i>bond refunding</i>	\$ 8,231,926		1000179817/179819
	<i>project surplus returned to TCCRF</i>	\$ 3,008		1000183839
	<i>FY 2013 Federal redistribution</i>	\$ 25,515,737		1000183914
	<i>Worksman's Comp (E0176-010)</i>	\$ (6,969,138)		1000183966
	<i>FHWA Emergency Relief</i>	\$ 5,000,000		1000184146
	<i>allocation to SW Emergency Relief project</i>	\$ (5,000,000)		1000184281
	<i>Xcel invoice</i>	\$ (100,000)		1000185027
September-13	<i>Balance 4S14</i>		\$ 118,215,277	
	<i>FHWA Emergency Relief</i>	\$ 25,000,000		1000184618
	<i>allocation to SW Emergency Relief project</i>	\$ (25,000,000)		1000184618
	<i>return 2013 Snow and Ice contingency balance to TCCRF</i>	\$ 2,668,831		1000184993
	<i>fund roll forward decision items</i>	\$ (8,238,709)		1000183782/183783
	<i>FY 2014 cost center allocation reconciliation</i>	\$ (3,964,560)		1000185350
	<i>net revenue adjustment for FY 2013 (after required program distribution adjustments)</i>	\$ 3,506,401		1000185373
	<i>return of project surplus</i>	\$ 52,238		1000185393
	<i>US 24 flood repairs/restoration supplemental request to that approved August 2013</i>	\$ (2,213,000)		1000186199/186201/202/203/204
	<i>transfer to Emergency Flood Response Administration cost center - September 2013</i>	\$ (1,000,000)		1000185115
	<i>September 2013 Emergency Relief projects</i>	\$ (9,477,847)		1000185264
	<i>SH 72 @ 78th, SH 128 near SH 93, SH 93 and SH 74 flood repairs - September 2013</i>	\$ (48,817,937)		1000185345/394/819/821
	<i>US 24 request for future flood mitigation measures</i>	\$ (4,600,000)		1000186200
	<i>radio console upgrades for CTMC and EJMT</i>	\$ (600,000)		1000186205
	<i>fund TSM&O expand program delivery/services</i>	\$ (2,600,000)		1000186206
	<i>loan to DTR for contract authority until FTA grants are received by CDOT</i>	\$ (5,305,665)		1000186207
October-13	<i>Balance 5S14</i>		\$ 37,625,029	
	<i>FHWA Emergency Relief reimbursement</i>	\$ 3,287,538		1000187385
	<i>surplus from project closure (14551)</i>	\$ 1,292,731		1000187389
	<i>additional allocation to ER flood</i>	\$ (6,399,597)		1000186652/10001187389
November-13	<i>Balance 6S14</i>		\$ 35,805,701	
	<i>net adjusting entries to ER projects this reporting period</i>	\$ (3,361)		1000188244/189154
	<i>closure</i>	\$ 212		1000188246
	<i>transfer to STP-Metro, CMAQ, TAP to keep FY 2013 programs whole</i>	\$ (6,716,637)		1000189826/189929
December-13	<i>Balance 7S14</i>		\$ 29,085,915	
	<i>2013 Local funds for match to FY 2013 transfer above</i>	\$ 1,269,366		1000189926/100190125
	<i>net adjusting entries to ER projects this reporting period</i>	\$ (779,182)		1000189974/
January-14	<i>Balance 8S14</i>		\$ 29,576,099	
	<i>Federal-aid Emergency Relief (ER) allocation</i>	\$ 110,000,000		1000190712
	<i>distribution to Statewide Emergency Relief Pool</i>	\$ (110,000,000)		1000190713
	<i>partial repayment of short-term Emergency Relief (ER) loan for September 2013 Flooding</i>	\$ 55,025,773		1000189926/100190125
	<i>repayment of Emergency Relief (ER) loan for Region 2</i>	\$ 3,200,000		1000191440
	<i>net adjusting entries to ER projects this reporting period</i>	\$ (15,787)		1000191532/1001191534
	<i>rock fall mitigation US 550: Red Mountain Pass (Ruby Walls) 20114</i>	\$ (173,588)		1000191618
	<i>miscellaneous adjustment</i>	\$ (40)		
February-14	<i>Balance 9S14</i>		\$ 87,612,457	
	<i>additional budget to supplement Snow and Ice operations</i>	\$ (1,922,502)		1000193321
March-14	<i>Balance 10S14</i>		\$ 85,689,955	

**Transportation Commission Contingency Reserve Fund
Twelfth Supplement FY 2014 Budget**

Transaction Date	Transaction Description	Amount	Balance	Reference Document
March-14	<i>Balance 10S14</i>		\$ 85,689,955	
	<i>required match for permanent restoration project</i>	\$ (275,360)		1000192838
	<i>to DTR for Interregional Bus</i>	\$ (500,000)		1000193025
	<i>additional budget for ER debris removal</i>	\$ (1,434,120)		1000193262
	<i>additional budget to supplement Snow and Ice operations</i>	\$ (3,591,501)		1000195075
April-14	<i>Balance 11S14</i>		\$ 79,888,974	
	<i>correction to Snow and Ice entry</i>	\$ 1		
	<i>US 550: Red Mountain Pass</i>	\$ (928,000)		1000195074
	<i>SH 5 - Mount Evans</i>	\$ (2,500,000)		1000195478
	<i>Vasquez Pump Station @59th Avenue</i>	\$ (4,000,000)		1000195479
	<i>ER temporary repair closure adjustments</i>	\$ 55,831		1000195369
	<i>state match for ER permanent repair projects</i>	\$ (1,812,353)		1000194368-1000195157
May-14	<i>Projected Balance 12S14</i>		\$ 70,704,453	

Flood Project Activity Since Last Reporting Period September 11, 2013 Flood Disaster

Temporary Repair Emergency Relief

Reg	State Highway	Mileposts	Project Description	County	Prior Budget	Budget		Total Cost
						TCCRF	Federal-aid ER	
4	034A	82.000-88.000	SH 34 Glade Rd. to Dam Store	Larimer	\$ 1,819,259	\$ (31,708)	\$ (31,708)	\$ 1,755,843
4	275A	0	SH60/SH257 C-17-B,C,Y,Z	Weld	\$ 471,383	\$ (2,429)	\$ (173,734)	\$ 295,220
4	034A	82.000-88.000	SH 34 Glade Rd. to Dam Store	Larimer	\$ 110,177	\$ (4,419)	\$ -	\$ 105,758
4	063A	55.000-56.411	SH385 & SH6-J	Logan	\$ 797,597	\$ (14,400)	\$ (603,036)	\$ 180,161
4	385D/006J	309.000-310.000 405.500-467.283	SH 385		\$ 512,460	\$ (2,875)	\$ (508,364)	\$ 1,221
Total Temporary Emergency Relief					\$ 3,710,876	\$ (55,831)	\$ (1,316,842)	\$ 2,336,982

*FEMA will reimburse at 75%

Permanent Repair Emergency Relief

Reg	State Highway	Mileposts	Project Description	County	Prior Budget	Budget		Total Cost
						TCCRF	Federal-aid ER	
4	Various	Various	Emergency Fence Project East I-25	Logan/Morgan/Weld	\$ 59,299	\$ 110,590	\$ 555,342	\$ 725,231
4	Various	Various	Emergency Fence Project West of I-25	Boulder/Larimer/Weld	\$ -	\$ 64,639	\$ 310,959	\$ 375,598
4	Various	Various	Scour Bridge Repairs #2	Boulder/Larimer/Weld	\$ 1,600,000	\$ 68,840	\$ 331,160	\$ 2,000,000
4	036B	7.7-18.6	US 36 Phase 2	Boulder/Larimer	\$ -	\$ 1,137,427	\$ 5,471,682	\$ 6,609,109
4	Various	Various	Low Water Bridge Reviews	Various	\$ -	\$ 234,624	\$ 1,128,676	\$ 1,363,300
4	060B/257A	11.000-16.000	SH 60 & SH 257 Structures	Weld	\$ -	\$ 155,379	\$ 747,460	\$ 902,839
4	071E/039A	180.580-181.580 6.00-7.57	SH 71 and SH 39	Morgan	\$ -	\$ 40,854	\$ 196,530	\$ 237,384
Total Permanent Restoration					\$ 1,659,299	\$ 1,812,353	\$ 8,741,809	\$ 12,213,461

Grand Total All Emergency Relief

\$ 5,370,175 \$ 1,756,522 \$ 7,424,967 \$ 14,550,443



May FY 2014 Contingency Balance Reconciliation

April FY 2014 TC Contingency Balance	\$79,888,974
Emergency Relief Reimbursement	
September 2013 Flood	\$ 0
Flooding Prior to 09/2013	\$ 0
Emergency Relief Project Allocation	
Temporary Relief	\$55,832
Permanent Restoration	(\$1,812,353)
Pending May Supplement Items	(\$7,428,000)
May FY14 TC Contingency Balance	\$ 70,704,453

Partnership and Operations - Status Through April 2014 TC Meeting

Public-Private (HTPE) Partnership Projects

Key	
	TC Approved or Staff Recommends Budgeting Funds (Group 1)
	Staff Recommends Budgeting Funds (Group 2)
	Staff Recommends Further Development (Group 3)
	Projects that have been Withdrawn or Removed (Group 4)

Numbers are shown as a COST VARIANCE	
-\$4,800.00	Numbers shown in red or with a negative represent an overage
\$6,000.00	Numbers shown in green represent an underage

	Tracking #	Project Name	TC Approved Total Project Cost	Estimated Total Project Cost	Total Project Cost Delta	TC Approved RAMP Request	RAMP Request	RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of May 01, 2014
Group 1	N/A	WB Twin Tunnels Expansion	\$55,000,000	\$55,000,000	\$0	\$48,000,000	\$48,000,000	\$0	\$0	\$0	\$0	\$7,000,000	\$0	RAMP Funding Approved by TC in February
	TC Approved or Staff Recommends Budgeting Funds (Group 1)			\$55,000,000	\$55,000,000	\$0	\$48,000,000	\$48,000,000	\$0	\$0	\$0	\$7,000,000	\$0	

	Tracking #	Project Name	Total Project Cost	Estimated Total Project Cost	Total Project Cost Delta	TC Approved RAMP Request	RAMP Request	RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of May 01, 2014
Group 2														None
	Staff Recommends Budgeting Funds (Group 2)			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

	Tracking #	Project Name	Total Project Cost	Estimated Total Project Cost	Total Project Cost Delta	TC Approved RAMP Request	RAMP Request	RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of May 01, 2014
Group 3	1-2	C-470 Managed Toll Express Lanes: Kipling to I-25	\$200,000,000	\$237,000,000	-\$37,000,000	\$100,000,000	\$137,000,000	-\$37,000,000	\$10,000,000	\$5,500,000	\$0	\$84,500,000	\$0	Staff Recommends Further Development
	4-5a	I-25: Tolloed Express Lanes: 120th to SH 7	\$1,040,000,000	\$1,040,000,000	\$0	\$55,000,000	\$55,000,000	\$0						RAMP Funding of 10% granted by TC in March for continued preconstruction activity.
	4-5b	I-25: Tolloed Express Lanes: SH 7 North to SH 14				\$35,000,000	\$35,000,000	\$0						
		N/A	HTPE P3 Development Fund	\$200,000,000	\$200,000,000	\$0	\$40,000,000	\$40,000,000	\$0	\$0	\$0	\$0	\$160,000,000	\$0
4	Staff Recommends Further Development (Group 3)		\$1,440,000,000	\$1,477,000,000	-\$37,000,000	\$230,000,000	\$267,000,000	-\$37,000,000	\$10,000,000	\$5,500,000	\$0	\$244,500,000	\$0	

4	SUB-TOTAL Public-Public Partnership Projects		\$1,495,000,000	\$1,532,000,000	-\$37,000,000	\$278,000,000	\$315,000,000	-\$37,000,000	\$10,000,000	\$5,500,000	\$0	\$251,500,000	\$0	
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	Tracking #	Project Name	Total Project Cost	Estimated Total Project Cost	Total Project Cost Delta	TC Approved RAMP Request	RAMP Request	RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of May 01, 2014
Group 4														None
	Projects that have been Withdrawn (Group 4)			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

4	TOTAL Partnership Projects: HTPE P3 Projects		\$1,495,000,000	\$1,532,000,000	-\$37,000,000	\$278,000,000	\$315,000,000	-\$37,000,000	\$10,000,000	\$5,500,000	\$0	\$251,500,000	\$0	
	Percentage over Transportation Commission Approved Amount				2.42%			11.75%						

Partnership and Operations - Status Through April 2014 TC Meeting

Public-Public Partnership Projects

Key	
	TC Approved or Staff Recommends Budgeting Funds (Group 1)
	Staff Recommends Budgeting Funds (Group 2)
	Staff Recommends Further Development (Group 3)
	Projects that have been Withdrawn or Removed (Group 4)

Numbers are shown as a COST VARIANCE	
-\$4,800.00	Numbers shown in red or with a negative represent an overage
\$6,000.00	Numbers shown in green represent an underage

Tracking #	Project Name	TC Approved Total Project Cost	Estimated Total Project Cost	Total Project Cost Delta	TC Approved RAMP Request	RAMP Request	RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of May 01, 2014	
Group 1	1-7	Eisenhower-Johnson Memorial Tunnels (EJMT) Fire Suppression System	\$25,000,000	\$25,000,000	\$0	\$9,000,000	\$9,000,000	\$0	\$5,000,000	\$0	\$0	\$11,000,000	\$0	RAMP Funding Approved by TC in February
	1-14	SH 2 in Commerce City Widening and Devolution	\$20,800,000	\$18,610,000	\$2,190,000	\$13,600,000	\$13,600,000	\$0	\$5,100,000	\$0	\$0	\$0	\$2,190,000	RAMP Funding Approved by TC in February
	1-15	US 6 and 19th St. Intersection Grade Separation	\$25,000,000	\$25,000,000	\$0	\$20,000,000	\$20,000,000	\$0	\$5,000,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	1-19	Colorado Blvd. in Idaho Springs Final Phase and Devolution	\$21,900,000	\$21,900,000	\$0	\$21,900,000	\$21,900,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	1-37	Federal Blvd: 6th to Howard Reconstruction and Multimodal Improvements	\$29,203,881	\$29,181,821	\$22,060	\$23,363,105	\$23,341,821	\$21,284	\$5,840,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	1-46	I-25 and Arapahoe Rd. Interchange	\$74,000,000	\$74,000,000	\$0	\$50,400,000	\$50,400,000	\$0	\$16,400,000	\$0	\$0	\$7,200,000	\$0	RAMP Funding Approved by TC in February
	2-1	SH 67 in Victor Devolution (cash payment)	\$307,702	\$307,702	\$0	\$307,702	\$307,702	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	2-5	US 160 Turnouts	\$1,015,000	\$1,015,000	\$0	\$840,000	\$840,000	\$0	\$0	\$175,000	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	2-7	US 24 Business Route Devolution (cash payment)	\$2,602,475	\$2,602,475	\$0	\$2,602,475	\$2,602,475	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	2-20	US 50 / Dozier / Steinmeier Intersection / Signal Improvements (companion project 2-9)	\$1,500,000	\$1,500,000	\$0	\$1,200,000	\$1,200,000	\$0	\$300,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	2-22	I-25 Fillmore Interchange Diverging Diamond Interchange (DDI) Conversion	\$21,300,000	\$23,300,000	-\$2,000,000	\$11,000,000	\$11,700,000	-\$700,000	\$7,000,000	\$0	\$1,300,000	\$4,600,000	\$0	RAMP Funding Approved by TC in February
	2-23	SH 21 / Old Ranch Rd. Interchange Completion	\$9,266,000	\$10,333,779	-\$1,067,779	\$600,000	\$600,000	\$0	\$8,000,000	\$0	\$600,000	\$1,733,779	\$500,000	RAMP Funding Approved by TC in February
	2-31	I-25 Ilex to 1st St. in Pueblo (includes devolution match in RAMP request)	\$33,200,000	\$33,200,000	\$0	\$22,000,000	\$22,000,000	\$0	\$1,200,000	\$0	\$0	\$10,000,000	\$0	RAMP Funding Approved by TC in February
	2-33	US 50 / SH 45 Interchange, Wills to Purcell-Pueblo (companion project 2-10)	\$10,000,000	\$10,000,000	\$0	\$5,000,000	\$5,000,000	\$0	\$0	\$0	\$0	\$5,000,000	\$0	RAMP Funding Approved by TC in February
	3-6	SH 6/SH13 in Rifle Devolution	\$5,600,000	\$5,600,000	\$0	\$5,600,000	\$5,600,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	3-9	I-70 Simba Run Underpass	\$20,800,000	\$20,800,000	\$0	\$14,600,000	\$14,600,000	\$0	\$6,000,000	\$0	\$0	\$200,000	\$0	RAMP Funding Approved by TC in February
	3-12/29	SH 9 - Frisco to Breckenridge: Iron Springs Phase and Vail Pass Multi-Use Path Devolution	\$21,985,000	\$22,013,668	-\$28,668	\$17,500,000	\$17,528,668	-\$28,668	\$0	\$4,485,000	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	3-14	I-70 Eagle Interchange Upgrade	\$9,887,365	\$9,887,365	\$0	\$3,500,000	\$3,500,000	\$0	\$3,437,364	\$0	\$0	\$2,950,001	\$0	RAMP Funding Approved by TC in February
	3-24	I-70 Exit 31 Horizon Drive	\$5,000,000	\$5,250,000	-\$250,000	\$4,000,000	\$4,200,000	-\$200,000	\$1,000,000	\$0	\$50,000	\$0	\$0	RAMP Funding Approved by TC in February
	3-31	US 40 Improvements in Fraser	\$1,950,390	\$2,145,320	-\$194,930	\$1,267,754	\$1,394,458	-\$126,704	\$682,636	\$0	\$68,226	\$68,226	\$0	RAMP Funding Approved by TC in February
3-40	SH 9 Grand County Safety Improvement Project	\$46,000,000	\$46,000,000	\$0	\$36,222,000	\$36,222,000	\$0	\$9,722,000	\$0	\$0	\$56,000	\$0	RAMP Funding Approved by TC in February	
4-6	US 34 in Estes Park Improvements and Devolution	\$16,000,000	\$16,005,000	-\$5,000	\$4,200,000	\$4,200,000	\$0	\$0	\$0	\$0	\$11,805,000	\$5,000	RAMP Funding Approved by TC in February	
4-20	North College / US 287 Conifer to Laporte Bypass	\$36,000,000	\$36,000,000	\$0	\$17,500,000	\$17,500,000	\$0	\$4,400,000	\$0	\$0	\$14,100,000	\$0	RAMP Funding Approved by TC in February	

Partnership and Operations - Status Through April 2014 TC Meeting

Public-Public Partnership Projects

Tracking #	Project Name	TC Approved Total Project Cost	Estimated Total Project Cost	Total Project Cost Delta	TC Approved RAMP Request	RAMP Request	RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of May 01, 2014	
4-28	SH 392 & CR 47 Intersection Safety Improvements	\$3,685,180	\$3,685,180	\$0	\$1,842,590	\$1,842,590	\$0	\$1,842,590	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February	
4-29	US 34 & CR 49 Intersection Safety Improvements	\$2,200,000	\$2,200,000	\$0	\$1,500,000	\$1,500,000	\$0	\$700,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February	
4-30	SH 392 & CR 74 Intersection Safety Improvements	\$2,249,875	\$2,249,875	\$0	\$1,000,000	\$1,000,000	\$0	\$1,249,875	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February	
4-34/51/52	Turning Lanes at US 34 and County Road H / US 385 & YCR 33.6 / US 34 & YCR J	\$1,752,000	\$1,752,000	\$0	\$944,200	\$944,200	\$0	\$0	\$807,800	\$0	\$0	\$0	RAMP Funding Approved by TC in February	
4-54	SH 119 Diagonal: 30th to Foothills Parkway Multi-modal Improvements Project	\$5,570,000	\$5,570,000	\$0	\$4,456,000	\$4,456,000	\$0	\$1,114,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February	
5-6	US 550 Sky Rocket Box Culvert Replacement	\$2,000,000	\$2,000,000	\$0	\$1,600,000	\$1,600,000	\$0	\$400,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February	
5-8	SH 172 / 151 Signalization	\$1,800,000	\$1,800,000	\$0	\$1,430,000	\$1,430,000	\$0	\$370,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February	
5-10	US 160 / Wilson Gulch Road Extension	\$6,400,000	\$6,400,000	\$0	\$4,288,000	\$4,288,000	\$0	\$2,112,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February	
5-13	SH 145 at CR P Safety Improvements	\$1,660,194	\$1,660,194	\$0	\$1,577,185	\$1,577,185	\$0	\$83,036	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February	
5-14	US 285 Antonito Storm Drain System Replacement	\$2,742,429	\$2,742,429	\$0	\$2,193,944	\$2,193,944	\$0	\$100,000	\$448,485	\$0	\$0	\$0	RAMP Funding Approved by TC in February	
5-15	SH 62 Ridgway Street Improvements (pending approval of local match)	\$13,791,257	\$13,291,257	\$500,000	\$10,494,509	\$10,494,509	\$0	\$2,000,000	\$796,748	\$0	\$0	\$0	RAMP Funding Approved by TC in February	
5-18	US 24 Enhancement Project in Buena Vista	\$2,497,090	\$2,497,090	\$0	\$1,997,090	\$1,997,090	\$0	\$500,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February	
4-25	SH 14 / Greenfields Ct. - Frontage Rd. Relocation	\$2,100,000	\$2,100,000	\$0	\$1,680,000	\$1,680,000	\$0	\$420,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in March	
4-58	SH 119 Boulder Canyon Trail Extension	\$5,466,350	\$5,466,350	\$0	\$4,373,080	\$4,373,080	\$0	\$1,093,270	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in March	
2-21	I-25 and Cimarron Interchange Reconstruction	\$95,000,000	\$95,000,000	\$0	\$24,000,000	\$24,000,000	\$0	\$6,000,000	\$0	\$0	\$65,000,000	\$0	RAMP Funding Approved by TC in March	
38	TC Approved or Staff Recommends Budgeting Funds (Group 1)	\$587,232,188	\$588,066,505	-\$834,317	\$349,579,634	\$350,613,722	-\$1,034,088	\$97,066,771	\$6,713,033	\$2,018,226	\$133,713,006	\$2,695,000		
Group 2	Tracking #	Project Name	TC Approved Total Project Cost	Estimated Total Project Cost	Total Project Cost Delta	TC Approved RAMP Request	RAMP Request	RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of May 01, 2014
														None
		Staff Recommends Budgeting Funds (Group 2)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Group 3	Tracking #	Project Name	TC Approved Total Project Cost	Estimated Total Project Cost	Total Project Cost Delta	TC Approved RAMP Request	RAMP Request	RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of May 01, 2014
														None
		Staff Recommends Further Development (Group 3)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
38	SUB-TOTAL Public-Public Partnership Projects		\$587,232,188	\$588,066,505	-\$834,317	\$349,579,634	\$350,613,722	-\$1,034,088	\$97,066,771	\$6,713,033	\$2,018,226	\$133,713,006	\$2,695,000	
Group 4	Tracking #	Project Name	TC Approved Total Project Cost	Estimated Total Project Cost	Total Project Cost Delta	TC Approved RAMP Request	RAMP Request	RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of May 01, 2014
	2-27	I-25A Exit 18 NW Frontage Rd Devolution	\$110,544			\$110,544	\$110,545	\$110,544						Local Agency Withdrew Project in December
	2-29	I-25 Exit 11 SW Frontage Rd Devolution	\$155,307			\$155,307	\$155,307	\$155,307						Local Agency Withdrew Project in December
2	Projects that have been Withdrawn (Group 4)		\$265,851	\$0	\$0	\$265,851	\$265,852	\$265,851	\$0	\$0	\$0	\$0	\$0	
40	TOTAL Public-Public Partnership Projects		\$587,498,039	\$588,066,505	-\$834,317	\$349,845,485	\$350,879,574	-\$768,237	\$97,066,771	\$6,713,033	\$2,018,226	\$133,713,006	\$2,695,000	
	Percentage over Transportation Commission Approved Amount				0.14%			0.22%						

Partnership and Operations - Status Through April 2014 TC Meeting

Operations Projects

Key	
TC Approved or Staff Recommends Budgeting Funds (Group 1)	
Staff Recommends Budgeting Funds (Group 2)	
Staff Recommends Further Development (Group 3)	
Projects that have been Withdrawn or Removed (Group 4)	

Numbers are shown as a COST VARIANCE	
-\$4,800.00	Numbers shown in red or with a negative represent an overage
\$6,000.00	Numbers shown in green represent an underage

Tracking #	Project Name	TC Approved Total Project Cost	Estimated Total Project Cost	Total Project Cost Delta	TC Approved RAMP Request	RAMP Request	RAMP Request Delta	Local Contribution	In Kind Funds	Local Delta	Other Funds	Other Funds Delta	Status as of May 01, 2014	
Group 1	1-27	SH-74 South of El Rancho Safety Shoulders	\$57,947	\$55,000	\$2,947	\$57,947	\$55,000	\$2,947	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February	
	1-41	State Highway Signal Upgrades: Phase I - Colfax Signals	\$2,495,000	\$3,246,557	-\$751,557	\$2,200,000	\$2,200,000	\$0	\$0	\$295,000	\$751,557	\$0	\$0	RAMP Funding Approved by TC in February
	1-42	State Highway Signal Upgrades: Phase III - Denver Slipfit												RAMP Funding Approved by TC in February
	1-44	State Highway Signal Upgrades: Phase I - Santa Fe and Evans												RAMP Funding Approved by TC in February
	1-51	Continuous Flow Metering (CFM), Weight-in-Motion (WIM), and Relocated Portal Attendant Stations at Eisenhower-Johnson Memorial Tunnel (EJMT)	\$2,575,000	\$2,529,035	\$45,965	\$2,575,000	\$2,529,035	\$45,965	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February	
	1-63	I-70 at Grapevine Rd. (MP 256.0)	\$189,000	\$189,000	\$0	\$189,000	\$189,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	2-08	US 24 / Judge Orr Rd. Intersection Improvement	\$2,000,000	\$2,000,000	\$0	\$2,000,000	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	2-09	US 50 / Dozier Ave. Intersection Improvement (companion project Partnership 2-20)	\$1,000,000	\$1,000,000	\$0	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	2-10	US 50 / Purcell and US 50 / McCulloch Intersection Improvement (companion project Partnership 2-33)	\$1,200,000	\$1,200,000	\$0	\$1,200,000	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	2-17	US 50 / 32nd Ln., US 50 / Cottonwood Ave., US 50 / 34th Ln. Intersection Improvements	\$1,500,000	\$2,500,000	-\$1,000,000	\$1,500,000	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000	RAMP Funding Approved by TC in February
	3-33	I-70 Vail Chain Station Improvements	\$4,500,000	\$4,500,000	\$0	\$4,500,000	\$4,500,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	3-34	I-70 Glenwood Canyon Variable Speed Signing	\$2,200,000	\$1,996,800	\$203,200	\$2,200,000	\$1,996,800	\$203,200	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	4-13	Adaptive signals on US 85 Bypass in Greeley	\$750,000	\$750,000	\$0	\$600,000	\$600,000	\$0	\$0	\$150,000	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	4-41	Adaptive signals on US 34 Bypass in Greeley	\$500,000	\$500,000	\$0	\$400,000	\$400,000	\$0	\$0	\$100,000	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	4-35	Loveland I-25 and Crossroads Blvd. Anti-Icing Spray System	\$250,000	\$250,000	\$0	\$200,000	\$200,000	\$0	\$50,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	4-36	Loveland Road Weather Information System (RWIS) Update / Expansion	\$380,000	\$380,000	\$0	\$304,000	\$304,000	\$0	\$76,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	4-42	Fiber Optics and ITS Devices on I-76	\$11,000,000	\$11,003,607	-\$3,607	\$5,000,000	\$5,003,607	-\$3,607	\$0	\$0	\$0	\$6,000,000	\$0	RAMP Funding Approved by TC in February
	4-50	Fiber Optic Communication from I-25 to CDOT West Yard	\$1,700,000	\$1,700,000	\$0	\$1,700,000	\$1,700,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	4-44/4-49	Adaptive Signals on SH 119 Airport Rd. to Zlaten Dr. in Longmont / Adaptive Signals on SH 119: I-25 to WCR 3.5	\$1,850,000	\$1,850,000	\$0	\$1,680,000	\$1,680,000	\$0	\$0	\$170,000	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	4-66	Adaptive Traffic Signals System along US 287 (Main St.) in Longmont	\$1,760,000	\$1,760,000	\$0	\$1,100,000	\$1,100,000	\$0	\$0	\$660,000	-\$60,000	\$0	\$60,000	RAMP Funding Approved by TC in February
5-03	US 160 Corridor Signalized Intersection Improvements and Signal Coordination	\$3,757,844	\$3,753,865	\$3,979	\$3,757,844	\$3,753,865	\$3,979	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February	
O-01	Fiber Optic Backbone - I-25(Pueblo to Walsenburg); and US 285 (C-470 to Conifer)	\$7,000,000	\$7,000,000	\$0	\$3,500,000	\$3,500,000	\$0	\$0	\$0	\$0	\$3,500,000	\$0	RAMP Funding Approved by TC in February	
O-02	I-70 Mountain Corridor Wireless Improvement	\$5,300,000	\$5,300,000	\$0	\$1,700,000	\$1,700,000	\$0	\$0	\$0	\$0	\$3,600,000	\$0	RAMP Funding Approved by TC in February	

Partnership and Operations - Status Through April 2014 TC Meeting

Operations Projects

Tracking #	Project Name	TC Approved Total Project Cost	Estimated Total Project Cost	Total Project Cost Delta	TC Approved RAMP Request	RAMP Request	RAMP Request Delta	Local Contribution	In Kind Funds	Local Delta	Other Funds	Other Funds Delta	Status as of May 01, 2014
O-03	CDOT ITS Information Kiosks- Pilot Project	\$480,000	\$480,000	\$0	\$480,000	\$480,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
O-04	Regional Satellite Solar Powered Cameras (LiveView)	\$1,750,000	\$1,750,000	\$0	\$1,750,000	\$1,750,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
O-06	Enhanced Traffic Incident Management Software	\$7,000,000	\$3,700,000	\$3,300,000	\$3,000,000	\$3,000,000	\$0	\$0	\$0	\$0	\$700,000	\$0	RAMP Funding Approved by TC in February
1-53	New Traffic Signal Controllers for Congested Corridors in the Denver Metropolitan Area	\$1,060,000	\$1,060,000	\$0	\$1,060,000	\$1,060,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in March
1-54	I-76 at 88th Ave. Interchange Improvements (MP 10)	\$1,050,000	\$1,034,348	\$15,652	\$1,050,000	\$1,034,348	\$15,652	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in March
1-56	US 285 at Mount Evans Blvd./Pine Valley Rd. (MP 229)	\$422,000	\$422,000	\$0	\$422,000	\$422,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in March
3-51	US 40 Berthoud Pass Remote Avalanche Control System Pilot Program	\$1,000,000	\$1,000,000	\$0	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in April thru Budget Supplement
29	Staff Recommends Budgeting Funds (Group 1)	\$64,726,791	\$62,910,212	\$1,816,579	\$46,125,791	\$45,857,655	\$268,136	\$126,000	\$1,375,000	\$691,557	\$13,800,000	\$1,060,000	

Tracking #	Project Name	TC Approved Total Project Cost	Estimated Total Project Cost	Total Project Cost Delta	TC Approved RAMP Request	RAMP Request	RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of May 01, 2014
Group 2													None
	Staff Recommends Budgeting Funds (Group 2)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

Tracking #	Project Name	TC Approved Total Project Cost	Estimated Total Project Cost	Total Project Cost Delta	TC Approved RAMP Request	RAMP Request	RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of May 01, 2014
1-09	I-70 Eastbound Peak Period Shoulder Lanes	\$34,000,000	\$44,000,000	-\$10,000,000	\$20,000,000	\$20,000,000	\$0	\$500,000	\$0	\$0	\$23,500,000	\$0	Staff Recommends budgeting a portion of the RAMP Request in the May Budget Supplement
O-7	Enhanced Incident Management Software - Phase II	\$2,000,000	\$2,000,000	\$0	\$2,000,000	\$2,000,000	\$0						Scope Schedule and Budget submitted May 1st, 2014; Currently being reviewed by CDOT staff.
O-8	Integration of CAD Dispatch Systems - Phase I	\$250,000	\$250,000	\$0	\$250,000	\$250,000	\$0						Scope Schedule and Budget submitted May 1st, 2014; Currently being reviewed by CDOT staff.
O-9	Upgrade Snow Plows with Advanced Instrumentation	\$300,000	\$300,000	\$0	\$300,000	\$300,000	\$0						Scope Schedule and Budget submitted May 1st, 2014; Currently being reviewed by CDOT staff.
O-10	Maintenance Decision Support System (MDSS)	\$250,000	\$250,000	\$0	\$250,000	\$250,000	\$0						Scope Schedule and Budget submitted May 1st, 2014; Currently being reviewed by CDOT staff.
O-11	I-25: Expansion of Traffic and Weather Surveillance	\$2,200,000	\$5,200,000	-\$3,000,000	\$2,200,000	\$2,200,000	\$0					\$3,000,000	Scope Schedule and Budget submitted on May 1st, 2014. \$3.0 M of ITS funds has already been budgeted for ITS equipment on I-25 (Denver to Wyoming), combined these make a \$5.2 M project.
O-12	I-70: Expansion of Traffic and Weather Surveillance	\$2,500,000	\$2,500,000	\$0	\$2,500,000	\$2,500,000	\$0						Scope Schedule and Budget submitted May 1st, 2014; Currently being reviewed by CDOT staff.
O-13	Enhancing Incident Detection Capabilities	\$300,000	\$300,000	\$0	\$300,000	\$300,000	\$0						Current cost estimate is \$390,000, and staff reviewing scope to align with requested RAMP Funds. TC approved budget and RAMP request is \$300,000.
O-14	Operation Data Integration	\$500,000	\$500,000	\$0	\$500,000	\$500,000	\$0						Scope Schedule and Budget submitted May 1st, 2014; Currently being reviewed by CDOT staff.
O-15	On-Scene Incident Command Vehicles Communication Equipment	\$182,000	\$182,000	\$0	\$182,000	\$182,000	\$0						Scope Schedule and Budget submitted May 1st, 2014; Currently being reviewed by CDOT staff.
1-77	New Ramp Meters and Ramp Meter Upgrades	\$965,000	\$965,000	\$0	\$965,000	\$965,000	\$0						PMO staff recommends developing a detailed cost estimate for pre-construction and construction of this project, which is not included in the application.
12	Staff Recommends Further Development (Group 3)	\$43,447,000	\$56,447,000	-\$13,000,000	\$29,447,000	\$29,447,000	\$0	\$500,000	\$0	\$0	\$23,500,000	\$3,000,000	

41	SUB-TOTAL Operations Projects	\$108,173,791	\$119,357,212	-\$11,183,421	\$75,572,791	\$75,304,655	\$268,136	\$626,000	\$1,375,000	\$691,557	\$37,300,000	\$4,060,000	
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Tracking #	Project Name	TC Approved Total Project Cost	Estimated Total Project Cost	Total Project Cost Delta	TC Approved RAMP Request	RAMP Request	RAMP Request Delta	Local Contribution	In Kind Funds	Local Delta	Other Funds	Other Funds Delta	Status as of May 01, 2014
1-59	SH 86 Intersection Improvement at Crowfoot Valley Rd.	\$516,000			\$516,000		\$516,000	\$0	\$0	\$0	\$0	\$0	CDOT Staff Recommends Withdrawing Project; TC Informed in March
1	Projects that have been Withdrawn (Group 4)	\$516,000	\$0	\$0	\$516,000	\$0	\$516,000	\$0	\$0	\$0	\$0	\$0	

41	TOTAL Operations	\$108,689,791	\$119,357,212	-\$11,183,421	\$76,088,791	\$75,304,655	\$784,136	\$626,000	\$1,375,000	\$691,557	\$37,300,000	\$4,060,000	
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Percentage over Transportation Commission Approved Amount

9.37%

1.04%



COLORADO

Department of Transportation

Division of Accounting and Finance

4201 East Arkansas Avenue, Room 235
Denver, Colorado 80222
(303) 757-9262

DATE: May 15, 2014

TO: Transportation Commission

FROM: Anthony R. DeVito, Region 1 Transportation Director

SUBJECT: Request for Funding - State Highway (SH 5) on Mount Evans

Purpose

The purpose of this memo is to inform the Transportation Commission (TC) of an imminent failure on Mount Evans SH 5 and to request funding to make recommended repairs.

Action Requested

The Commission is being asked to review and approve a \$2,500,000 funding request from the Transportation Commission Contingency Relief Fund (TCCRF) to execute emergency repairs on two landslide areas on the roadway.

Background

Mount Evans SH 5 is the nation's highest paved road. It carries traffic in the summer season from Echo Lake on SH 103 to the summit of Mount Evans, Colorado's fourteenth highest peak. For a number of years, several areas of SH 5 have been failing to various degrees. These areas include large frost heaves in a fen area near Summit Lake, minor rock fall and slope failures both above and below Summit Lake, and two critical slope failures about two miles below Summit Lake.

CDOT staff, Denver Mountain Parks, and the United States Forest Service (USFS) have evaluated various plans to repair the road in these locations in recent years, but no work has been programmed. In February, the USFS Clear Creek District Ranger, and Tom Hayden, Clear Creek County Commissioner, met with CDOT staff to discuss the two slope failures that threaten to immediately close the road. These two locations, 700 and 900 feet long between mile marker 6 and 6.5, have sloughed to the point that the roadway is only about 17 feet wide. Both the county and the Forest Service believe that the road is in jeopardy, and offered their cooperation to fast track any necessary environmental clearances.



Details

CDOT staff prepared a conceptual design whereby the roadway shelf would be cut approximately 12 feet deeper into the mountain, and the resulting steepened slope would be held by a soil nail retaining wall. This would allow the road to be pulled from the brink of the slope failure, and provide some stabilization. All excavation and soil nails would remain within the existing CDOT easement. Staff met with the USFS and Commissioner Hayden on March 20 and they both strongly supported the approach. The District Ranger also agreed to provide a location nearby to stockpile the waste rock from the operation, in preparation for its use to repair the frost heave/fen location near Summit Lake at some point in the near future.

CDOT plans to prepare plans for this work in preparation to bid in July. The work would occur immediately after Labor Day. The USFS will aid in getting all necessary environmental clearances in place. The work is being scheduled in September to both avoid the peak tourist season, and also to lessen the risk of lightning storms that often hit the area in July and August. Aside from the immediate construction, CDOT and the USFS will also begin design and permitting for the fen/frost heave repair. Permitting cannot be completed this season, but both CDOT and the USFS are committed to fixing this critical area as well.

Key Benefits

Mount Evans SH 5 is a true gem for both the state and the nation. From the top of the road, one can look east over the city of Denver and out over the eastern plains. To the west, one can view nearly all of Colorado's mountain ranges, and many of the state's other 53 fourteeners. The road provides access to this rare and wonderful environment for those who lack the ability to hike up Colorado's other mountains. The road has several segments that require attention, however at this location, the need is dire. If the slope failure continues unabated, the road will soon be impassable.

The Forest Service is offering its full cooperation in both fixing these two slope failures, as well as moving forward with exploring options on the fen area repair and other less critical problems with the road. This road is a top tourist draw, both in Clear Creek County and for the entire state. Keeping it passable brings enormous tangible economic and intangible aesthetic benefits to the state.

Options for TC Consideration

1. Approve funding from the TCCRF.
2. Reject funding request and/or suggest alternative funding source.
3. Request additional information.

Staff Recommendation

Approve funding request from the TCCRF.

If you have any questions, please feel free to contact me at (303) 757-9459.





COLORADO

Department of Transportation

Division of Accounting and Finance

4201 East Arkansas Avenue, Room 235
Denver, Colorado 80222
(303) 757-9262

DATE: May 15, 2014

TO: Transportation Commission

FROM: Anthony R. DeVito, Region 1 Transportation Director

SUBJECT: Request for Funding - Vasquez Pump Station Project

Purpose

The purpose of this memo is to inform the Transportation Commission (TC) of the need to reconstruct a CDOT pump station along Vasquez Boulevard at approximately 69th Avenue and to request funding.

Action Requested

The TC is requested to review and approve a \$4,000,000 funding request from the Transportation Commission Contingency Relief Fund (TCCRF) to construct a new pump station facility. Plans are at the FOR level, and the project will be ready for advertisement in May 2014.

Background

CDOT has an existing pump station in Commerce City, on the east side of Vasquez Boulevard south of 69th Avenue. At this location, Vasquez Boulevard is at the bottom of a vertical curve that is the low spot for storm drainage from the surrounding area. The Burlington Northern Railroad is located immediately east and above the pump station.

Currently, large drainage flows are not adequately conveyed through the pump station system, causing water to pond in Vasquez Boulevard to an excessive depth, and often flooding the pump station itself. Additionally, flooding has the potential to undermine the adjacent railroad track area.

Details

The existing pump station is approximately 50 years old and its ability to discharge inflow is severely limited by the capacity of the existing pumps. The existing structure and well are not adequate to be refitted with new pumps and their ancillary systems. There is no existing local or regional detention pond for the Vasquez drainage basins associated with the pump station.



During frequent heavy rainfall events the section of Vasquez Boulevard adjacent to the pump station floods, resulting in closure of the roadway. In addition, the outfall of the pump station floods a nearby park and playground. This occurs a few times each spring and summer.

Key Benefits

The proposed Pump Station Replacement Project will construct a new pump station facility to the north of the existing pump station. This facility will include a below ground vault, superstructure building, associated pumps and piping. The new system will enhance existing capacities to remove storm flows more effectively and reduce the amount of time to discharge flows to a proposed detention pond north of the new pump station. The roadway will not be closed with each major storm event.

Options for TC Consideration

1. Approve funding from the TCCRF.
2. Reject funding request and/or suggest alternative funding source.
3. Request additional information.

Staff Recommendation

Approve funding request from the TCCRF.

If you have any questions, please feel free to contact me at (303) 757-9459.





COLORADO

Department of Transportation

Division of Accounting and Finance

4201 East Arkansas Avenue, Room 235
Denver, Colorado 80222
(303) 757-9262

DATE: May 14, 2014

TO: Transportation Commission

FROM: Scott Richrath, Chief Financial Officer

SUBJECT: State Infrastructure Bank (SIB) Application - Colorado Springs Airport

Purpose

The purpose of this memo is to inform the Transportation Commission (TC) that at the time of the TC packet publication, the SIB Committee had not yet made a recommendation regarding the Colorado Springs Airport loan application. The SIB Committee will provide a recommendation to the Commission electronically once rendered. A resolution draft is included in the packet submitted for the Commission's review in advance of receiving the final recommendation.

Action Requested

If desired, review draft resolution.

Options for TC Consideration

Will be provided to the TC electronically once rendered by the SIB Committee.

Staff Recommendation

Will be provided to the TC electronically once rendered by the SIB Committee.

If you have any questions, please feel free to contact me at (303) 757-9793.





Administration Office
7770 Milton E. Proby Parkway, Suite 50
Colorado Springs, CO 80916
Phone: 719.550.1900
Fax: 719.550.1901
www.flycos.com

David C. Gordon, A.A.E
Director
State of Colorado
Department of Transportation
Division of Aeronautics
5126 Front Range Parkway
Watkins, Colorado 81137

Dear Dave,

Enclosed, please find a State Infrastructure Bank Loan Application on behalf of the Colorado Springs Airport. As an existing SIB recipient, the Airport recognizes the great value this program represents, and appreciates the opportunity to submit this latest application. Thank you in advance for any consideration you may afford this application.

Please feel free to contact myself or Mr. Troy Stover with any additional questions or feedback.

Sincerely,

Dan Gallagher
Director of Aviation
Colorado Springs Airport
7770 Milton E. Proby Parkway, Suite 50
Colorado Springs, CO 80916
Office: (719) 550-1910
Cell Phone: (719) 491-0974
dgallagher@springsgov.com

Colorado State Infrastructure Bank Application



Revised (4/12)

Section III – Financial Information

- (1) Requested Loan Amount: \$2,336,000 Total Project Cost or Purchase Price: \$15,227,777
- (2) How will the entity make scheduled payments? Monthly Quarterly Annually Other _____
- (3) How long does the entity need to repay the entire loan in terms of years? 10 (Ten years maximum)
- (4) Does the entity plan to borrow additional funds for this project in the future? Yes ___ No X
- (5) Is the payment of this loan superior, on a parity basis, or subordinate to other debt that is serviced by the revenue source(s) pledged to this loan? Superior ___ Parity X Subordinate ___ List the entity's debt service and payment amounts below:

Please reference our Pro-Forma Debt Service within Attachment A
- (6) Has the applicant suffered an operating deficit in the last five years? Yes X No ___ If yes, give an explanation describing what actions were taken below:

The Colorado Springs Airport has shown an operating deficit in each of the last five years. The operating deficit includes depreciation. If depreciation is excluded, the Airport had operating income in each of the last five years.
- (7) Attach a pro forma statement as attachment "A" that lists all revenue sources that the entity expects to receive. Include three years of historical amounts for each source, the current year's estimate for each source, and future projections of the anticipated amount for each source over the term of the loan. Also, identify the revenue source(s) that will be used to repay the loan, and any funding source or collateral that the entity wishes to pledge to secure the loan.
- (8) Attach a copy of the entity's latest financial statements as attachment "B."

The Statements are preliminary as they are currently under-going audit and will be formally released by May 2014.
- (9) If the entity had a bond rating on any debt previously incurred attach a copy of the latest rating letter as attachment "C."
- (10) Attach a resolution as attachment "D" from the entity's governing board authorizing the application and borrowing of funds from the CO SIB.

Please complete ALL sections of the application. Additional information may be requested.

Colorado State Infrastructure Bank Application



Revised (4/12)

Section IV – Project Information

- (1) Type of Project: Highway Transit Aviation Rail
- (2) Attach the detailed description of the project or purchase as attachment “E” including graphical depictions of the project, scope of work, equipment specifications, and/or other information necessary to fully describe the project or purchase.
- (3) As attachment “F”, attach a certified cost estimate of the project, an appraisal of the real estate being purchased, or a bona fide quote on equipment being purchased.
- (4) Is this project or purchase a part of the statewide transportation improvement program plan?
Yes No If no, please identify the plan document that this project or purchase is associated with and attach it as attachment “G.”
- (5) Does this project or purchase meet the federal-aid eligibility requirements? Yes No
- (6) Does this project involve a public/private partnership? Yes No If yes, please attach an account of the arrangements as attachment “H.”
- (7) Does the project involve the formation of a special finance district? Yes No If yes, attach the status of negotiations with benefited property owners, an engineer’s report on the district formation and assessments, and any resolutions creating the district as attachment “I.”
- (8) In attachment “J.”, explain why this project or purchase is needed. How will the State’s transportation system be enhanced and what benefits will emanate due to this project? *Types of benefits that are of interest include: Congestion mitigation; Environmental mitigation; Safety; Economic development; and Linkages/Connectivity/Access to existing and/or planned projects.*

Section V – Acknowledgement and Certification

The undersigned hereby certifies that the information provided in this application is true and correct as of the date set forth opposite my signature on this application and acknowledge my understanding that any intentional or negligent misrepresentation of information contained in this application may result in civil liability and/or criminal penalties under the state statutes of Colorado, and liability for monetary damages to the Lender, its agents, successors and assigns, insurers and any other person who may suffer any loss due to reliance upon any misrepresentation which I/we have made on this application.

Authorized Signature

Date

4/7/14

Dan Gallagher

Print or Type name

Director of Aviation

Title

Please complete ALL sections of the application. Additional information may be requested.

ATTACHMENT F. COLORADO SPRINGS AIRPORT CAPITAL IMPROVEMENT PROGRAM COST

PROJECT INFORMATION

PROJECT SCHEDULE

FUNDING BREAKDOWN

Project	TOTAL DESIGN (2013 - 2014)	TOTAL CONSTRUCTION (2013 - 2014)	Equipment Purchase	Design Start Date	Design End Date	Construction or Project Start Date	Construction or Project End Date	Federal Aviation Administration		CDOT Grant	Passenger Facility Charge	Airport Capital	Total
								AIP Discretionary	AIP Entitlement				
2014 Rehabilitation of Taxiways E, G, and H (Phase V)	\$ 590,862	\$ 9,256,841	\$ -	Nov-13	Feb-14	Jun-14	Nov-14	\$ 5,992,385	\$ 3,362,933	\$ -	\$ 492,385	\$ -	\$ 9,847,703
17R - 35L Paint Markings	\$ -	\$ 596,741	\$ -	Jan-14	Feb-14	Jun-14	Jun-14		\$ 537,067	\$ -	\$ 59,674	\$ -	\$ 596,741
Taxiway A Rehabilitation (Priority Areas 1 & 2)	\$ 266,667	\$ 3,066,667	\$ -	Mar-14	Jun-14	Aug-14	Nov-14	\$ -	\$ -	\$ 3,000,000	\$ 333,333	\$ -	\$ 3,333,333
Fleet Improvement (Phase V)	\$ -	\$ -	\$ 620,000	n/a	n/a	Jun-14	Dec-14	\$ -	\$ -	\$ -	\$ 620,000	\$ -	\$ 620,000
*Cooling Towers	\$ -	\$ -	\$ 800,000	Oct-14	Jan-15	Jan-15	Apr-15	\$ -	\$ -	\$ -	\$ 800,000	\$ -	\$ 800,000
Regulator	\$ -	\$ -	\$ 30,000	n/a	n/a	Jun-14	Jul-14	\$ -	\$ -	\$ -	\$ 30,000	\$ -	\$ 30,000

\$ 2,335,392 \$ -

*Please note the Cooling Towers Project must be designed in 2014 and funding source in place before the project can begin with an anticipated start January 2015

Loan Request Amount = Anticipated PFC or Airport Capital to be Obligated.
\$ 2,335,392

**Transportation Commission of Colorado
May 15, 2014**

Resolution Number TC-

WHEREAS, the Colorado State Infrastructure Bank (bank) is a transportation investment bank with the ability to make loans to public and private entities for the formation of public transportation projects within the state; and

WHEREAS, the General Assembly passed Legislation (43-1-113.5 CRS) that made certain provisions for the bank and established within the bank, a highway account, a transit account, an aviation account and a rail account; and

WHEREAS, a loan application has been submitted by the Colorado Springs Airport (borrower), to borrow \$2,336,000 from the aviation account for taxiway rehabilitation and equipment purchases; and

WHEREAS, the Transportation Commission has adopted rules, pursuant to 43-1-113.5 CRS, in 2 CCR 605-1 regarding the eligibility requirements, disbursement of funds, interest rates, and repayments of loans from the bank; and

WHEREAS, pursuant to 2 CCR 605-1, Rule VI, Section 4 the Review Committee has reviewed and is in support of the application; and

WHEREAS, 2 CCR 605-1, Rule VI, Section 6 (2) provides “loan agreements for construction will specify that funds will be disbursed in their entirety to a third party fiduciary or escrow agent” unless the Transportation Commission provides a specific exemption; and

WHEREAS, the borrower has expressed its intent to attain Wells Fargo Bank (the agent) as the third party fiduciary, escrow, or administrative agent to confirm proper documentation from the borrower for loan draws, with the CDOT Division of Aeronautics, directly disbursing funds to the borrower upon receipt of the agent’s confirmation; and

WHEREAS, the Division of Aeronautics and the Colorado Aeronautic Board have approved this aviation project on technical merit; and

WHEREAS, a sufficient amount is available to loan in the aviation account;

NOW THEREFORE BE IT RESOLVED, the Transportation Commission authorizes CDOT, under the guidance and direction of the Chief Financial Officer, to execute a loan agreement secured by aviation fuel tax revenues with the borrower in an amount of \$2,336,000.00 under the terms and provisions set forth in the adopted rules.

Transportation Secretary

Date

DRAFT



COLORADO
Department of Transportation

Division of Transportation Development

Multimodal Planning Branch
4201 E. Arkansas Ave.
Denver, CO 80222-3400

TO: Transportation Commission

FROM: Debra Perkins-Smith, Director, Division of Transportation Development

DATE: May 15, 2014

RE: **Formula Programs- RPP and FASTER Safety Mitigation Program**

Purpose: To approve allocation methodologies for the Regional Priority Program and the FASTER Safety Mitigation Program for the 2040 Statewide Transportation Plan and the next Statewide Transportation Improvement Program (STIP).

Action Requested: Approval of resolution establishing allocation methodologies starting in FY 16 for RPP and FASTER Safety Mitigation Program funds.

Background: The allocation methodologies for formula programs are revisited and updated with each Statewide Plan cycle. The TC discussed formula program allocations in workshops over the past several months and adopted the allocation methodologies for STP-Metro, Metro Planning, TAP, and CMAQ at the April TC meeting.

The TC discussed RPP at workshops in February, March, and April. The staff recommendation presented to the Commission in February (50% Pop / 35% Lane Miles / 15% Truck VMT) takes into account the entire state highway system, the importance of freight corridors, and the synergy between population and travel demand. Some Commissioners expressed concern that the staff recommendation resulted in a reduction in funding to rural areas. Other Commissioners expressed support for the staff recommendation and noted that an RPP formula that did not account for population would result in a lower urban allocation; and therefore, could result in renewed demands for MOUs with the MPOs.

The FASTER Safety Mitigation Program was the subject of Commission workshops in January and April. The Commission expressed support for the program goals of reducing total highway crashes and the severity of highway crashes. The Commission discussed program options at their April workshop and expressed general agreement with the option 2 program structure (statewide program with region planning estimates) and the option 4 formula (total crash data weighted by National Safety Council estimates of average economic costs by crash).



STAC has discussed both the RPP and FASTER safety programs over the past several months. STAC recommended a formula in March, 2014 of 25% VMT / 20% Pop / 40% Lane Miles / 15% Truck VMT. FASTER safety is on the STAC agenda in May so that a recommendation to TC can be provided by STAC.

Details: A summary of the allocation methodology presented for approval by the Commission is as follows:

- 1) Regional Priority Program (RPP): Based on 50% Population / 35% On-System Lane Miles / 15% On-System Truck VMT.
- 2) FASTER Safety Mitigation Program: A statewide pool with region planning estimates based on total crash data weighted according to National Safety Council estimates of average economic cost per death, injury, and other crash types.

The following attachments are based on FY 15 budget amounts for illustrative purposes, however, the first year of Program Distribution is FY 16. The percentages for each program would remain in effect until the next Plan update cycle or until the Commission takes action to change the methodology.

- **Attachment A** provides an overview of RPP and FASTER Safety, along with an explanation of the distribution methodology and an example allocation based on FY 15 budget amounts for example purposes.
- **Attachment B** is a summary table showing estimated allocations using FY 15 budget for example purposes.
- **Attachment C** is a draft resolution for adoption, reflecting the allocation methodologies outlined in Attachment A.

Next Steps: After adoption, staff will prepare MPO and Region allocations for these formula programs.



**FY 2016 – 2040 Program Distribution
Allocation Methodologies
RPP and FASTER Safety
May 15, 2014**

Allocation methodologies are applied to FY 15 Budget amounts in the tables below for illustrative purposes only. Actual FY 15 allocations may differ from what is presented here.

Regional Priority Program (RPP)

FY 15 = \$50.0 M (state and federal)

Program Goal: Regionally important projects identified through the transportation planning process.

Program Overview: RPP is flexible funding for use in the Regions, in consultation with local elected officials and other stakeholders through the transportation planning process. The program is funded through annual TC allocation.

Distribution Methodology: Based on 50% Population / 35% On-System Lane Miles / 15% On-System Truck VMT.

Example - FY 15 Estimated RPP			
Recipient	%	Example \$ Total	
Region 1	35.5%	\$	17,768,964
Region 2	19.9%	\$	9,927,713
Region 3	14.3%	\$	7,132,510
Region 4	23.2%	\$	11,621,669
Region 5	7.1%	\$	3,549,144
TOTAL	100.0%	\$	50,000,000

FASTER Safety Mitigation Program

FY 15 = \$47.9 M (state)

Program Goal: To reduce total highway crashes and the severity of highway crashes (fatality and injury).

Program Overview: FASTER Safety was created by the Colorado General Assembly in 2009 to fund road safety projects. A “road safety project” means a construction, reconstruction, or maintenance project that the Transportation Commission determines is needed to enhance the safety of a state highway. A portion of funds are allocated to safety-related Asset Management programs, with the remainder allocated to the FASTER Safety Mitigation Program.

Distribution Methodology: Based on total crash data weighted according to National Safety Council estimates of average economic cost per death, injury, and other crash.

Example - FY 15 Estimated FASTER Safety Mitigation		
Recipient	%	Example \$ Total
Region 1	33.0%	\$ 15,806,309
Region 2	21.3%	\$ 10,221,687
Region 3	14.1%	\$ 6,750,001
Region 4	23.6%	\$ 11,292,024
Region 5	8.0%	\$ 3,829,978
TOTAL	100.0%	\$ 47,900,000

Estimated Allocations for Formula Programs
(does not include statewide programs)
Based on FY 15 Budget Amounts
5/15/2014

Recipient	Formula %s and \$s															
	STP-Metro (federal and local match)		CMAQ* (federal and local match)		TAP						Metro- PL (federal and local)		RPP*** (federal and state)		FASTER Safety**** (state only)	
	%	\$	%	\$	TAP 50% Pop. Based** (federal and local match)		TAP 50% Any Location (federal and local match)		TAP TOTAL (federal and local match)		%	\$	%	\$	%	\$
Region 1	0.0%	\$ -	0.0%	\$ -	1.3%	\$ 153,206	15.9%	\$ 1,886,992	17.2%	\$ 2,040,197	0.0%	\$ -	35.5%	\$ 17,768,964	33.0%	\$ 15,806,309
Region 2	0.0%	\$ -	0.0%	\$ -	4.0%	\$ 470,395	9.2%	\$ 1,089,953	13.2%	\$ 1,560,347	0.0%	\$ -	19.9%	\$ 9,927,713	21.3%	\$ 10,221,687
Region 3	0.0%	\$ -	0.0%	\$ -	4.5%	\$ 534,640	8.5%	\$ 1,009,382	13.0%	\$ 1,544,022	0.0%	\$ -	14.3%	\$ 7,132,510	14.1%	\$ 6,750,001
Region 4	0.0%	\$ -	0.0%	\$ -	6.9%	\$ 817,684	12.0%	\$ 1,418,703	18.9%	\$ 2,236,387	0.0%	\$ -	23.2%	\$ 11,621,669	23.6%	\$ 11,292,024
Region 5	0.0%	\$ -	0.0%	\$ -	1.5%	\$ 182,275	4.4%	\$ 522,499	5.9%	\$ 704,775	0.0%	\$ -	7.1%	\$ 3,549,144	8.0%	\$ 3,829,978
DRCOG MPO	74.2%	\$ 35,713,568	82.8%	\$ 30,694,119	23.6%	\$ 2,798,291	0.0%	\$ -	23.6%	\$ 2,798,291	67.4%	\$ 5,211,288	0.0%	\$ -	0.0%	\$ -
GV MPO	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	4.3%	\$ 330,000	0.0%	\$ -	0.0%	\$ -
NFR MPO	8.3%	\$ 3,978,172	10.3%	\$ 3,808,083	2.6%	\$ 311,705	0.0%	\$ -	2.6%	\$ 311,705	9.7%	\$ 749,210	0.0%	\$ -	0.0%	\$ -
PPACG MPO	17.5%	\$ 8,414,820	2.5%	\$ 939,649	5.6%	\$ 659,333	0.0%	\$ -	5.6%	\$ 659,333	14.2%	\$ 1,096,327	0.0%	\$ -	0.0%	\$ -
PACOG MPO	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	4.5%	\$ 350,000	0.0%	\$ -	0.0%	\$ -
UFR TPR	0.0%	\$ -	1.7%	\$ 642,620	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -
Canon City PM-10 (Region 2)	0.0%	\$ -	0.5%	\$ 200,000	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -
Aspen/Pitkin County, Steamboat Springs/Routt County PM-10 (Region 3)	0.0%	\$ -	1.1%	\$ 400,000	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -
Pagosa Springs, Telluride/Mountain Village PM-10 (Region 5)	0.0%	\$ -	1.1%	\$ 400,000	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -
TBD	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -
TOTAL	100.0%	\$ 48,106,560	100.0%	\$ 37,084,471	50.0%	\$ 5,927,529	50.0%	\$ 5,927,529	100.0%	\$ 11,855,057	100.0%	\$ 7,736,826	100.0%	\$ 50,000,000	100.0%	\$ 47,900,000

*Assumes \$7 M (federal) Statewide CMAQ Program in FY 15. Total FY 15 CMAQ of \$45.5 M (federal and local).

**DRCOG, NFRMPO, and PPACG, as TMAs, receive a TAP suballocation. GVMPO and PACOG are not TMAs and do not receive a suballocation.

***Based on February staff recommendation for RPP (50% Population / 35% Lane Miles / 15% Truck VMT)

****Based on April staff recommendation for FASTER Safety (based on National Safety Council weightings for fatalities, injuries, and other crashes.)



TOWN OF SNOWMASS VILLAGE
PO BOX 5010
SNOWMASS VILLAGE, CO 81615
(970) 923-3777, FAX (970) 923-5986
transport@tosv.com

April 21, 2014

Colorado Department of Transportation
Office of Financial Management and Budget
Chairman Douglas Aden, Transportation Commission
4201 E. Arkansas Avenue, Suite 235
Denver, Colorado 80222

Commissioner Aden,

We have been made aware that there will be action taken soon by the Commission to change the formula factors and weighting in regards to the distribution of Regional Priority Program funding. We understand that there has been a push to create "population" as a key factor with a high weighting of 50% for this funding. We do not support this proposed change to the factors and weighting because it appears to be very biased towards the urban areas.

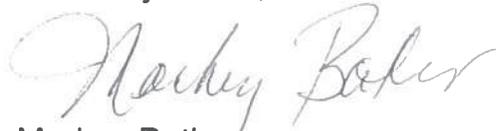
The rural regions have the least amount for funding sources for transportation projects. MPOs have access to additional federal funding through the following programs (which already accounts for population): e.g. STP-Metro, STP-Planning, TAP CMAQ, and FTA operating and planning. The resulting shift of \$1 million in funding from Region 3 to the MPO's is a greater impact to Region 3 than it is to the MPOs as a percentage of relative funding that is available.

The use of population as a factor does not take into account the impacts of the MPOs on the rural regions. For example the congestion problem in the rural portion of the I-70 corridor at the Eisenhower/Johnson tunnels is related directly to the population in the DRCOG MPO. It should also be noted that Summit County was recently moved from Region 1/DRCOG to Region 3 (the Intermountain TPR). This change increased the costs to Region 3 and the proposed factors and weighting for RPP funding reduces the available funding to Region 3. Using the factor of Vehicle Miles Traveled (VMT) is a better measure that not only takes population into consideration but also where the population travels.

We feel that the recommended factors and weighting proposed by the STAC is a

more equitable proposal. The STAC proposal was worked on collaboratively with CDOT staff and includes both population as well as VMT. As a member jurisdiction of Region 3 we are respectfully requesting that you and the Commission reconsider for approval the STAC proposal for the factors and weighting to be used in the formula to distribute the RPP funds.

Sincerely Yours,

A handwritten signature in cursive script that reads "Markey Butler". The ink is dark and the signature is fluid and connected.

Markey Butler
Mayor Pro Tem

Resolution # TC –

FY 2016 – 2040 Program Distribution Allocation Methodologies for RPP and FASTER Safety

Transportation Commission of Colorado

WHEREAS, the Colorado Transportation Commission (the Commission) has statutory authority pursuant to §43-1-106 to approve, accept, and amend various planning documents resulting from Section 135 Title 23 of the U.S.C. and §43-1-1101 through 1105 C.R.S.; and

WHEREAS, the Commission adopts long range Program Distribution assignment of anticipated state and federal transportation revenues for use in development of the federally required Statewide Transportation Plan and Regional Transportation Plans; and

WHEREAS, a forecast of revenues upon which Program Distribution is based was adopted by the Commission in April 2013 (TC Resolution 3070); and

WHEREAS, the Commission adopted Program Distribution to reflect planned levels of funding to various programs based on the limited revenue expected for the period 2016-2040 on February 14, 2014 (TC Resolution 3139); and

WHEREAS, the Commission recognizes that future fund receipts may vary from these estimates, and that the assignment of funds reflected in Program Distribution is for planning purposes and does not represent a future funding commitment, and that the annual CDOT budget may vary from Program Distribution; and

WHEREAS, the Commission, as part of Program Distribution, also adopts allocation methodologies for certain programs allocated by formula;

WHEREAS, the Commission elects to allocate a portion of FASTER Safety funds to the FASTER Safety Mitigation Program to be maintained as a statewide pool with Region Planning Estimates;

WHEREAS, the Commission elects to allocate Regional Priority Program (RPP) funds to the CDOT Regions; and

WHEREAS, the Commission previously adopted in April, 2014 allocation methodologies for Surface Transportation – Metro (STP-M), Metropolitan Planning (Metro-PL), Transportation Alternatives Program (TAP), and Congestion Mitigation and Air Quality Improvement Program (CMAQ); and

WHEREAS, the FY 2016-2040 Program Distribution allocation methodologies for these formula programs for use in the next Statewide Transportation Plan and the next Statewide Transportation Improvement (STIP) are as follows:

- 1) **FASTER Safety Mitigation Program:** Based on total crash data weighted according to National Safety Council values for crash type.
- 2) **Regional Priority Program (RPP):** Based on 50% Population, 35% state highway Lane Miles, and 15% state highway Truck VMT.

NOW THEREFORE BE IT RESOLVED, that the Commission approves the FY 2016 – 2040 Program Distribution allocation methodologies listed above for formula programs of FASTER safety mitigation program and Regional Priority Program (RPP) for use in developing the 2016-2040 Statewide Transportation Plan, Regional Transportation Plans, and to guide the development of the 2016 STIP.

FURTHER BE IT RESOLVED, that the Commission will periodically review the fund allocations that are directed by TC decision to ensure the effectiveness of the use of funds and the Commission reserves the option to alter the allocation of those funds.

Transportation Commission Secretary

Date



COLORADO

Department of Transportation

Office of Policy and Government Relations

4201 East Arkansas Avenue, Room 275
Denver, CO 80222-3406

DATE: April 25, 2014
TO: Transportation Commission
FROM: Herman Stockinger / Anthony DeVito
SUBJECT: Rules Governing the Use of Tunnels on Colorado State Highways, 2 CCR

Action Requested: The Commission is requested to approve a resolution adopting the proposed Tunnel Rules.

Files Attached:

- (1) Resolution
- (2) Administrative Hearing Officer's Summary of Public Rule-Making Hearing and transcript of hearing
- (3) Red-line version of Tunnel Rules showing changes from Temporary Rules adopted by Commission on January 16, 2014
- (4) Clean version of Tunnel Rules submitted for adoption

Executive Summary:

The Tunnel Rules govern the use of tunnels on state highways. Primarily, the rules, which have the effect of law, state what process motor carriers must follow regarding the use of the Eisenhower Johnson Memorial Tunnel ("EJMT") when Loveland Pass is closed, and what hazardous materials are prohibited from using the EJMT at all times, in accordance with federal regulations. The adoption of the Tunnel Rules is the last step required of the Commission to complete the rule-making process.

Background

The Commission is authorized to promulgate this set of rules under § 43-1-106(8)(k), C.R.S., § 42-4-106 (7)(a) and (b), C.R.S., and § 42-20-301(3), C.R.S.



The Commission opened this rule-making process on January 16, 2014 (Resolution No. TC-3131 dated January 22, 2014) and authorized an administrative hearing officer to preside over a rule-making hearing. At the same time, the Commission also adopted temporary rules (Resolution No. TC-3132 dated January 22, 2014) in order to have a set of rules in place with correct federal citations and clear direction on the procedures for use of the Eisenhower-Johnson Memorial Tunnel by motor carriers carrying placarded hazardous material loads.

The Department continued to work with key stakeholders (including Colorado Motor Carriers Association [CMCA] and the Colorado Wyoming Petroleum Marketers Association [CWPMA]) following adoption to test the effectiveness of the temporary rules and make any necessary changes. A public rule-making hearing was held on March 28, 2014.

Details:

As the Administrative Hearing Officer's Summary indicates, the Department has met the requirements of the State Administrative Procedure Act, § 24-4-103, C.R.S. The proposed rules have been improved based on the collaborative efforts with CMCA and CWPMA throughout this nine-month rule-making process. The complete rule-making record is available for review in the Commission Office.

Key Benefits:

The Tunnel Rules impact the travelling public generally, and specifically motor carriers. The clarity of the proposed rules will aid CDOT and the Colorado State Patrol personnel in the management of hazardous material loads, and will ultimately aid in the goal of keeping traffic moving through the EJMT. Revising the rules at this point will provide a foundation for a future revision, if needed, when the fire suppression system is installed in the EJMT.

Next Steps:

Following the Commission's adoption of the rules, the Department will file the rules with the Secretary of State. They will become effective on or around July 15, 2014.



MEMORANDUM

DEPARTMENT OF TRANSPORTATION

Right of Way Program
4201 East Arkansas Avenue 4th floor
Denver, Colorado 80222
(303) 757-9836



DATE: April 18, 2014

TO: Colorado Transportation Commission

FROM: Christine Rees, ^{CR}Administrative Hearing Officer

SUBJECT: Rulemaking Hearing on Proposed Rules 2 CCR 601-8
The Rules Governing the Use of Tunnels on Colorado State Highways

Background:

The Rules Governing the Use of Tunnels on Colorado State Highways, 2 CCR 601-8, govern all tunnels on state highways in Colorado. These rules specifically address the use of the Eisenhower-Johnson Memorial Tunnels ("EJMT") by placarded loads of hazardous materials during Loveland Pass closures.

Pursuant to § 43-1-106(8)(k), and § 42-4-106(7)(a) and (b), C.R.S., the Colorado Transportation Commission ("Commission") has the authority to adopt rules governing tunnels on state highways. The Commission, by Resolution TC 3131 dated January 22, 2014, opened rulemaking and authorized an Administrative Hearing Officer to conduct a hearing on proposed changes to the rules (Exhibit 1B). By Resolution TC 3132 dated January 22, 2014, the Commission adopted temporary rules which were effective immediately. As stated in this Resolution, temporary rules were necessary in order to conform to the rules to current federal regulations, eliminate obsolete information and provide clearer guidance to the travelling public.

Summary of Hearing and Factual Findings

Pursuant to § 24-4-103(4)(a), C.R.S., the State Administrative Procedure Act, a public hearing was held on March 28, 2014 in the auditorium at the CDOT Headquarters Complex, in Denver, Colorado. A court reporter was present, and a transcript of this hearing is attached. Acting as your delegated Administrative Hearing Officer, I opened the hearing at 2:06 p.m.

Mary Frances Nevans, CDOT Rules Administrator, stated that the hearing was held to meet the requirements of the State Administrative Procedure Act ("APA") with regard to both temporary and permanent rules (Transcript p. 6). Ms. Nevans reviewed the exhibits which demonstrated the Department's compliance with the APA regarding the adoption of temporary rules (Exhibit 1B and C), the request for an opinion from the Office of the Attorney General on the temporary rules (Exhibit 3A), the filing of the rules with the Colorado Secretary of State's Office (Exhibit 3B), and the publication of the temporary rules in the Colorado Register (Exhibit 3D). The temporary rules adopted by the Commission and filed with the Colorado Secretary of State were included in the record as Exhibit 10.

Ms. Nevans reviewed the exhibits establishing the Department's compliance with the APA regarding permanent rules, including filing of the permanent rules with the Colorado Secretary of State (Exhibit 3C and D) and the Department of Regulatory Agencies, (Exhibit 4). Exhibit 4D confirmed that no cost-benefit analysis was required for these rules. (Transcript p. 9)

The record includes the communications with key stakeholders later included in the Representative Group and Interested Parties (Transcript pp. 10, 11, referring to Exhibit 6 and 12). It also includes the communications with the Representative Group (Transcript pp. 11 and 12, referencing Exhibit 7). Ms. Nevans referred to Exhibit 8 as evidence of the notification to and communications with the Interested Parties (Transcript p. 12). With regard to the compliance with the APA, Ms. Nevans noted that the Department:

- Obtained proper hearing delegation from the Transportation Commission (Exhibit 1 and 2).
- Requested an Attorney General Certification regarding temporary rules (Exhibit 3A).
- Filed the temporary rules with the Colorado Secretary of State (Exhibit 3B).
- Filed a timely Notice of Rulemaking regarding permanent rules with the Secretary of State (Exhibit 3C).
- Published the Notice in the Colorado Register (Exhibit 3D).
- Posted the proposed rules to the CDOT website on January 22, 2014 (Exhibit 5A) and posted subsequent revisions thereafter (Transcript p. 9).
- Requested comments from the Representative Group and Interested Parties and notified them of the date, time and location of the hearing and requested comments (Exhibit 7 and 8).
- Has been requested to maintain a permanent file of the rulemaking record (Exhibit 5B).
- Posted timely notice of the rulemaking hearing the lobby of the Department Headquarters Building, (Exhibit 5C).

Mr. Michael Salamon, Maintenance Superintendent for the EJMT provided testimony on the changes made to the temporary rules as a result of several severe snowstorms after they took effect. The changes are included in the record as Exhibit 11. (Transcript p. 17, 18 and 19).

Main Issues

I make note for the record the following testimony and CDOT response even though the testimony did not result in a change to the rules.

Mr. Greg Fulton, President of the Colorado Motor Carriers Association ("CMCA"), testified and made certain recommendations. Mr. Fulton voiced CMCA's approval of CDOT's eliminating the temporary rule concerning required staging at certain exits. (Transcript p. 25, ll. 18-20) He also acknowledged the improved communication to the hazardous materials motor carrier companies regarding travelling conditions on I-70 and Loveland Pass closures. (Transcript p. 25 ll. 10 – 12).

One of Mr. Fulton's comments concerned proposed permanent rule 3.05(B). (Exhibit 11, page 13). He suggested expanding the scope of the window of time between 11 p.m. and 6 a.m. wherein designated hazardous material loads are permitted to use the EJMT when Loveland Pass is closed on the half hour. He suggested that the rule apply to whenever "adverse conditions" exist, i.e.,

during the winter months even when Loveland Pass is open. (Transcript p. 22, ll. 3 – 7; p. 27, ll. 2 – 14). This, he explained, would advocate for greater safety for the hazardous material loads which otherwise are required to use Loveland Pass. (Transcript p. 22 ll. 4 – 7).

He also emphasized certain issues which did not directly result in recommended changes to the rules. They included the importance of maintenance on Loveland Pass (Transcript p. 26, ll 9 – 25; p. 27, l. 1), and other areas of improvement to I-70 which would support motor carriers travelling in this corridor (parking and services for motor carriers). (Transcript p. 24).

Herman Stockinger, on behalf of CDOT, responded to Mr. Fulton's comment regarding expanding the 11 p.m. to 6 a.m. window to the winter months even when Loveland Pass was open. (Transcript p. 29, ll. 9 – 25; p. 30, ll. 1 – 2). Mr. Stockinger stated that expanding the use of the EJMT as suggested by Mr. Fulton was a hazmat routing question, and would be addressed by the Colorado State Patrol in the Patrol's rules. (Transcript p. 29, ll. 7 – 23).

Jordan Chase, Assistant Attorney General, was present at the hearing, and concluded that the rulemaking procedure, including the hearing was carried out in accordance with the State Administrative Procedure Act.

Findings and Conclusions of Law

I have reviewed the entire record of this proceeding. The record consists of all exhibits (1 through 12, and the attendance record marked as Exhibit 13) from the March 28, 2014 hearing. I find that:

1. All requirements of the State Administrative Procedure Act, § 24-4-103 C.R.S. have been satisfied with regard to both temporary and permanent rules.
2. The Transportation Commission has the authority to adopt the Proposed Rules if they so choose.
3. The proposed changes to the temporary rules as noted in Exhibit 11 are warranted.

Decision

You must review the record of these proceedings prior to adopting the rules, and any action must be based upon, and supported by, the record. Copies of the entire exhibit packet are available for your review. The record supports adoption of the proposed rules, and pursuant to § 24-4-103 C.R.S., you may choose to adopt these rule changes. Having reviewed the entire record of this proceeding, acting as Administrative Hearing Officer in this matter, I recommend that the Commission adopt the proposed rules.

I prepared a resolution for adoption of the proposed rules.

cc: Don Hunt, CDOT Executive Director
Herman Stockinger, Commission Secretary

1 STATE OF COLORADO
2 DEPARTMENT OF TRANSPORTATION
3 TRANSPORTATION COMMISSION

4

5 TRANSCRIPT OF PUBLIC MEETING
6 Proposed Rules re 24-4-103 (4)(a)
7 Held on March 28, 2014

8

REPORTER'S TRANSCRIPT

9

10 The above-entitled public meeting was
11 held at 4201 East Arkansas Avenue, Denver, Colorado, in
12 the Auditorium, on Friday, March 28, 2014, at
13 2:06 p.m., before Teresa Hart, Registered Professional
14 Reporter and Notary Public.

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1 SPEAKERS:
 2 CHRISTINE REES, Hearing Officer
 3 Mary Frances Nevans, Esq.
 4 Jordan Chase, Senior Assistant Attorney General
 5 Michael Salamon
 6 Herman Stockinger
 7
 8 Public Attendee Speakers:
 9 Greg Fulton
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1 available at the back of the room. And we ask everyone
 2 to indicate if they'd like to speak at our meeting on
 3 the sign-in sheet.
 4 And even if you don't intend to speak or
 5 present, we'd still like you to sign in. So if you
 6 haven't signed in, please do so.
 7 The procedure we'll follow today is
 8 relatively informal. I will allow everyone an
 9 opportunity to speak who wishes to do so. This hearing
 10 is limited only to the rules identified in the notice
 11 of rulemaking that was published in the Colorado
 12 Register. And the notice is part of the packet today.
 13 So please limit your comments just to this set of
 14 rules.
 15 So first the Department will give a
 16 presentation on the rules at issue. The staff will
 17 describe the reason why the Department is recommending
 18 amendment to the rules and will review and submit
 19 exhibits.
 20 If anyone has questions, feel free to
 21 raise your hand. But basically, we'd like you to wait
 22 and save your questions until the part where the public
 23 gets an opportunity to speak.
 24 You can also submit a written statement
 25 if you do not wish to speak. If your written

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1 PROCEEDINGS
 2 * * * * *
 3 MS. REES: Good afternoon. I will now
 4 call this hearing to order. This is a rulemaking
 5 proceeding pursuant to the Colorado Revised Statutes
 6 24-4-103 (4)(a) of the state Administrative Procedures
 7 Act concerning revisions to the rules governing the use
 8 of tunnels on Colorado state highways 2 CCR 601-8.
 9 Section 42-4-106(7)(a) and (b) CRS authorizes the
 10 Transportation Commission to promulgate these rules.
 11 Today is March 28th, 2014. It is now
 12 six minutes, almost, after 2:00. This hearing is being
 13 conducted at the Colorado Department of Transportation,
 14 4201 East Arkansas Avenue, in the auditorium, Denver,
 15 Colorado.
 16 My name is Christine Rees. I am an
 17 administrative hearing officer for the Department of
 18 Transportation, which I will refer to as the
 19 Department.
 20 I am presiding at this rulemaking hearing
 21 based upon a delegation of authority from the
 22 Transportation Commission dated January 22nd, 2014,
 23 which is included in the exhibits book as Exhibit 1.
 24 Sets of the rules we are reviewing today
 25 are in the back of the room. A sign-in sheet is also

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1 submission has not already been provided to the
 2 Department of Transportation, you may still do so
 3 today. Does anyone have a written presentation at this
 4 time?
 5 I will then invite -- after staff and the
 6 public have had an opportunity to speak, I will invite
 7 a representative of the attorney general's office to
 8 make any statements concerning the rules or procedures;
 9 after which I will make a finding as to whether or not
 10 the rulemaking procedure, including the hearing, was
 11 conducted in compliance with the state Administrative
 12 Procedure Act.
 13 At the conclusion of the hearing today
 14 the period for testimony on this rule will be closed.
 15 I will prepare a record for the consideration of the
 16 Transportation Commission. And it will include all of
 17 the exhibits and all of the testimony today both
 18 written and oral. The Transportation Commission will
 19 consider all this information when they make a decision
 20 on whether or not to adopt the revised rules.
 21 So I think I'd like to invite staff to
 22 come up now. If you could please state your name and
 23 your position for the record, we'll get started.
 24 MS. NEVANS: Thank you, Madam Hearing
 25 Officer. My name is Mary Frances Nevans. And I'm the

Proposed Rules re 24-4-103 (4)(a) - March 28, 2014

<p style="text-align: right;">6</p> <p>1 rules administrator for CDOT. 2 This rulemaking hearing is intended to 3 meet the requirements of both temporary and permanent 4 rules. Temporary rules were adopted by the 5 Transportation Commission on January 16th, 2014. 6 The state Administrative Procedure Act 7 requires that an agency hold a hearing after adoption 8 of temporary rules to provide the public with an 9 opportunity to give comments. 10 Today is March 28th, 2014. The notice of 11 rulemaking was filed with the Colorado secretary of 12 state on January 21st, 2014, and was published in the 13 Colorado Code of Regulations on February 10th, 2014, 14 meeting the requirement that the hearing be held no 15 earlier than March 2nd, 2014. 16 I would now like to review the exhibits 17 in order to establish that the Colorado Department of 18 Transportation met all of the requirements of the state 19 Administrative Procedure Act. 20 If Madam Hearing Officer finds that the 21 Department fully complied with the Administrative 22 Procedure Act and you find sufficient grounds exist to 23 amend the permanent rules, the request to amend the 24 rules will be provided to the Transportation Commission 25 for final approval and adoption.</p>	<p style="text-align: right;">8</p> <p>1 documents with regard to the Colorado secretary of 2 state. 3 Exhibit 3A is a copy of a request for an 4 attorney general confirmation dated January 17th, 2014, 5 regarding that office's review of temporary rules. 6 Exhibit 3B is the rule filing 7 confirmation establishing that the Department filed the 8 temporary rules with the Colorado secretary of state on 9 January 28th, 2014, after the attorney general 10 confirmation issued. 11 Exhibit 3C is a copy of the notice of 12 rulemaking confirmation establishing that the 13 Department filed the permanent rules with the Colorado 14 secretary of state on January 21st, 2014. 15 The notice contains the hearing date, 16 time, and location as required by 24-4-103(3)(a) CRS, 17 and has been continually published on the secretary of 18 state's website since that time. 19 Exhibit 3D is a copy of the Colorado 20 Register dated February 10th, 2014, establishing the 21 publication date of both the temporary rules on page 2 22 and the permanent rules on page 3. 23 Exhibit 4 consists of compliance 24 documents filed with and generated by the Department of 25 Regulatory Agencies.</p>
<p style="text-align: right;">7</p> <p>1 To review the exhibits: Exhibit 1 and 2 2 include documents submitted to and issued by the 3 Transportation Commission. Exhibit 1A is a memo from 4 the Department to the Transportation Commission dated 5 January 3rd, 2014, requesting adoption of temporary 6 rules. 7 Exhibit 1B is a copy of Transportation 8 Commission Resolution TC-3132 dated January 22nd, 2014, 9 adopting temporary rules and directing the Department 10 to take all necessary steps to comply with the state 11 Administrative Procedure Act. 12 Exhibit 1C is a copy of the justification 13 for promulgation of temporary or emergency rules. 14 Exhibit 2A is a memo from the 15 Department to the Transportation Commission dated 16 January 3rd, 2014, requesting that the department -- 17 that the commission, rather, open the rulemaking 18 process regarding permanent rules and delegating 19 authority to an administrative hearing officer to 20 conduct this rulemaking hearing. 21 Exhibit 2B is a copy of Transportation 22 Commission Resolution TC-3131 dated January 22nd, 2014, 23 opening the rulemaking process and delegating authority 24 to an administrative hearing officer. 25 Exhibit 3 consists of compliance</p>	<p style="text-align: right;">9</p> <p>1 Exhibit 4A is a printout from the 2 Department of Regulatory Agencies, or DORA, website 3 establishing that the permanent rules were filed on 4 January 22nd, 2014. 5 Exhibit 4B is a notice from DORA dated 6 January 21st, 2014, to the Department confirming that 7 the rules were filed and stating that the public will 8 have until January 30th, 2014, to request a cost 9 benefit analysis. 10 Exhibit 4C is the notice from DORA dated 11 January 21st, 2014, to members of the public who have 12 requested to be notified of rulemaking by CDOT and 13 providing them an opportunity to request a cost benefit 14 analysis. 15 Exhibit 4D is DORA's confirmation that no 16 cost benefit analysis was requested for these rules. 17 Exhibit 5 consists of compliance 18 documents required of the Department. 19 Exhibit 5A is a printout from the CDOT 20 website, establishing that the Department posted the 21 temporary rules on January 22nd, 2014. The proposed 22 amendments to the rules were posted on March 10th, and 23 most recently, as set forth on page 31, on March 24th, 24 2014. 25 Exhibit 5B is a memo to CDOT Central</p>

Proposed Rules re 24-4-103 (4)(a) - March 28, 2014

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1 Files to permanently retain this rulemaking record.
 2 Exhibit 5C is the required notice of the
 3 rulemaking record posted in the lobby of CDOT
 4 headquarters five days prior to the hearing.
 5 Exhibit 6 concerns the main substantive
 6 communications with key stakeholders in the early draft
 7 stages of the rulemaking process.
 8 Exhibit 6A includes pages 35 through 48
 9 of the exhibit packet. It includes the agenda and
 10 summary of rulemaking changes prepared for a meeting
 11 between the Department and the Colorado State Patrol on
 12 May 22, 2013, to discuss the revisions.
 13 Exhibit 6B includes pages 49 through 56,
 14 and contains the main documents exchanged with key
 15 stakeholders concerning a meeting on September 22nd,
 16 2013. This group included: Major Joshua Downing from
 17 the Colorado State Patrol; Mr. Greg Fulton,
 18 representing the Colorado Motor Carriers Association;
 19 Mr. Tim Gablehouse of the firm of Gablehouse and
 20 Granberg; Mr. Mark Larson; and Mr. Grier Bailey
 21 representing the Colorado Wyoming Petroleum Marketers
 22 Association.
 23 Exhibit 6C includes pages 57 through 73
 24 and contains the documents provided to key stakeholders
 25 on October 31st, 2013.

11

1 Jumping to Exhibit 12, this is an
 2 oversized spreadsheet entitled: Comparative Chart
 3 Analyzing Existing CDOT Tunnel Rules, Current Practice
 4 and Proposed Rule Changes, which was provided to key
 5 stakeholders on October 31st, 2013.
 6 Going back to Exhibit 7, this exhibit
 7 concerns communications with the representative group.
 8 Exhibit 7A includes pages 75 to 76 and is
 9 a list of the representative group members indicating
 10 who was in attendance at the representative group
 11 meeting on December 10th, 2013.
 12 Exhibit 7B includes pages 77 through 90,
 13 and is comprised of the e-mails sent to and exchanged
 14 with representative group members regarding attendance
 15 at the meeting at CDOT headquarters on December 10th.
 16 Exhibit 7C includes pages 91 through 104,
 17 and is the agenda and documents provided to the
 18 representative group on December 10th, 2013, including
 19 the existing rules included in the exhibits as
 20 Exhibit 9, and a draft of the proposed rules.
 21 Exhibit 7D includes pages 105 through 110
 22 and consists of a spreadsheet showing the comments
 23 received at the representative group meeting and the
 24 Department's position on the recommended changes.
 25 Exhibit 7E includes pages 111 through 122

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1 and consists of three letters. The first letter dated
 2 January 7th, 2014, is from the Colorado Wyoming
 3 Petroleum Marketers Association executive director
 4 Mark Larson, supporting the rationale for temporary
 5 rules with the understanding that additional changes
 6 could be made to the permanent rules.
 7 The second is a letter dated
 8 January 10th, 2014, from Colorado Motor Carriers
 9 Association President Greg Fulton, providing comments
 10 on the permanent rules.
 11 The third letter dated January 24th,
 12 2014, from Colorado Wyoming Petroleum Marketers
 13 Association manager of government affairs Grier Bailey
 14 providing further input on the rules.
 15 Exhibit 8 concerns notification to the
 16 interested parties, including representative group
 17 members.
 18 Exhibit 8A includes pages 124 through
 19 127, and consists of the names and the affiliations of
 20 the interested parties.
 21 Exhibit 8B includes pages 128 through
 22 190, and consists of e-mails exchanged with interested
 23 parties. These e-mails reflect an ongoing dialogue
 24 with CMCA and CWPMA. These e-mails also establish that
 25 members of the interested parties were notified by the

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1 Department on March 7th of the rulemaking hearing and a
 2 request for comments by March 17th.
 3 The Department received comments from
 4 Mr. Greg Fulton, page 157 and pages 182 through 183;
 5 Mr. James Higgins, page 165; and Mr. Grier Bailey,
 6 page 160 and pages 177 through 181.
 7 The Department's e-mail dated March 7th,
 8 2014, includes a copy of the adopted temporary rules
 9 and a draft of the permanent rules with changes between
 10 January 16th, 2014, to the present, as well as a clean
 11 copy of the dispersion of the rules.
 12 Exhibit 9 at page 181 is a copy of
 13 2 CRR 601-8, the rules in place prior to January 16th,
 14 2014.
 15 Exhibit 10 at page 202 is a copy of the
 16 temporary rules adopted on January 16th, 2014.
 17 Exhibit 11 at page 216 is the most recent
 18 redline copy of the rules. This version includes two
 19 changes that have not been reviewed by the key
 20 stakeholders or the representative group members.
 21 At Mr. Higgins' suggestion, the
 22 Department struck the word "device" from Rule 2.03. It
 23 also updated the name of the twin tunnels in Rule 4.00
 24 to Veterans Memorial Tunnels as a result of
 25 Joint Resolution 14-016 recently passed by the General

14

1 Assembly.

2 Exhibit 12, as mentioned before, is a

3 comparative chart analyzing the existing CDOT tunnel

4 rules, current practice and proposed rule changes.

5 I would like to enter Exhiblts 1 through

6 12 into the record for consideration. I would also

7 like to ask that if the Department finds any

8 scrivener's errors, it may correct them. And if it

9 does so, it will notify interested parties.

10 MS. REES: Thank you. I'd like to make

11 two notes on the exhibits just to verify, if you don't

12 mind. On Exhibit 6B, I believe the key stakeholders

13 exchanged some documents at the meeting. I just want

14 to verify that date was September 27th, 2013?

15 MS. NEVANS: Yes.

16 MS. REES: One other item. On

17 Exhibit 11, just to be sure that we're on the same

18 page, Exhibit 11 starts at page 217?

19 MS. NEVANS: Yes.

20 MS. REES: Okay.

21 MS. NEVANS: Thank you.

22 MS. REES: Thank you. So Exhibits 1

23 through 12 are now entered into the record.

24 MS. NEVANS: And, Madam Hearing Officer,

25 I would ask at the end of the proceeding that you make

15

1 a finding that the Department met all of its statutory

2 requirements with regard to the Administrative

3 Procedure Act.

4 MS. REES: Thank you. Is there anyone

5 else present from the Department of Transportation who

6 is here today to testify?

7 MR. SALAMON: Yes.

8 MS. REES: State your name and your

9 position for the record, please.

10 MR. SALAMON: Good afternoon. My name is

11 Michael Salamon. I am the maintenance superintendent

12 for the Eisenhower Johnson Memorial Tunnels. From this

13 point forward I will refer to these tunnels as the

14 EJMT.

15 The rules governing tunnels on state

16 highways apply to all tunnels within CDOT's

17 jurisdiction. But they primarily address what

18 hazardous material loads may use the EJMT when Loveland

19 Pass is closed and the conditions that apply to their

20 use.

21 The prior rules were adopted in 1986 with

22 minor changes in 2008. Those changes included

23 increasing allowable vertical clearances in the EJMT

24 from 13-foot-7 to 13-foot-11, and removing the

25 Stapleton tunnels from the list of tunnels.

16

1 The 2008 edits did not include review and

2 update of federal citations, therefore, the rules in

3 place referred the reader to federal citations that

4 were 27 years old.

5 Additionally, the prior rules were very

6 difficult to understand and contained pages of

7 unnecessary information having to do with the

8 composition of hazardous materials.

9 The Transportation Commission adopted

10 temporary rules on January 16th, 2014, in order to have

11 a set of rules in place with the correct federal

12 citations and a clear set of rules in place.

13 To this end, we elected to include the

14 actual hazardous material placards rather than verbal

15 descriptions so that they would be useful to the

16 Colorado State Patrol, CDOT personnel, the industry,

17 and the traveling public.

18 Following the Commission's adoption of

19 the temporary rules, the Department had an opportunity

20 in January and February of this year to see the effect

21 of the rules in action during several severe winter

22 storms.

23 As a result, the Department met on

24 January 15th with the CMCA board of directors, and

25 later on February 21st with Mr. Fulton and Mr. Bailey

17

1 to receive input from their membership on the rules.

2 The Department has made recommended changes to the

3 permanent rules which I will review for the record.

4 Please turn to Exhibit 11, starting on

5 page 217. On page 217 and 218 the revisions are

6 cleanup measures only. On page 219 we added language

7 to Rule 2.02 to clarify that if there are problems at

8 the EJMT, law enforcement will be contacted.

9 On page 219 in rule 2.03 we struck the

10 words "or devices" because it was not referenced in

11 statute and not used anywhere else in the rules. On

12 page 219 in rule 2.06 we included the CDOT director of

13 transportation system's management and operations in

14 the chain of command that will make a decision whether

15 CDOT will exercise its discretion related to the use of

16 the tunnels based on the health, safety, and welfare of

17 the public, or to address traffic mitigation.

18 On page 220 the addition to Rule 3.01 B

19 is cleanup only. It should be noted that Rules 3.03

20 and 3.04 are controlled by federal regulations. In

21 discussing these rules with the Colorado State Patrol,

22 CDOT included Division 1.6 Explosives in Rule 3.04

23 after concluding that neither the Colorado State Patrol

24 nor CDOT had any reason to preclude this placarded

25 material at all times from the use of EJMT.

18

1 On page 224 in Rule 1.05 we moved prior
 2 section A, "Off Peak Period Operations," to page 226
 3 for clarity's sake.
 4 On page 225 we added Monday or Friday
 5 respectively to the peak period hours. Also on
 6 page 225 we added the section called special provisions
 7 from New Year's Day to Christmas Day.
 8 This section states: The date preceding
 9 and the date following the holiday may be included in
 10 peak period restrictions. When Christmas day or New
 11 Year's Day fall on a weekday, peak period restrictions
 12 may include Friday and Saturday eastbound.
 13 The goal of this added language in
 14 paragraphs 1 and 3 on page 225 are to provide hazardous
 15 material motor carriers with as much information as
 16 possible regarding peak period restrictions when
 17 Loveland Pass is closed.
 18 At the same time, CDOT recognizes, based
 19 on traffic flow and other factors, that during these
 20 specific days staging may be necessary. These
 21 restrictions will be communicated in realtime updates
 22 using the best available form of communication to motor
 23 carriers.
 24 On page 225, paragraphs C and D
 25 concerning staging requirements were stricken based on

19

1 Input from CMCA and CWPMA, and the input they received
 2 from drivers in January and February 2014.
 3 On page 226 we added paragraph 4,
 4 permitting loads carrying placarded quantities of
 5 hazardous materials to stage outside the 300-foot
 6 restriction to the EJMT, and stating that motor
 7 carriers may use Herman's Gulch or Officer's Gulch,
 8 Exit 198, or other rest areas after the available space
 9 outside the EEOC is filled.
 10 On page 226 under B we clarified that
 11 off-peak operations when Loveland Pass is closed,
 12 hazardous materials listed in Rule 3.04 may use the
 13 EJMT seven days a week on the hour, and we added
 14 between the hours of 11:00 p.m. and 6:00 a.m. on the
 15 half hour.
 16 Finally, in Rule 4.00 on page 226 and
 17 227, we made minor cleanup changes and changed the name
 18 of the twin tunnels to the Veterans Memorial Tunnels.
 19 The Department appreciates the time and
 20 effort of the representative group, but
 21 particularly, the Colorado State Patrol, CMCA, CWPMA,
 22 and Tim Gablehouse. As a result of this collaboration,
 23 the rules are a vast improvement over the prior
 24 version.
 25 MS. REES: Thank you, Mr. Salamon. I

20

1 have one point of clarification, if I may. On page 226
 2 in the discussion in paragraph 4, we noted the names of
 3 both of the exits, Herman's Gulch and Officer's Gulch,
 4 and I want to verify that Herman's Gulch is Exit 218
 5 for the record.
 6 MR. SALAMON: Yes.
 7 MS. REES: Thank you.
 8 MR. SALAMON: Uh-huh.
 9 MS. REES: Is there anyone else from the
 10 Department that would like to speak today?
 11 May I have a list of the folks who signed
 12 in? Mr. Greg Fulton, you're up. You are the only
 13 person who has asked to speak other than the
 14 Department. So if you'd state your name and
 15 affiliation for the record.
 16 MR. FULTON: First off, Kurt, how much
 17 time do I have, about an hour and a half here?
 18 My name is Greg Fulton. I'm the
 19 president of the Colorado Motor Carriers Association.
 20 We represent over 600 companies that are either
 21 directly involved or affiliated with trucking within
 22 Colorado, of which there's about 60,000 employees in
 23 those companies.
 24 Let me first indicate that, you know,
 25 sort of the rulemaking actually was clearly appropriate

21

1 and prudent. God forbid, I think I was here in the
 2 1980s, whatever, when that was, that one the second one
 3 as well.
 4 I will say that I wanted to commend CDOT
 5 on how professional they handled this, their outreach.
 6 Mary Frances and Mike did a very good job, as well as
 7 Dan and Jason and Angie and all the other folks.
 8 I mean, this was something that probably
 9 went the extra mile to try to find out. And the reward
 10 is that we don't have a lot of people here, which is
 11 good actually. That means we're pretty far along on
 12 this end of it.
 13 Let me note that some of the key points
 14 that we felt were done in here, and we do believe CDOT
 15 really made an effort to try to work through this with
 16 us, the point of the discretion end of it, allowing
 17 actually supervisors to see if there is a window during
 18 peak periods that will allow hazardous material to
 19 travel through there is important.
 20 And secondly, we felt the 11 p.m. to
 21 6 a.m. end of it on those weekend windows is important
 22 on that end of it so that it would allow us actually on
 23 the half hour to actually, we think, safely traverse
 24 us.
 25 We would end up adding as part of our

22

1 comments, and we don't know if it's covered under this,
 2 really, under the rulemaking, and that's why we did not
 3 formally comment on it, is the fact that we would like
 4 to see actually from that 11 p.m. to 6 a.m., during
 5 adverse conditions, which we would call winter, okay,
 6 in Colorado, that it would actually allow on the half
 7 hour to be convoyed. And this is based on safety.
 8 And let us indicate that as our folks
 9 have indicated that traveling over Loveland Pass in
 10 winter actually is considered by our members the most
 11 hazardous corridor that they may travel anywhere in the
 12 country.
 13 The margin of error is very small. The
 14 ability to actually essentially, with the conditions,
 15 visibility, roadway conditions is very difficult. So
 16 they would like us to ask you -- like to ask you to
 17 actually you consider this from an operational
 18 standpoint in the future.
 19 Third, we appreciate the striking of
 20 staging areas. We understand what CDOT was trying to
 21 do. Unfortunately, it was a concept that didn't work
 22 well. We had a lot of folks complaining about it. It
 23 was very difficult. And, you know, CDOT did the
 24 appropriate thing in stopping that effort and striking
 25 that from the rule.

23

1 One of the things I do need to note is
 2 why these rules. And that's the second element that
 3 was important to us, is a very big consideration for
 4 our folks happens to be hours of service.
 5 Hours of service represent how many hours
 6 a driver is allowed to drive during a given day, as
 7 well as specifying the rest breaks that they must take.
 8 The difficulty that we have when the
 9 drivers are being held for any significant period of
 10 time is that the clock doesn't stop for our drivers,
 11 the clock continues. When we reach the end of it, it's
 12 in violation of federal law for us to move.
 13 Essentially, many of the drivers of these
 14 vehicles have what we call day cabs. And they are not
 15 sleepers, where you can sleep in there. Not only that,
 16 but the facilities up near the tunnel or even at the
 17 staging areas aren't set up actually for overnight
 18 parking.
 19 So one of the things we would ask as part
 20 of this is a situation relating to taking into
 21 consideration those holes. We've had to have drivers
 22 actually shuttled out of there, and actually had to
 23 send drivers up there. It's very expensive. It's very
 24 difficult. And essentially, if the truck isn't moving,
 25 business isn't being done, customers are unhappy, lots

24

1 of items.
 2 The thing I'd also mention to you is that
 3 there is a challenge in this corridor is relating to
 4 parking. One of the things people have asked us is why
 5 we just don't park somewhere. There is no parking long
 6 term for trucking.
 7 By about 7 o'clock at night all of the
 8 available parking in the Denver metro area for truck
 9 parking is pretty well gone. The next real location is
 10 Grand Junction, which does not have a great deal of
 11 parking. Within the corridor, there is nowhere else.
 12 You know, we have some emergency parking,
 13 but under the -- in fact, even CDOT's guides, the
 14 emergency parking is only when the corridor is shut
 15 down. And that's a short-term parking end of it. It's
 16 not there for long-term parking.
 17 Third, we might mention the fact is, is
 18 the lack of available services. If we're going to hold
 19 people for any period of time, we need to actually have
 20 services. Not just restrooms, but other items. We
 21 would not hold the general public for several hours and
 22 not have some basic services out there for them. So we
 23 need to consider this in these areas.
 24 We're up near the tunnel, so when those
 25 occurrences happen, that we can take care of those

25

1 drivers. We need to realize that these drivers are
 2 going to be having to get back on the road. We want to
 3 make sure they're not fatigued. And essentially they
 4 have some ability at least actually to have some of the
 5 basic amenities that we all see when we're on the road.
 6 I would note that the one thing I also
 7 really want to commend CDOT about was the items that
 8 happen outside of the rule is, and I think I have to
 9 give Herman and his group and Mary Frances and Mike and
 10 all those folks a lot of credit. The communication
 11 improved dramatically in terms especially in the
 12 HAZMAT.
 13 We brought that up. You know, they
 14 really listened. And they went back -- sometimes
 15 Mary Frances listened too well. And I appreciate it
 16 Mary Frances. She stayed on me until I actually got
 17 back to her, which is good, I appreciate that.
 18 Secondly, the staging areas were removed
 19 in midstream. It wasn't waiting for the hearing or
 20 anything like that that they did that.
 21 Thirdly is, you know, when we end up
 22 trying to understand our drivers coming out to our
 23 meetings, and I will say Mike and Mary Frances came
 24 out, I think Danny couldn't come out, he was sick, or
 25 at least he claimed he was sick on that day.

26

1 But the fact is, is that it had our folks
 2 understand better. They had a lot of questions, a lot
 3 of the uncertainty in their mind in terms of what the
 4 purpose was and all that. The fact that they did
 5 follow up and all that meant an awful lot to our folks
 6 and that.

7 The fact that I will say that we do end
 8 up an overwhelming concept in our eyes with one of
 9 those items outside the rules. And that is the
 10 maintenance on Loveland Pass.

11 The fact is, is that if we're going to be
 12 required to be on Loveland Pass, you know, that the
 13 point is, is that we need to end up having that open
 14 and available and in a safe condition.

15 Unfortunately, we have had a number of
 16 long closures this year. And as we've noted, that has
 17 an effect not only on our companies, but the businesses
 18 that they supply, as well as affecting the safety of
 19 the drivers, actually.

20 You know, driving over the condition –
 21 you know, those roadways actually or having to sit for
 22 long periods of time tend to actually drag, especially
 23 if you're in a day cab, it adversely affects the
 24 fatigue of those drives. We would like to ask that
 25 CDOT make an effort to increase maintenance-free

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1 sources on the pass.

2 Secondly, as we noted earlier, we would
 3 like to end up having during the winter and consider
 4 convoying on the half hour, from the 11:00 p.m. to
 5 6:00 a.m. window.

6 And our reasoning once again is we think
 7 we would see some travel shift to those periods of
 8 time. We also realize from a safety end of it, from a
 9 resource end of it, for even CDOT having to have people
 10 up there maintaining the pass frankly solely so we
 11 could be over the pass at that time, because there are
 12 no other people that are foolish enough to drive over
 13 there in the middle of the night. So those are the
 14 items pretty much on our end of it.

15 We would just like once again want to
 16 express – like I said, this is probably going to be
 17 one of the shortest items for us for rulemaking
 18 comments. We didn't submit any written comments. We
 19 were very happy with the rules.

20 There were certain things that we also
 21 realize that we will probably be revisiting these rules
 22 within two years with the fire suppression and some of
 23 the other items.

24 We would be remiss if I didn't tell you
 25 that we feel the real solution for our carriers from

28

1 the safety and operations end of it is to be able to
 2 have some access through the tunnel so that we can
 3 actually more so traverse actually this corridor in a
 4 safer and easier manner than we are today, actually,
 5 which is pushing us over the pass.

6 I'm happy to answer any questions if
 7 anyone has any. I don't know if that's appropriate.
 8 But I appreciate once again the time. And, gosh, this
 9 has got to be the shortest rulemaking ever actually on
 10 HAZMAT, which is good. Thank you.

11 MS. REES: Thank you. Would anyone from
 12 CDOT like to respond to Mr. Fulton's comments today?

13 MS. NEVANS: Can we have just a minute to
 14 discuss?

15 MS. REES: Off the record?
 16 MS. NEVANS: Off the record.

17 MS. REES: We'll pause the hearing for a
 18 few minutes.

19 (Pause in the proceedings.)
 20 MS. REES: Okay. It's 2:45, and we're
 21 going to resume the hearing.

22 We have someone from CDOT to speak.
 23 Would you please give us your name and your position.

24 MR. STOCKINGER: My name is
 25 Herman Stockinger. I'm the director of the Office of

29

1 Policy and Government Relations for CDOT.

2 Greg, thanks for being here. Thanks for
 3 your comments. A lot of them were, I think, a little
 4 bit outside the context of the rule.

5 I think many of them we would agree with.
 6 We would love to see better parking along I-70 and
 7 things like that. Those are definitely things we want
 8 to work on together as we move forward.

9 In the context of the rule, and I tried
 10 to write down and keep track of the things that you
 11 mentioned, the one that seemed most pertinent to the
 12 rule was the request to between 11:00 p.m. and
 13 6:00 a.m. during adverse weather conditions, which I
 14 think was roughly defined as winter, that the HAZMAT
 15 vehicles be allowed to go through the tunnel even if
 16 Loveland Pass was opened.

17 And I think, if I understand that
 18 correctly, I think what that means is it's a – that's
 19 a HAZMAT routing question. That's a different set of
 20 rules that's governed by the Colorado State Patrol. I
 21 think it's something we can address down the road, as
 22 you talked about some of the other things that are
 23 going to be on.

24 But in the context of this rule, it's not
 25 the appropriate place to tackle it because I think it

30

1 would be a HAZMAT routing change, and that's not
 2 something that we can do in the context of this rule.
 3 MS. REES: Any other comments?
 4 MR. STOCKINGER: That's it.
 5 MS. REES: Mr. Fulton?
 6 MR. FULTON: That's fine. I appreciate
 7 it.
 8 MS. REES: Anyone else from the
 9 Department?
 10 Okay, then. I'm going to admit the
 11 hearing attendance record as Exhibit 13. I'll also
 12 include in the record a copy of the transcript from
 13 this hearing.
 14 Does anyone have any objections to any of
 15 the exhibits that have been presented being in the
 16 record today and being in the record later?
 17 Does anyone else have any comments to
 18 make at this time? I will ask a representative from
 19 the attorney general's office to make any comments
 20 about their rules or procedures today.
 21 MR. CHASE: Good afternoon. My name is
 22 Jordan Chase. I'm an assistant attorney general with
 23 the Colorado attorney general's office.
 24 It is my opinion that the rulemaking
 25 procedure carried out by the Department, including the

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1 The record will be available for
 2 inspection by the public and kept on file with the
 3 permanent rulemaking record. Any questions? The oral
 4 testimony portion of this rulemaking procedure is now
 5 closed. The hearing is adjourned. Thank you everyone
 6 for coming.
 7 (WHEREUPON, the hearing was concluded at
 8 2:49 p.m.)
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1 hearing today, was held in accordance with the
 2 Administrative Procedure Act. I have no further
 3 comments.
 4 MS. REES: Thank you. If there are no
 5 other comments, I will make my findings that the
 6 Transportation Commission properly delegated the
 7 authority to me to conduct this hearing; that the
 8 Department met the state Administrative Procedure Act;
 9 and that this rulemaking hearing has been conducted in
 10 conformance with the State Administrative Procedure
 11 Act.
 12 I find that the record does support
 13 amendment of the rules governing tunnels on state
 14 highways. I will recommend to the Transportation
 15 Commission that the amendment should be adopted if the
 16 Commission so chooses.
 17 I will grant Ms. Nevans' request to
 18 correct any scrivener's errors prior to submitting the
 19 rules to the Transportation Commission for its
 20 consideration. Finally, I find that the public did
 21 have an opportunity to comment.
 22 And is there anything else that we need
 23 to include in the hearing today? Just one last check.
 24 If there's nothing else, I will prepare a record for
 25 the Transportation Commission.

33

1 CERTIFICATE
 2
 3 STATE OF COLORADO)
 4 COUNTY OF DENVER) ss.
 5
 6 I, Teresa Hart, a Registered Professional
 7 Reporter and Notary Public for the State of Colorado,
 8 do hereby certify that the above-entitled hearing was
 9 taken in shorthand by me and was reduced to typewritten
 10 form by computer-aided transcription; that the
 11 foregoing is a true transcript of the proceedings had;
 12 that I am not attorney, nor counsel, nor in any way
 13 connected with any attorney or counsel for any of the
 14 parties to said action or otherwise interested in its
 15 event.
 16 IN WITNESS WHEREOF, I have hereunto affixed my
 17 hand and notarial seal this April 14, 2014.
 18 My commission expires: January 15, 2016.
 19
 20 _____
 21 TERESA HART
 22 Registered Professional Reporter
 23 and Notary Public
 24 CALDERWOOD-MACKELPRANG, INC.
 25

DEPARTMENT OF TRANSPORTATION

Transportation Commission

Rules Governing the Use of Tunnels on Colorado State Highways

2 CCR 601-8

Statement of Basis and Purpose and Statutory Authority

The Transportation Commission has revised the Rules Governing the Use of ~~the T~~tunnels on State Highways in order to update state and federal statutory references, clarify and simplify language, and provide an easily understandable guide for use of the ~~T~~tunnels on state highways and specifically the Eisenhower-Johnson Memorial Tunnels. Section 42-4-106(7)(a), C.R.S., provides the ~~authority to the~~Transportation Commission with authority to adopt rules concerning the operation of any motor vehicle and commercial vehicle in any ~~T~~tunnel which is a part of the state highway system. Pursuant to § 42-4-106(7)(b), C.R.S., the Department may prohibit or regulate the operation of any motor vehicle and commercial vehicle which transports any article, deemed to be dangerous, in any ~~T~~tunnel which is part of the state highway system. Further, § 42-20-301(3), C.R.S., provides authority to the Transportation Commission to regulate hours of operation of the Eisenhower-Johnson Memorial Tunnels on Interstate 70.

These rules shall be interpreted consistently with the requirements of Title 49 CFR parts 100 to 177. Additionally, these rules should be read together with 8 CCR 1507-25 “Rules and Regulations Concerning the Permitting, Routing & Transportation of Hazardous and Nuclear Materials and the Intrastate Transportation of Agricultural Products in the State of Colorado.” These rules are promulgated by the Department of Public Safety, Chief of the Colorado State Patrol pursuant to § 42-20-108 (1) and (2), C.R.S. These rules also regulate the safe transportation of nuclear materials by motor vehicle within the State of Colorado pursuant to §§ 42-20-403, 504 and 508, C.R.S., and exempt agricultural products from the rules pursuant to § 42-20-108.5, C.R.S.

The transport of hazardous materials is strictly governed by federal and state regulations and CDOT must adhere to these legal requirements. CDOT’s ~~proposed R~~rules 3.03 and 3.04 are based on federal regulations which CDOT has no authority to modify.

Applicability. These rules apply to all Commercial Vehicles, Motor Vehicles and Persons utilizing the ~~T~~tunnels under the Colorado Department of Transportation’s jurisdiction.

1.00 Definitions

1.01 “Commercial Vehicle” as set forth in § 42-4-235, C.R.S., shall mean (I) any self-propelled or towed vehicle bearing an apportioned plate or having a manufacturer's gross vehicle weight rating or gross combination rating of ten thousand one pounds or more, which vehicle is used in commerce on the public highways of this state or is designed to transport sixteen or more

passengers, including the driver, unless such vehicle is a school bus regulated pursuant to section 42-4-1904, C.R.S., or any vehicle that does not have a gross vehicle weight rating of twenty-six thousand one or more pounds and that is owned or operated by a school district so long as such school district does not receive remuneration for the use of such vehicle, not including reimbursement for the use of such vehicle; (II) any motor vehicle designed or equipped to transport other motor vehicles from place to place by means of winches, cables, pulleys, or other equipment for towing, pulling, or lifting, when such motor vehicle is used in commerce on the public highways of this state; and (III) a motor vehicle that is used on the public highways and transports materials determined by the secretary of transportation to be hazardous under 49 U.S.C. Sec. 5103 in such quantities as to require placarding under 49 CFR parts 172 and 173.

1.02 “Department” or “CDOT” shall mean the Colorado Department of Transportation established pursuant to § 43-1-103, C.R.S.

1.03 "Enforcement Official" shall mean, and is limited to, a peace officer who is an officer of the Colorado State Patrol as described in §§ 16-2.5-101 and 114, C.R.S., a certified peace officer who is a certified port of entry officer as described in §§ 16-2.5-101 and 115, C.R.S., a peace officer who is an investigating official of the transportation section of the public utilities commission as described in §§ 16-2.5-101 and 143, C.R.S., or any other peace officer as described in section § 16-2.5-101, C.R.S. [§ 42-20-103 (2), C.R.S.]

1.04 “Hazardous Materials” (also known as “Hazmat”) shall mean those materials listed in Tables 1 and 2 of ~~Title 49, Code of Federal Regulations, 172.504~~ (49 CFR 172.504), excluding highway route controlled quantities of radioactive materials as defined in 49 CFR 173.403-1), excluding ores, the products from mining, milling, smelting, and similar processing of ores, and the wastes and tailing therefrom, and excluding special fireworks when the aggregate amount of flash powder does not exceed fifty pounds. [§ 42-20-103 (3), C.R.S.]

1.05 “Motor vehicle” shall mean any self-propelled vehicle that is designed primarily for travel on the public highways and that is generally and commonly used to transport persons and property over the public highways or a low-speed electric vehicle; except that the term does not include low-power scooters, wheelchairs, or vehicles moved solely by human power.

1.06 "Person" shall mean an individual, a corporation, a government or governmental subdivision or agency, a partnership, an association, or any other legal entity; except that separate divisions of the same corporation may, at their request, be treated as separate persons. [§ 42-20-103 (6), C.R.S.]

1.07 “Staging” shall mean the parking of a Motor Vehicle or Commercial Vehicle at a specific location to facilitate its safe passage through the Eisenhower-Johnson Memorial Tunnels according to the specific timing requirements of ~~Rule 3.045~~.

1.08 “State Highway” shall consist of the federal-aid primary roads, the federal-aid secondary roads, and the interstate system, including extensions thereof within urban areas. [§ 43-2-201(1), C.R.S.]

1.09 “Tunnel” shall mean enclosed roadways with vehicle access that is restricted to portals regardless of type of structure or method of construction. Tunnels do not include highway bridges, railroad bridges or other bridges over a roadway. Tunnels are structures that require special design considerations that may include lighting, ventilation, fire protection systems, and emergency egress capacity based on the owners’ determination.

2.00 General Requirements for Use of All CDOT Tunnels

2.01 These Rules apply to all facilities identified below in Rule 4.00.

2.02 Any ~~p~~Person operating a Motor Vehicle or Commercial Vehicle in any Tunnel on the State Highway System shall comply with all governing state and federal law and regulations. Any Motor Vehicle, Commercial Vehicle or Person failing to abide by all applicable law and regulations will be referred to law ~~e~~Enforcement ~~e~~Officials. No Person shall obstruct, harass, impair, attempt to influence, or otherwise interrupt the official government functions of the CDOT Tunnel staff. In the event such actions should occur the appropriate law enforcement agency will be contacted immediately.

2.03 CDOT, including Tunnel ~~P~~ersonnel, may prohibit any Person, Motor Vehicle or Commercial Vehicle or device, pursuant to § 42-4-106 (7), C.R.S., from using a Tunnel when the health or safety of the public warrants such action.

2.04 Pedestrians shall not be permitted in Tunnels without the express permission of the Department.

2.05 Electrical assisted bicycles, electric personal assistive mobility devices, low-power scooters, low-speed electric vehicles, motor driven cycles, motorcycles, or motor scooters, with a motor which produces five (5) horsepower or less, and bicycles or other means of conveyance are prohibited from using any Tunnel unless a special use permit has been granted by the Colorado State Patrol. [§ 42-1-102, (28.5) (28.7) (48.5)(a); and (48.6), C.R.S.]

2.06 The Department shall be authorized to schedule any closure of a segment of the State Highway system or at the request of the Colorado State Patrol in order to provide for the safety of the public and including but not limited to maintenance operations, avalanche control, rock fall mitigation, and roadway construction. The CDOT Maintenance Superintendent or his/her designee, in consultation with the CDOT Regional Transportation Director and the CDOT Director of Transportation Systems Management & Operations., may exercise discretion related to the use of CDOT ~~t~~Tunnels as specified in these rules to address traffic mitigation or to provide for the health, safety and welfare of the public.

3.00 Requirements Specific to the Eisenhower-Johnson Memorial Tunnels (EJMT)

3.01 CDOT Personnel at the EJMT shall have the authority to:

A. Direct Motor Vehicles or Commercial Vehicles to staging/parking areas and enlist the assistance of an Enforcement Official to review shipping papers or their equivalent to protect the health, safety and welfare of the public.

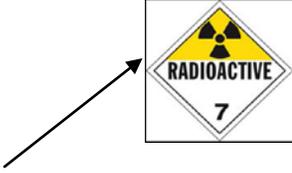
B. Establish and post restricted access requirements (e.g., speed limit reductions, convoy escort operations, vehicle convoys, and Tunnel closures) granting or denying highway and/or Eisenhower-Johnson Memorial Tunnels (EJMT) access, when access would present a hazard to the Tunnels or to persons using the Tunnels.

3.02 All Commercial Vehicles, Motor Vehicles and Persons transporting placarded quantities of hazardous materials are required to use Loveland Pass (US 6) when the Pass is open.

3.03 Commercial Vehicles, Motor Vehicles and Persons are prohibited at all times from transporting the following placarded hazardous materials through the EJMT, and may not park in the parking lots outside of EJMT.

PROHIBITED AT ALL TIMES FROM EJMT	
	<p>Division 1.1 Placard Explosives With a Mass Explosion Hazard</p>
	<p>Division 1.2 Placard Explosives With a Projection Hazard</p>
	<p>Division 1.3 Placard Explosives With Predominantly a Fire Hazard</p>
	<p>Division 1.4 Placard Explosives With No Significant Blast Hazard</p>

PROHIBITED AT ALL TIMES FROM EJMT

	<p style="text-align: center;">Division 1.5 Placard Very Insensitive Explosives: Blasting Agents</p>
	<p style="text-align: center;">Division 4.3 Placard Dangerous When Wet Materials</p>
	<p style="text-align: center;">Division 5.2 Placard Organic Peroxides</p>
	<p style="text-align: center;">Division 2.3 Inhalation Hazard</p>
	<p style="text-align: center;">Division 6.1 Placard Poisonous Materials (inhalation hazards only)</p>
 <p>The HRCQ placard has the square background behind the point on point placard. Compare Class 7 Placard Radioactive Materials under Rule 3.04.</p>	<p style="text-align: center;">Highway Route-Controlled Quantity (HRCQ)</p>

3.04 Materials Permitted to Use EJMT when Loveland Pass (US 6) is closed. ~~3.04.1~~ Subject to the requirements of these rules and all state and federal laws, Commercial Vehicles, Motor Vehicles and Persons may transport the following hazardous materials through the EJMT only when Loveland Pass (US 6) is closed.

PERMITTED TO USE EJMT WHEN LOVELAND PASS (US 6) IS CLOSED	
SUBJECT TO RESTRICTION	
	Division 1.6 Placard Extremely Insensitive Detonating Substances
 <p style="text-align: center;"> This is a point-on-point placard as distinguished from HRCQ placard which has a square background. HRCQ is prohibited at all times. </p>	Class 7 Placard Radioactive Materials
	Division 2.1 Placard Flammable Gases
 	Division 2.2 Placards Non-Flammable, Non Poisonous Gases
 	Class 3 Placards Flammable Liquids

PERMITTED TO USE EJMT WHEN LOVELAND PASS (US 6) IS CLOSED

SUBJECT TO RESTRICTION

	<p>Class 3 Placards Combustible Liquids</p>
	<p>Division 4.1 Placard Flammable Solids</p>
	<p>Division 4.2 Placard Spontaneously Combustible Materials</p>
	<p>Division 5.1 Placard Oxidizing Substances</p>
	<p>Division 6.1 Placards Poisonous or Toxic Materials (excludes inhalation hazards)</p>
	<p>Division 6.2 Label Infectious Substances</p>

PERMITTED TO USE EJMT WHEN LOVELAND PASS (US 6) IS CLOSED SUBJECT TO RESTRICTION	
	Class 8 Placard Corrosive Substances
	Class 9 Placard Miscellaneous Hazardous Materials
	Dangerous Placard Dangerous Hazardous Materials
	ORM-D Label Other Regulated Materials

3.04.25 Restrictions on Placarded Loads Carrying Hazardous Materials when Loveland Pass (US 6) is Closed.

~~A. Off-Peak Period Operations. Once authorization and specific direction is given by CDOT personnel, Motor Vehicles, Commercial Vehicles and Persons transporting placarded quantities of hazardous materials under this rule may use the EJMT seven days a week on the hour.~~

~~BA. Peak Period Operations. 1. Peak Periods are those times of increased vehicle traffic counts determined by the Department which to warrant restrictions on the transporting of placarded quantities of permitted hazardous materials.~~

21. No vehicles containing placarded quantities of hazardous materials are allowed to use EJMT during the following time frames:

Westbound

Saturday and Sunday mornings, from 7:01 a.m. to 9:59 a.m.

———National Holidays when they fall on a Monday or Friday from 7:01 a.m. to 9:59 a.m.

Eastbound

Sunday afternoons, from 2:01 p.m. to 6:59 p.m.

National Holidays when they fall on a Mondays or Friday, from 2:01 p.m. to 6:59 p.m.

Special Provisions for New Years Day and Christmas Day.

The day preceding and the day following the holiday may be included in the Peak Period restrictions.

When Christmas Day or New Years' Day fall on a weekday, Peak Period restrictions may include Friday and Saturday eastbound.

2. National Holidays referenced below for purposes of these Rules are: New Year's Day (January 1); Martin Luther King, Jr.'s Day (3rd Monday of January); President's Day (3rd Monday in February); Memorial Day (last Monday in May); Independence Day (July 4); Labor Day (1st Monday in September); ~~Columbus Day (2nd Monday in October); Veteran's Day (November 11);~~ Thanksgiving Day (4th Thursday in November) and Christmas Day (December 25).

3. CDOT will provide real-time information specific to Commercial Motor Vehicles including placarded loads carrying Hazardous Materials, on Interstate 70 with details including road conditions, Loveland Pass closures, Hazmat holds at EJMT, and forecasts of Peak Period travel delays. When feasible, CDOT may route placarded quantities of hazardous materials through the EJMT during significant gaps in traffic when Loveland Pass (US 6) is closed during Peak Period restrictions.

~~C. During Peak Periods, Motor Vehicles, Commercial Vehicles and Persons intending to transport authorized hazardous materials through the EJMT will be required to Stage in the designated areas described below. Such vehicles may not park in the lots at the EJMT entrances. After the Peak Period has expired, staged vehicles will be escorted from the staging areas to the EJMT by a CDOT representative.~~

~~D. The Peak Period Staging areas are:~~

~~———Westbound: the Herman Gulch interchange (Exit 218)~~

~~Eastbound: the Vail Pass Rest Area (exit 189); or along the ramps of
Officers Gulch interchange (exit 198);~~

4. Loads carrying Placarded quantities of Hazardous Materials will be allowed to Stage outside of the 300 foot restriction to the EJMT and at least 5 feet from the State Highway in designated parking spaces. After these spaces are filled, Persons, Motor Carriers and Commercial Vehicles may use Herman’s Gulch (Exit 218), Officer’s Gulch (Exit 198) or other rest areas to Stage pending notification from CDOT Tunnel personnel that access is permitted.

B. Off-Peak Period Operations when Loveland Pass (US 6) is Closed. Once authorization and specific direction is given by CDOT personnel, Motor Vehicles, Commercial Vehicles and Persons transporting placarded quantities of Hazardous Materials under this Rule may use the EJMT ~~seven days a week on the hour;~~

1. Seven days a week on the hour; and

2. Between the hours of 11 p.m. and 6 a.m. on the half hour.

3.0~~56~~ All Motor Vehicles, Commercial Vehicles and Persons transporting authorized Hazardous Materials through the EJMT shall:

Travel at speeds no faster than 30 miles per hour;

Not pass other vehicles; and

Maintain a minimum distance of 800 feet from other vehicles.

3.0~~67~~ Hazmat Routes

3.0~~567~~.1 The EJMT is not located on a designated hazardous materials route section. The designated hazardous materials routes within the State of Colorado may be found at <http://dtdapps.coloradodot.info/staticdata/Downloads/StatewideMaps/HazMatMap.pdf>. See also <http://www.coloradodot.info/business/hazmat-routing>.

4.00 CDOT Tunnels and Snow Sheds

Structure No.	Tunnel Name & Location	Description	Route	Mile Post	NHS (Y/N)
H-03-BT	Interstate 70, MP 50.38, Beavertail Tunnels	Bore 13.75 miles east of Grand Junction in DeBeque Canyon	070A	50.38	Y
H-03-BU	Interstate 70, MP 50.38, Beavertail Tunnels	Bore 13.75 miles east of Grand Junction in DeBeque Canyon	070A	50.37	Y

Structure No.	Tunnel Name & Location	Description	Route	Mile Post	NHS (Y/N)
F-07-Q	Interstate 70, MP 117.83, No Name € Tunnels	Bores 1.5 miles East of SH 82-Grand Ave., Glenwood Springs	070A	117.81	Y
F-07-R	Interstate 70, MP 117.83, No Name € Tunnels	Bores 1.5 miles East of SH 82-Grand Ave., Glenwood Springs	070A	117.8	Y
F-08-AP	Interstate 70, MP 125.7, Hanging Lake Tunnels	Glenwood Canyon, 8.1 miles east of Glenwood Springs	070A	125.23	Y
F-08-AQ	Interstate 70, MP 125.7, Hanging Lake Tunnels	Bores, Glenwood Canyon, 8.1 miles east of Glenwood Springs	070A	125.24	Y
F-08-AT	Interstate 70, MP 127.12 Reverse Curve	One bore West B bound only, 10.5 miles east of Glenwood Springs	070A	127.09	Y
F-13-X	Interstate 70, MP 213, Eisenhower/Johnson Memorial € Tunnels	Bores, under the Continental Divide, 60 miles west of Denver	070A	213.61	Y
F-13-Y	Interstate 70, MP 213, Eisenhower/Johnson Memorial T Tunnels	Bores, under the Continental Divide, 60 miles west of Denver	070A	213.61	Y
F-15-BN	Interstate 70, MP 242, Twin € Tunnels	One bore each € Tunnel, within the city limits of Idaho Springs (2.6 miles east of junction with SH 103)	070A	242.11	Y
F-15-BO	Interstate 70, MP 242, Twin tunnels	One bore each € Tunnel, within the city limits of Idaho Springs (2.6 miles east of junction with SH 103)	070A	242.11	Y
F-17-FW	Interstate 225 MP 0.02 at J€ unction. with Interstate-25 SB MP 200	Cut and cover Structure, Junction I-225 s Southbound only with I-Interstate 25 Southbound only	225A		
F-15-AW	US 6 - MP259 to 270,	One bore each € Tunnel, Five € Tunnels in Clear Creek Canyon beginning 4 miles west of Golden for 15 miles	006G	264.76	N
F-15-AX	US 6 - MP259 to 270,	One bore each € Tunnel, Five € Tunnels in Clear Creek Canyon beginning 4 miles west of Golden for 15 miles	006G	265.13	N

Structure No.	Tunnel Name & Location	Description	Route	Mile Post	NHS (Y/N)
F-15-AY	US 6 - MP259 to 270,	One bore each € Tunnel, Five € Tunnels in Clear Creek Canyon beginning 4 miles west of Golden for 15 miles	006G	270.37	N
F-15-X	US 6 - MP259 to 270,	One bore each € Tunnel, Five € Tunnels in Clear Creek Canyon beginning 4 miles west of Golden for 15 miles	006G	258.94	N
F-15-Y	US 6 - MP259 to 270,	One bore each € Tunnel, Five € Tunnels in Clear Creek Canyon beginning 4 miles west of Golden for 15 miles	006G	259.46	N
N-09-F	US160 - MP 174.8 Wolf Creek Pass Tunnel	One bore, 31.15 miles east of Pagosa Springs (located on west side of Wolf Creek Pass)	160A	174.19	Y
L-06-P	US 550 - MP 90.86 Bear Creek Tunnel	One bore, 1.2 miles south of Ouray in Ouray county	550B	90.84	Y
B-15-E	SH 14 - MP 107.2	One bore, 27.48 miles west of Fort Collins in Roosevelt National Forest	014B	107.23	N
D-15-AS	SH 119 - MP 37.6	One bore, in Boulder Canyon, 4.2 miles west of Jet Junction with SH 7 & SH 93	119A	37.69	N
M-06-AG	US 550 – MP 88.16 East Riverside Snow Shed	Snow Shed	550B	88.16	Y
O-09-K	US 160 – MP 168.47 Alberta Snow Shed	Snow Shed	160A	168.47	Y

5.00 Materials Incorporated by Reference

~~A copy~~Copies of these ~~€~~Rules and of all other incorporated materials are available for public inspection during regular business hours at the Colorado Department of Transportation, Office of Policy and Government Relations, 4201 East Arkansas Avenue, Denver, Colorado 80222. Incorporated materials are also maintained at the State Publications Depository and Distribution Center, 201 East Colfax Avenue, Denver, ~~C~~olorado 80203, and may be examined at any other state publications library via inter-library loan. The following regulations and materials are incorporated by reference; such incorporation does not include later amendments or editions of any incorporated material: Title 49 CFR parts 100 to 177, ~~and~~; 8 CCR 1507-25 “Rules and Regulations Concerning the Permitting, Routing & Transportation of Hazardous and Nuclear Materials and the Intrastate Transportation of Agricultural Products in the State of Colorado” dated 4.30.2013.

DRAFT

DEPARTMENT OF TRANSPORTATION

Transportation Commission

Rules Governing the Use of Tunnels on Colorado State Highways

2 CCR 601-8

Statement of Basis and Purpose and Statutory Authority

The Transportation Commission has revised the Rules Governing the Use of tunnels on State Highways in order to update state and federal statutory references, clarify and simplify language, and provide an easily understandable guide for use of the tunnels on state highways and specifically the Eisenhower-Johnson Memorial Tunnels. Section 42-4-106(7)(a), C.R.S., provides the Transportation Commission with authority to adopt rules concerning the operation of any motor vehicle and commercial vehicle in any tunnel which is a part of the state highway system. Pursuant to § 42-4-106(7)(b), C.R.S., the Department may prohibit or regulate the operation of any motor vehicle and commercial vehicle which transports any article, deemed to be dangerous, in any tunnel which is part of the state highway system. Further, § 42-20-301(3), C.R.S., provides authority to the Transportation Commission to regulate hours of operation of the Eisenhower-Johnson Memorial Tunnels on Interstate 70.

These rules shall be interpreted consistently with the requirements of Title 49 CFR parts 100 to 177. Additionally, these rules should be read together with 8 CCR 1507-25 “Rules and Regulations Concerning the Permitting, Routing & Transportation of Hazardous and Nuclear Materials and the Intrastate Transportation of Agricultural Products in the State of Colorado.” These rules are promulgated by the Department of Public Safety, Chief of the Colorado State Patrol pursuant to § 42-20-108 (1) and (2), C.R.S. These rules also regulate the safe transportation of nuclear materials by motor vehicle within the State of Colorado pursuant to §§ 42-20-403, 504 and 508, C.R.S., and exempt agricultural products from the rules pursuant to § 42-20-108.5, C.R.S.

The transport of hazardous materials is strictly governed by federal and state regulations and CDOT must adhere to these legal requirements. CDOT’s Rules 3.03 and 3.04 are based on federal regulations which CDOT has no authority to modify.

Applicability. These rules apply to all Commercial Vehicles, Motor Vehicles and Persons utilizing the tunnels under the Colorado Department of Transportation’s jurisdiction.

1.00 Definitions

1.01 “Commercial Vehicle” as set forth in § 42-4-235, C.R.S., shall mean (I) any self-propelled or towed vehicle bearing an apportioned plate or having a manufacturer's gross vehicle weight rating or gross combination rating of ten thousand one pounds or more, which vehicle is used in commerce on the public highways of this state or is designed to transport sixteen or more

passengers, including the driver, unless such vehicle is a school bus regulated pursuant to section 42-4-1904, C.R.S., or any vehicle that does not have a gross vehicle weight rating of twenty-six thousand one or more pounds and that is owned or operated by a school district so long as such school district does not receive remuneration for the use of such vehicle, not including reimbursement for the use of such vehicle; (II) any motor vehicle designed or equipped to transport other motor vehicles from place to place by means of winches, cables, pulleys, or other equipment for towing, pulling, or lifting, when such motor vehicle is used in commerce on the public highways of this state; and (III) a motor vehicle that is used on the public highways and transports materials determined by the secretary of transportation to be hazardous under 49 U.S.C. Sec. 5103 in such quantities as to require placarding under 49 CFR parts 172 and 173.

1.02 “Department” or “CDOT” shall mean the Colorado Department of Transportation established pursuant to § 43-1-103, C.R.S.

1.03 "Enforcement Official" shall mean, and is limited to, a peace officer who is an officer of the Colorado State Patrol as described in §§ 16-2.5-101 and 114, C.R.S., a certified peace officer who is a certified port of entry officer as described in §§ 16-2.5-101 and 115, C.R.S., a peace officer who is an investigating official of the transportation section of the public utilities commission as described in §§ 16-2.5-101 and 143, C.R.S., or any other peace officer as described in section § 16-2.5-101, C.R.S. [§ 42-20-103 (2), C.R.S.]

1.04 “Hazardous Materials” (also known as “Hazmat”) shall mean those materials listed in Tables 1 and 2 of 49 CFR 172.504, excluding highway route controlled quantities of radioactive materials as defined in 49 CFR 173.403(1), excluding ores, the products from mining, milling, smelting, and similar processing of ores, and the wastes and tailing therefrom, and excluding special fireworks when the aggregate amount of flash powder does not exceed fifty pounds. [§ 42-20-103 (3), C.R.S.]

1.05 “Motor vehicle” shall mean any self-propelled vehicle that is designed primarily for travel on the public highways and that is generally and commonly used to transport persons and property over the public highways or a low-speed electric vehicle; except that the term does not include low-power scooters, wheelchairs, or vehicles moved solely by human power.

1.06 "Person" shall mean an individual, a corporation, a government or governmental subdivision or agency, a partnership, an association, or any other legal entity; except that separate divisions of the same corporation may, at their request, be treated as separate persons. [§ 42-20-103 (6), C.R.S.]

1.07 “Staging” shall mean the parking of a Motor Vehicle or Commercial Vehicle at a specific location to facilitate its safe passage through the Eisenhower-Johnson Memorial Tunnels according to the specific timing requirements of Rule 3.05.

1.08 “State Highway” shall consist of the federal-aid primary roads, the federal-aid secondary roads, and the interstate system, including extensions thereof within urban areas. [§ 43-2-201(1), C.R.S.]

1.09 “Tunnel” shall mean enclosed roadways with vehicle access that is restricted to portals regardless of type of structure or method of construction. Tunnels do not include highway bridges, railroad bridges or other bridges over a roadway. Tunnels are structures that require special design considerations that may include lighting, ventilation, fire protection systems, and emergency egress capacity based on the owners’ determination.

2.00 General Requirements for Use of All CDOT Tunnels

2.01 These Rules apply to all facilities identified below in Rule 4.00.

2.02 Any Person operating a Motor Vehicle or Commercial Vehicle in any Tunnel on the State Highway System shall comply with all governing state and federal law and regulations. Any Motor Vehicle, Commercial Vehicle or Person failing to abide by all applicable law and regulations will be referred to law Enforcement Officials. No Person shall obstruct, harass, impair, attempt to influence, or otherwise interrupt the official government functions of the CDOT Tunnel staff. In the event such actions should occur the appropriate law enforcement agency will be contacted immediately.

2.03 CDOT, including Tunnel personnel, may prohibit any Person, Motor Vehicle or Commercial Vehicle or device, pursuant to § 42-4-106 (7), C.R.S., from using a Tunnel when the health or safety of the public warrants such action.

2.04 Pedestrians shall not be permitted in Tunnels without the express permission of the Department.

2.05 Electrical assisted bicycles, electric personal assistive mobility devices, low-power scooters, low-speed electric vehicles, motor driven cycles, motorcycles, or motor scooters, with a motor which produces five (5) horsepower or less, and bicycles or other means of conveyance are prohibited from using any Tunnel unless a special use permit has been granted by the Colorado State Patrol. [§ 42-1-102, (28.5) (28.7) (48.5)(a) and (48.6), C.R.S.]

2.06 The Department shall be authorized to schedule any closure of a segment of the State Highway system or at the request of the Colorado State Patrol in order to provide for the safety of the public and including but not limited to maintenance operations, avalanche control, rock fall mitigation, and roadway construction. The CDOT Maintenance Superintendent or his/her designee, in consultation with the CDOT Regional Transportation Director and the CDOT Director of Transportation Systems Management & Operations,, may exercise discretion related to the use of CDOT Tunnels as specified in these rules to address traffic mitigation or to provide for the health, safety and welfare of the public.

3.00 Requirements Specific to the Eisenhower-Johnson Memorial Tunnels (EJMT)

3.01 CDOT Personnel at the EJMT shall have the authority to:

A. Direct Motor Vehicles or Commercial Vehicles to staging/parking areas and enlist the assistance of an Enforcement Official to review shipping papers or their equivalent to protect the health, safety and welfare of the public.

B. Establish and post restricted access requirements (e.g., speed limit reductions, convoy escort operations, vehicle convoys, and Tunnel closures) granting or denying highway and/or Eisenhower-Johnson Memorial Tunnels (EJMT) access, when access would present a hazard to the Tunnels or to persons using the Tunnels.

3.02 All Commercial Vehicles, Motor Vehicles and Persons transporting placarded quantities of hazardous materials are required to use Loveland Pass (US 6) when the Pass is open.

3.03 Commercial Vehicles, Motor Vehicles and Persons are prohibited at all times from transporting the following placarded hazardous materials through the EJMT, and may not park in the parking lots outside of EJMT.

PROHIBITED AT ALL TIMES FROM EJMT	
	<p>Division 1.1 Placard Explosives With a Mass Explosion Hazard</p>
	<p>Division 1.2 Placard Explosives With a Projection Hazard</p>
	<p>Division 1.3 Placard Explosives With Predominantly a Fire Hazard</p>
	<p>Division 1.4 Placard Explosives With No Significant Blast Hazard</p>

PROHIBITED AT ALL TIMES FROM EJMT

	<p>Division 1.5 Placard Very Insensitive Explosives: Blasting Agents</p>
	<p>Division 4.3 Placard Dangerous When Wet Materials</p>
	<p>Division 5.2 Placard Organic Peroxides</p>
	<p>Division 2.3 Inhalation Hazard</p>
	<p>Division 6.1 Placard Poisonous Materials (inhalation hazards only)</p>
<p>The HRCQ placard has the square background behind the point on point placard. Compare Class 7 Placard Radioactive Materials under Rule 3.04.</p> <div style="text-align: center;">  </div>	<p>Highway Route-Controlled Quantity (HRCQ)</p>

3.04 Materials Permitted to Use EJMT when Loveland Pass (US 6) is closed. Subject to the requirements of these rules and all state and federal laws, Commercial Vehicles, Motor Vehicles and Persons may transport the following hazardous materials through the EJMT only when Loveland Pass (US 6) is closed.

PERMITTED TO USE EJMT WHEN LOVELAND PASS (US 6) IS CLOSED SUBJECT TO RESTRICTION	
	Division 1.6 Placard Extremely Insensitive Detonating Substances
	Class 7 Placard Radioactive Materials
<p>This is a point-on-point placard as distinguished from HRCQ placard which has a square background. HRCQ is prohibited at all times.</p>	
	Division 2.1 Placard Flammable Gases
	Division 2.2 Placards Non-Flammable, Non Poisonous Gases
	Class 3 Placards Flammable Liquids

PERMITTED TO USE EJMT WHEN LOVELAND PASS (US 6) IS CLOSED

SUBJECT TO RESTRICTION

	<p>Class 3 Placards Combustible Liquids</p>
	<p>Division 4.1 Placard Flammable Solids</p>
	<p>Division 4.2 Placard Spontaneously Combustible Materials</p>
	<p>Division 5.1 Placard Oxidizing Substances</p>
	<p>Division 6.1 Placards Poisonous or Toxic Materials (excludes inhalation hazards)</p>
	<p>Division 6.2 Label Infectious Substances</p>

PERMITTED TO USE EJMT WHEN LOVELAND PASS (US 6) IS CLOSED SUBJECT TO RESTRICTION	
	Class 8 Placard Corrosive Substances
	Class 9 Placard Miscellaneous Hazardous Materials
	Dangerous Placard Dangerous Hazardous Materials
	ORM-D Label Other Regulated Materials

3.05 Restrictions on Placarded Loads Carrying Hazardous Materials when Loveland Pass (US 6) is Closed.

A. Peak Period Operations. Peak Periods are those times of increased vehicle traffic determined by the Department to warrant restrictions on the transporting of placarded quantities of permitted hazardous materials.

1. No vehicles containing placarded quantities of hazardous materials are allowed to use EJMT during the following time frames:

Westbound

Saturday and Sunday mornings, from 7:01 a.m. to 9:59 a.m.

National Holidays when they fall on a Monday or Friday from 7:01 a.m. to 9:59 a.m.

Eastbound

Sunday afternoons, from 2:01 p.m. to 6:59 p.m.

National Holidays when they fall on a Monday or Friday, from 2:01 p.m. to 6:59 p.m.

Special Provisions for New Years Day and Christmas Day.

The day preceding and the day following the holiday may be included in the Peak Period restrictions. When Christmas Day or New Years' Day fall on a weekday, Peak Period restrictions may include Friday and Saturday eastbound.

2. National Holidays for purposes of these Rules are: New Year's Day (January 1); Martin Luther King, Jr. Day (3rd Monday of January); President's Day (3rd Monday in February); Memorial Day (last Monday in May); Independence Day (July 4); Labor Day (1st Monday in September); Thanksgiving Day (4th Thursday in November) and Christmas Day (December 25).
3. CDOT will provide real-time information specific to Commercial Motor Vehicles including placarded loads carrying Hazardous Materials, on Interstate 70 with details including road conditions, Loveland Pass closures, Hazmat holds at EJMT, and forecasts of Peak Period travel delays. When feasible, CDOT may route placarded quantities of hazardous materials through the EJMT during significant gaps in traffic when Loveland Pass (US 6) is closed during Peak Period restrictions.
4. Loads carrying Placarded quantities of Hazardous Materials will be allowed to Stage outside of the 300 foot restriction to the EJMT and at least 5 feet from the State Highway in designated parking spaces. After these spaces are filled, Persons, Motor Carriers and Commercial Vehicles may use Herman's Gulch (Exit 218), Officer's Gulch (Exit 198) or other rest areas to Stage pending notification from CDOT Tunnel personnel that access is permitted.

B. Off-Peak Period Operations when Loveland Pass (US 6) is Closed. Once authorization and specific direction is given by CDOT personnel, Motor Vehicles, Commercial Vehicles and Persons transporting placarded quantities of Hazardous Materials under this Rule may use the EJMT:

1. Seven days a week on the hour; and
2. Between the hours of 11 p.m. and 6 a.m. on the half hour.

3.06 All Motor Vehicles, Commercial Vehicles and Persons transporting authorized Hazardous Materials through the EJMT shall:

Travel at speeds no faster than 30 miles per hour;

Not pass other vehicles; and

Maintain a minimum distance of 800 feet from other vehicles.

3.07 Hazmat Routes

3.07.1 The EJMT is not located on a designated hazardous materials route section. The designated hazardous materials routes within the State of Colorado may be found at <http://dtdapps.coloradodot.info/staticdata/Downloads/StatewideMaps/HazMatMap.pdf>.

See also <http://www.coloradodot.info/business/hazmat-routing>.

4.00 CDOT Tunnels and Snow Sheds

Structure No.	Tunnel Name & Location	Description	Route	Mile Post	NHS (Y/N)
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F-07-Q	Interstate 70, MP 117.83, No Name Tunnels	Bores 1.5 miles East of SH 82-Grand Ave., Glenwood Springs	070A	117.81	Y
F-07-R	Interstate 70, MP 117.83, No Name Tunnels	Bores 1.5 miles East of SH 82-Grand Ave., Glenwood Springs	070A	117.8	Y
F-08-AP	Interstate 70, MP 125.7, Hanging Lake Tunnels	Glenwood Canyon, 8.1 miles east of Glenwood Springs	070A	125.23	Y
F-08-AQ	Interstate 70, MP 125.7, Hanging Lake Tunnels	Bores, Glenwood Canyon, 8.1 miles east of Glenwood Springs	070A	125.24	Y
F-08-AT	Interstate 70, MP 127.12 Reverse Curve	One bore West bound only, 10.5 miles east of Glenwood Springs	070A	127.09	Y
F-13-X	Interstate 70, MP 213, Eisenhower/Johnson Memorial Tunnels	Bores, under the Continental Divide, 60 miles west of Denver	070A	213.61	Y

Structure No.	Tunnel Name & Location	Description	Route	Mile Post	NHS (Y/N)
F-13-Y	Interstate 70, MP 213, Eisenhower/Johnson Memorial Tunnels	Bores, under the Continental Divide, 60 miles west of Denver	070A	213.61	Y
F-15-BN	Interstate 70, MP 242, Twin Tunnels	One bore each Tunnel, within the city limits of Idaho Springs (2.6 miles east of junction with SH 103)	070A	242.11	Y
F-15-BO	Interstate 70, MP 242, Twin tunnels	One bore each Tunnel, within the city limits of Idaho Springs (2.6 miles east of junction with SH 103)	070A	242.11	Y
F-17-FW	Interstate 225 MP 0.02 at Junction. with Interstate-25 SB MP 200	Cut and cover Structure, Junction I-225 Southbound only with Interstate 25 Southbound only	225A		
F-15-AW	US 6 - MP259 to 270,	One bore each Tunnel, Five Tunnels in Clear Creek Canyon beginning 4 miles west of Golden for 15 miles	006G	264.76	N
F-15-AX	US 6 - MP259 to 270,	One bore each Tunnel, Five Tunnels in Clear Creek Canyon beginning 4 miles west of Golden for 15 miles	006G	265.13	N
F-15-AY	US 6 - MP259 to 270,	One bore each Tunnel, Five Tunnels in Clear Creek Canyon beginning 4 miles west of Golden for 15 miles	006G	270.37	N
F-15-X	US 6 - MP259 to 270,	One bore each Tunnel, Five Tunnels in Clear Creek Canyon beginning 4 miles west of Golden for 15 miles	006G	258.94	N
F-15-Y	US 6 - MP259 to 270,	One bore each Tunnel, Five Tunnels in Clear Creek Canyon beginning 4 miles west of Golden for 15 miles	006G	259.46	N
N-09-F	US160 - MP 174.8 Wolf Creek Pass Tunnel	One bore, 31.15 miles east of Pagosa Springs (located on west side of Wolf Creek Pass)	160A	174.19	Y
L-06-P	US 550 - MP 90.86 Bear Creek Tunnel	One bore, 1.2 miles south of Ouray in Ouray county	550B	90.84	Y
B-15-E	SH 14 - MP 107.2	One bore, 27.48 miles west of Fort Collins in Roosevelt National Forest	014B	107.23	N

Structure No.	Tunnel Name & Location	Description	Route	Mile Post	NHS (Y/N)
D-15-AS	SH 119 - MP 37.6	One bore, in Boulder Canyon, 4.2 miles west of Junction with SH 7 & SH 93	119A	37.69	N
M-06-AG	US 550 – MP 88.16 East Riverside Snow Shed	Snow Shed	550B	88.16	Y
O-09-K	US 160 – MP 168.47 Alberta Snow Shed	Snow Shed	160A	168.47	Y

5.00 Materials Incorporated by Reference

Copies of these Rules and of all other incorporated materials are available for public inspection during regular business hours at the Colorado Department of Transportation, Office of Policy and Government Relations, 4201 East Arkansas Avenue, Denver, Colorado 80222. Incorporated materials are also maintained at the State Publications Depository and Distribution Center, 201 East Colfax Avenue, Denver, Colorado 80203, and may be examined at any other state publications library via inter-library loan. The following regulations and materials are incorporated by reference; such incorporation does not include later amendments or editions of any incorporated material: Title 49 CFR parts 100 to 177, and 8 CCR 1507-25 “Rules and Regulations Concerning the Permitting, Routing & Transportation of Hazardous and Nuclear Materials and the Intrastate Transportation of Agricultural Products in the State of Colorado” dated 4.30.2013.

Resolution # TC -

Adoption of Rules Governing the Use of Tunnels on Colorado State Highways, 2 CCR 601-8.

WHEREAS, § 43-1-106(8)(k), C.R.S., § 42-4-106 (7)(a) and (b), C.R.S., and § 42-20-301(3), authorize the Transportation Commission of Colorado (the “Commission”) to promulgate rules governing the use of tunnels on Colorado state highways; and

WHEREAS, by Resolution TC-3132 dated January 22, 2014, the Commission opened the rule-making process and authorized the Department to take all steps necessary in compliance with the State Administrative Procedure Act, 24-4-103, C.R.S. including holding a public rule-making hearing; and

WHEREAS, by Resolution TC-3132 dated January 22, 2014, the Commission adopted the revised Tunnel Rules on a temporary basis; and

WHEREAS, in conformance with Governor Hickenlooper’s Executive Order D 2012-002, the proposed rules reflect a collaborative process between the Department and members of industry and other key stakeholders focused on improving the use of the Eisenhower Johnson Memorial Tunnels when Loveland Pass is closed; and

WHEREAS, an Administrative Hearing Officer, acting with delegated Commission authority, presided over a public rule-making hearing on March 28, 2014; and

WHEREAS, the rule-making process conducted by the Department has met the requirements of the State Administrative Procedure Act with regard to both temporary rules and the adoption of permanent rules; and

WHEREAS, the Department requests that the Commission adopt the proposed Rules Governing the Use of Tunnels on Colorado State Highways, 2 CCR 601-8.

NOW THEREFORE BE IT RESOLVED, the Transportation Commission herein adopts the Rules Governing the Use of Tunnels on Colorado State Highways, 2 CCR 601-8.

Transportation Commission Secretary

Date

Colorado Bridge Enterprise
May 15, 2014
Meeting Schedule & Agenda
4201 East Arkansas Avenue
Denver, Colorado 80222

Douglas E. Aden, Chairman
Grand Junction, District 7

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

Kathy Connell
Steamboat Springs, District 6
Sidny Zink
Durango, District 8
Les Gruen
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.

BRIDGE ENTERPRISE BOARD OF DIRECTORSTab 12

10:45 a.m. Call to Order and Roll Call

10:45 a.m. Audience Participation
Subject Limit: 10 minutes; Time Limit: 3 minutes

10:45 a.m. Act on Consent Agenda Bridge Enterprise 03
a) Resolution to Approve Regular Minutes from
April 17, 2014 (Herman Stockinger)

10:50 a.m. May 2014 On-System Poor List and Prioritization Scoring Update
(Scott McDaniel) Bridge Enterprise 06

- 10:55 a.m. Monthly Progress Report
(Scott McDaniel) Bridge Enterprise 09
- 11:05 a.m. CBE 100th Completed Bridge Presentation
(Scott McDaniel) Bridge Enterprise 15
- 11:15 a.m. The Condition of Colorado’s Bridges and Federal Reauthorization
(Scott McDaniel or Josh Laipply) Bridge Enterprise 24
- 11:25 a.m. Q3 FY2014 CBE Bond Program Update
(Scott Richrath) Bridge Enterprise 30
- 11:30 a.m. FY2015 Draft Bridge Enterprise Budget
(Scott Richrath) Bridge Enterprise 36
- 11:35 a.m. Adjournment

**Bridge Enterprise Board
Regular Meeting Minutes
Thursday, April 17, 2014**

PRESENT WERE: Doug Aden, Chairman, District 7
Shannon Gifford, District 1
Ed Peterson, District 2
Gary Reiff, District 3
Kathy Gilliland, District 5
Kathy Connell, District 6
Sidny Zink, District 8
Les Gruen, District 9
Bill Thiebaut, District 10
Steven Hofmeister, District 11

EXCUSED: Heather Barry, District 4

ALSO PRESENT: Don Hunt, Executive Director
Scot Cuthbertson, Deputy Executive Director
Gary Vansuch, Director of Process Improvement
Debra Perkins-Smith, Director of Division of Transportation
Scott McDaniel, Acting Chief Engineer
Heidi Humphreys, Director of Admin & Human Resources
Barb Gold, Audit Director
Amy Ford, Public Relations Director
Soctt Richrath, CFO
Herman Stockinger, Director of Policy and Government
Relations
Mike Cheroutes, Director of HPTE
Mark Imhoff, Director of Division of Transit and Rail
Darrell Link, Director of the Office of Transportation Safety
Tony DeVito, Region 1 Transportation Director
Tom Wrona, Region 2 Transportation Director
Dave Eller, Region 3 Transportation Director
Johnny Olson, Region 4 Transportation Director
Kerrie Neet, Region 5 Transportation Director
Kathy Young, Chief Transportation Counsel
John Cater, FHWA
Vince Rogalski, Statewide Transportation Advisory
Committee (STAC)

AND: Other staff members, organization representatives,
the public

Chairman Aden convened the meeting at 11:50a.m. in the CDOT Headquarters building at 4201 E. Arkansas Avenue, Denver, CO.

Audience Participation

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

Act on Consent Agenda

Chairman Aden stated that the next thing on the Agenda was action on the Consent Agenda. Director Peterson moved for approval of the Consent Agenda. The motion was seconded by Director Gilliland. Upon vote of the Board, the motion passed unanimously.

Resolution #BE-156

Approval of Regular Meeting Minutes for March 20, 2014.

BE IT SO RESOLVED THAT, the Minutes for the March 2014, meeting of the Bridge Enterprise Board of Directors are hereby approved by the Bridge Enterprise Board as published in the Agenda for the April 16 & 17, 2014, meeting of the Bridge Enterprise Board of Directors.

Discuss and Act on Resolution to Approve the 9th Budget Supplement for FY2014

Scott Richrath stated that there was only one request for US50 in Freemont County.

Chairman Aden entertained a motion to approve the resolution for the 9th Budget Supplement for FY'2014. Director Gruen moved for approval of the resolution, and Director Connell seconded the approval. Upon a vote of the Board, the motion passed unanimously.

Resolution #BE-157

BE IT SO RESOLVED THAT, the 9th Budget Supplement for FY'2014 is hereby approved by the Bridge Enterprise Board.

FASTER Lawsuit Appeal Update

Scott McDaniel stated that the TABOR Foundation appealed the decision that was made earlier in the year. Since then briefs have been submitted by both the TABOR Foundation and CBE counsel. The Directors all received copies of those briefs earlier in the month, but they can get copies from Kathy Young if they did not receive those.

Monthly Progress Report

Scott McDaniel stated that the Scheduled Performance Index (SPI) for March was .91, which showed no change from February. The Bridge Enterprise program has slowed while awaiting a decision on the I-70 Viaduct. As Scott Richrath stated a few months ago, the Bridge Enterprise will not be adding any

newly eligible bridges. As bridges are completed, the number of active projects will decline. At the peak, there were 53 active projects in October of 2011. There are currently 28 active projects. By January of 2015, there will only be 19 active projects. He informed the Board that there could be volatility with the SPI because the number of projects is decreasing. The lower-risk, easier projects are being completed, and the ones that remain in the program are higher risk and more complex. There has normally only been a .01 change from month to month, but the monthly number are likely to have larger swings in the future. The change could be positive or negative, but it is likely to be greater than in the past.

There are three projects currently over-performing for a combine \$5.5 million in earned value. There are also 12 under-performing railroad projects with a combined earned value lost of \$22.4 million and one under-performing non-railroad project, the Grand Avenue Bridge in Glenwood Springs.

Major accomplishments include issuing the fourth quarter maintenance invoices and issuing the second quarter report for FY'2014. There are innovative projects in Region 1, including the US 6 mainline bridge over Garrison that will be developed and delivered using the streamlined design build method and the I-70 Business Route in Idaho Springs will be delivered through CMGC. There have been two bridges go to ad in Region 1. The one project includes the two I-76 bridges over the railroad.

There was very little change from February in program financing. This is due to the fact that no bridges have been added to the program. Bridge Enterprise hopes to see the 100th bridge completed in April 2014. Also not much change in the status of the \$300 million bond program since February. No change from February in the status of the thirty most deficient bridges.

The DBE participation from October 2013 to February 2014 was 14%. The goal is 13.3%, so Bridge Enterprise exceeded its goal. There were 19 DBE subcontracts that totaled \$3.6 million, which is a testament to the program. It can be difficult finding DBEs that can meet the schedule, especially for the more aggressive projects, and everyone worked hard to ensure Bridge Enterprise met the goal.

Adjournment

Chairman Aden asked if there were any more matters to come before the Bridge Enterprise Board and hearing none, Chairman Aden announced the adjournment of the meeting at 11:55a.m.



COLORADO

Department of Transportation

Statewide Bridge Enterprise

4201 E. Arkansas Ave.
Denver, CO 80222

MEMORANDUM

TO: Bridge Enterprise Board of Directors

FROM: Scott McDaniel, CDOT Acting Chief Engineer

DATE: May 15, 2014

SUBJECT: May 2014 On-System Poor List with Prioritization Scoring Update

This memorandum is to update the Board on the changes to the Bridge Enterprise Prioritization Plan due to the 2014 On-System Poor List released by Staff Bridge in April 2014.

Based on the new list, there is one newly eligible bridge which brings Bridge Enterprise to 180 total eligible bridges. Bridge B-16-AM located in Region 4, Larimer County has a prioritization score of 24 which indicates that it is not a strong program candidate at this time.

The attached document shows the current Prioritization Plan for bridges that are In Design, Not Yet Programmed or No Action Proposed.

If you have any questions regarding these statements please do not hesitate to contact me.





	Status	Prioritization Plan Score	Original Bridge Number	2013 Regions	Facility Carried over Featured Intersection	Projected Liability*	2014 Sufficiency Rating	SD/FO	Project Delivery Method
Ilex	In Design	44	L-18-M	2	I 25 ML NBND over INDIANA AVE	\$1,186,000	26.6	SD	D/B
	In Design	40.5	K-18-CK	2	I 25 ML NBND over NP RR, ILEX ST, BENNET ST	\$18,125,000	18.6	SD/FO	D/B
	In Design	40.5	K-18-CL	2	I 25 ML SBND over NP RR, ILEX ST, BENNET ST	\$18,125,000	16.9	SD	D/B
	In Design	38	L-18-W	2	I 25 ML SBND over INDIANA AVE	\$784,000	30.2	SD/FO	D/B
	In Design	32.5	K-18-R	2	US 50 BUS EBND over ARKANSAS RIVER	\$1,685,000	47.2	SD	D/B
	In Design	29	L-18-AQ	2	NORTHERN AVE over I 25 ML	\$2,654,000	37.8	SD	D/B
	In Design	27.5	K-18-AX	2	I 25 ML NBND over US 50 BUS. RTE.	\$2,562,000	49.7	FO	D/B
	In Design	27	L-18-AU	2	MESA AVE over I 25 ML	\$1,926,000	49.8	SD	D/B
East I-70 EIS	Not Programmed	41.5	E-17-EW	1	I 70 ML EBND over UP RR	\$8,950,000	40.3	SD	
	Not Programmed	41.5	E-17-DF	1	I 70 ML WBND over UP RR	\$8,950,000	40.3	SD	
Havana	In Design	41	E-17-JP	1	I 70 ML over HAVANA ST, UP RR	\$31,159,000	43.8	SD	D/B
	In Design	40	E-16-AA	1	US 287 ML over BNSF RR SPUR	\$15,000,000	48.3	SD	D-B-B
18155	In Design	39.5	L-28-C	2	US 50 ML over BNSF RR	\$5,297,000	45	SD	D-B-B
	In Design	36.5	L-27-S	2	US 50 ML over DRAW		45.2	SD	D-B-B
Huerfano County	Not Programmed	38.5	N-17-BN	2	I25 ML SBND over CO RD 640, BUTTE CREEK	\$4,940,000	49.3	SD/FO	
	Not Programmed	34	N-17-S	2	I25 ML NBND over CO RD 103, BUTTE CREEK	\$5,846,000	45.1	SD	
	In Design	36	F-11-AC	3	I 70 ML EBND over US 6, RR, EAGLE RIVER	\$10,466,000	44	SD	D-B-B w/ A+B bid
	In Design	33	F-11-AB	3	I 70 ML WBND over US 6, RR, EAGLE RIVER		45	SD	D-B-B w/ A+B bid
Garrison	In Design	36.5	F-16-ER	1	US 6 ML over GARRISON STREET	\$12,000,000	31.6	SD	Streamlined D/B
E. I-70 EIS	Not Programmed	36.5	E-17-KR	1	I 270 ML EBND over I 70 ML	\$9,369,000	39.4	SD/FO	
	In Design	34.5	F-14-Y	1	I 70(BUSINESS RT) over I 70 ML	\$3,300,000	34.5	SD	CMGC
	Not Programmed	33.5	D-13-A	3	US 34 ML over N FK COLORADO RIVER	\$2,605,000	42.8	SD	
	Not Programmed	33.5	G-03-Q	3	COLORADO RIVER OVERFLOW	\$18,656,000	46.7	SD	
	In Design	33	G-17-A	1	US 85 ML over SAND CREEK	\$2,600,000	35.7	SD	To be shelved
Viaduct	In Design	32	E-17-FX	1	I 70 ML over US 6, RR, CITY ST	\$426,554,000	62	FO	
	Not Programmed	32	F-05-L	3	I 70 ML WBND over COLORADO RIVER	\$16,823,000	49.9	SD	
Poudre River	In Design	31	B-16-D	4	SH 14 ML over CACHE LA POUUDRE RIVER	\$12,176,000	38	SD	D-B-B
	Not Programmed	31	C-17-B	4	SH 60 ML over SOUTH PLATTE RIVER	\$18,160,000	32	SD	
	Design Completed	31	K-16-S	2	SH 120 ML over DRAW, UP RR	\$3,898,000	48.2	SD	D-B-B
	Not Programmed	30	F-10-L	3	I 70 ML EBND over US 6, RR, EAGLE RIVER	\$21,284,000	44.3	SD	
	Not Programmed	30	K-14-B	2	US 50 ML over OAK CREEK	\$500,000	49.6	SD	
	In Design	30	K-14-J	2	US 50 ML over DRAW	\$1,542,000	45.9	SD	D-B-B
	Not Programmed	30	L-22-L	2	SH 71 ML over ARKANSAS RIVER	\$10,244,000	48.8	SD	
Grand Ave	In Design	29.5	F-07-A	3	SH 82 ML over I70 ML, COLORADO RVR,RR	\$73,260,000	43.2	FO	CMGC
	Not Programmed	29	B-16-EU	4	COUNTY ROAD 48 over I 25 ML	\$4,412,000	46.2	SD	
	Not Programmed	28.5	F-19-AF	1	COUNTY ROAD over I 70 ML	\$5,472,000	46.6	SD	
	In Design	26.5	M-16-P	2	SH 69 ML over MILLIGAN ARROYO	\$1,794,000	39.4	SD	To be shelved
	Not Programmed	25	L-19-G	2	SH 96 ML over BOB CREEK CANAL	\$1,629,000	50.6	NO	
	Not Programmed	24.5	F-08-D	3	I 70 SERVICE RD over UP RR (SR)	\$3,568,000	47.7	SD	
Newly added Apr. 2014	Not Programmed	24	B-16-AM	4	PROSPECT ROAD over I25 ML	\$5,043,000	49	SD	
	Not Programmed	23.5	K-17-F	2	SH 96 ML over RUSH CREEK	\$2,394,000	38.1	SD	
	Not Programmed	23	E-17-IC	1	YORK STREET over I 270 ML	\$13,043,000	49.9	SD	
	Not Programmed	23	F-19-F	1	US 36 ML over DRAW	\$2,534,000	49.1	SD	
	Not Programmed	21.5	N-11-C	5	SH 112 ML over RIO GRANDE CANAL	\$1,291,500	39.8	FO	
	Not Programmed	19.5	G-12-C	2	SH 9 ML over PLATTE GULCH	\$656,000	53.7	SD	

* Projected Liability equal to construction budget for programmed structures; total project cost for not programmed structures.

- ★ Strong Candidate: Speak with Region to program
- ★ Good Candidate: Speak with DPM for Pre-scoping
- ★ Not a Strong Candidate: No Action

No Action Proposed Bridges

Status	Prioritization Plan Score	Original Bridge Number	2013 Regions	Facility Carried over Featured Intersection	Projected Liability*	2014 Sufficiency Rating	SD/FO	Reason for No Action
No Action Proposed	36	E-17-EP	1	SH 6 DITCH RIDER RD over BURLINGTON CANAL SR		49	SD	Region wants to demo
No Action Proposed	25.5	F-15-D	1	I 70 FRONTAGE RD over CLEAR CREEK (SR)		69.9	SD	Improved Sufficiency Rating/ ADT correction
No Action Proposed	23.5	E-17-AH	1	ON 40TH AVE W of SH 2 ML over BNSF RR		48.1	SD	Previous IGA
No Action Proposed	22.5	G-21-Y	4	I 70 BUSINESS SPUR over I 70 ML		63.2	SD	Improved Sufficiency Rating/ ADT correction
No Action Proposed	21	D-19-A	4	I 76 SERVICE RD over LOST CREEK SR		49	SD	Low ADT
★ No Action Proposed	20.5	F-05-C	3	SH 13 ML over RIFLE CREEK		49.8	FO	Plan to turn over to Rifle
No Action Proposed	17.5	C-17-EL	4	I 25 ML over DRAW		75.1	NO	Improved Sufficiency Rating
No Action Proposed	15	F-15-BL	1	I 70 ML WBND over US 6, CLEAR CREEK		60.6	NO	Improved Sufficiency Rating
★ No Action Proposed	14.5	I-17-O	2	I 25 SERVICE RD over PINE CREEK		47.3	NO	Improved Sufficiency Rating/ ADT correction
★ No Action Proposed	13	E-12-I	3	SH 9 ML over BLUE RIVER		83.3	NO	Improved Sufficiency Rating
No Action Proposed	13	N-17-AD	2	I 25 ML SBND over US 160 ML, RR SPUR		63.4	NO	Improved Sufficiency Rating
★ No Action Proposed	11	F-11-AO	3	I 70 ML EBND over TIMBER CREEK		83.8	NO	Improved Sufficiency Rating
No Action Proposed	11	F-16-GG	1	PERRY STREET over US 6 ML		80	FO	Improved Sufficiency Rating
No Action Proposed	10.5	O-12-AD	5	SH 371 ML over ALAMOSA RIVER		61.1	NO	turn road over to county
No Action Proposed	9	C-18-BK	4	US 85 BYPASS SBND over US 85 BUS RT		67.1	NO	Improved Sufficiency Rating
No Action Proposed	5	E-15-AA	4	SH 170 ML over COMMUNITY DITCH AR		Removed (61.4)	NO	In a state park/ ADT Correction



COLORADO

Department of
Transportation



Colorado Bridge Enterprise

May 2014 Monthly Progress Report

Board of Directors Meeting



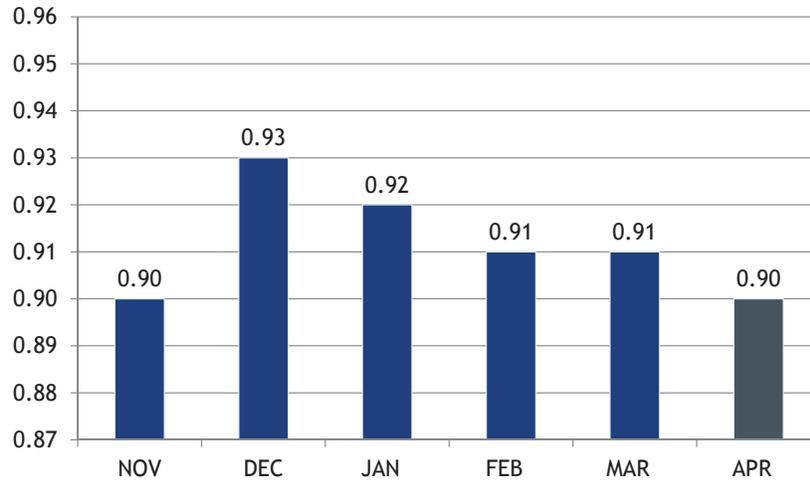
Program Schedule

- Program schedule updated for work complete through April 2014
- April Schedule Performance Index (SPI) = 0.90; 0.01 DECREASE from prior month (March SPI = 0.91)
- Over-performing projects
 - 3 projects with \$5.6M in combined Earned Value (EV) greater than planned
 - INCREASES overall program SPI by 0.01; NO CHANGE from prior month
- Under-performing projects
 - 12 Railroad projects with \$24.6M in combined lost EV
 - Reduces overall program SPI calculation by 0.06; 0.01 INCREASE from prior month
 - 2 non-railroad projects with lost EV of 0.010 or greater for this month
 - Region 3 SH82 over I-70, the Colorado R. and UPRR impacting program SPI by 0.013, 0.005 DECREASE from prior month
 - Region 4 SH14 over Cache La Poudre R. impacting program by 0.012, 0.002 INCREASE from prior month



Program Schedule

Program SPI by Month



Program Goal SPI \geq 0.90

5/15/2014



Major Achievements

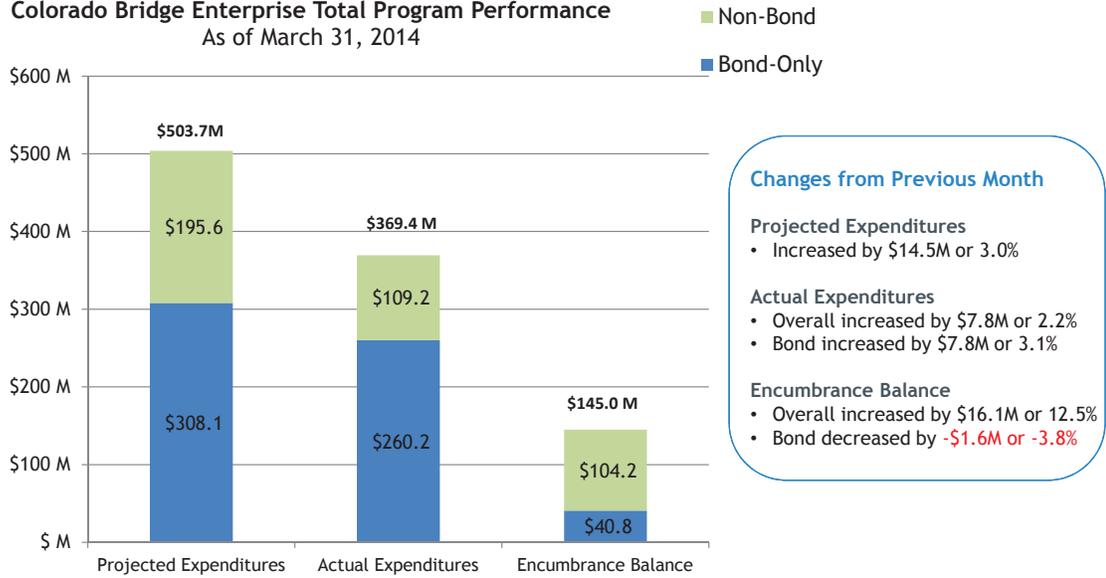
- **Bridges Added**
 - Region 4
 - B-16-AM: Prospect Road over I 25 (Larimer County)
 - New inspection - 2014 poor list
 - 180 total eligible bridges (179 to 180)
- **Bridges Completed**
 - Region 2
 - O-19-H: US 350 ML over Purgatoire River (Las Animas County, CO)
 - 100th Completed BE Bridge
- **Bridges to Ad**
 - Region 2
 - P-23-A: SH 160 ML over Smith Canyon Tributary (Las Animas County, CO)

5/15/2014



Total Program Financial Performance

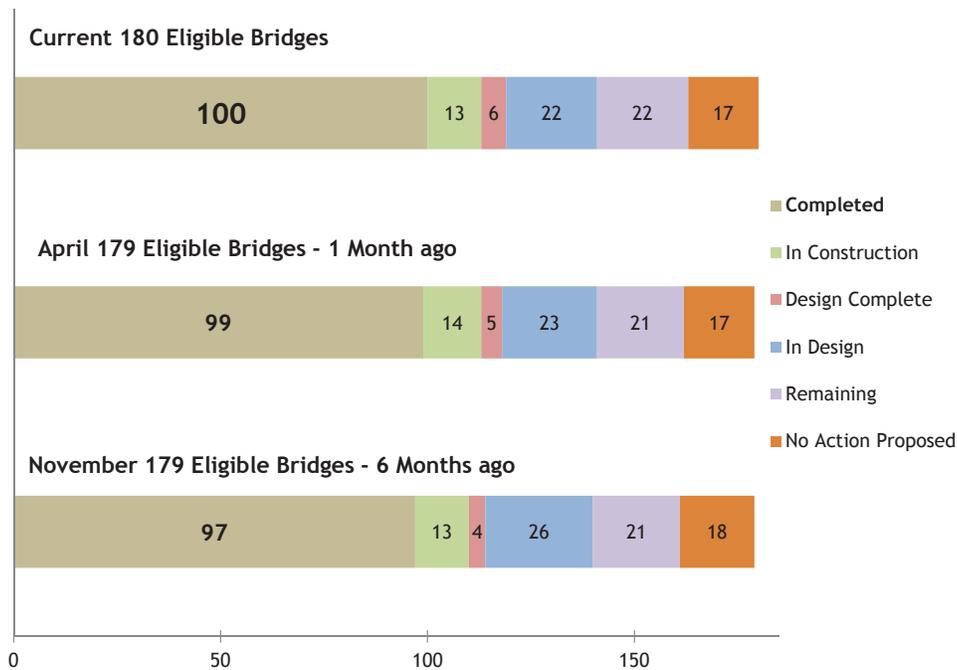
Colorado Bridge Enterprise Total Program Performance
As of March 31, 2014



5/15/2014



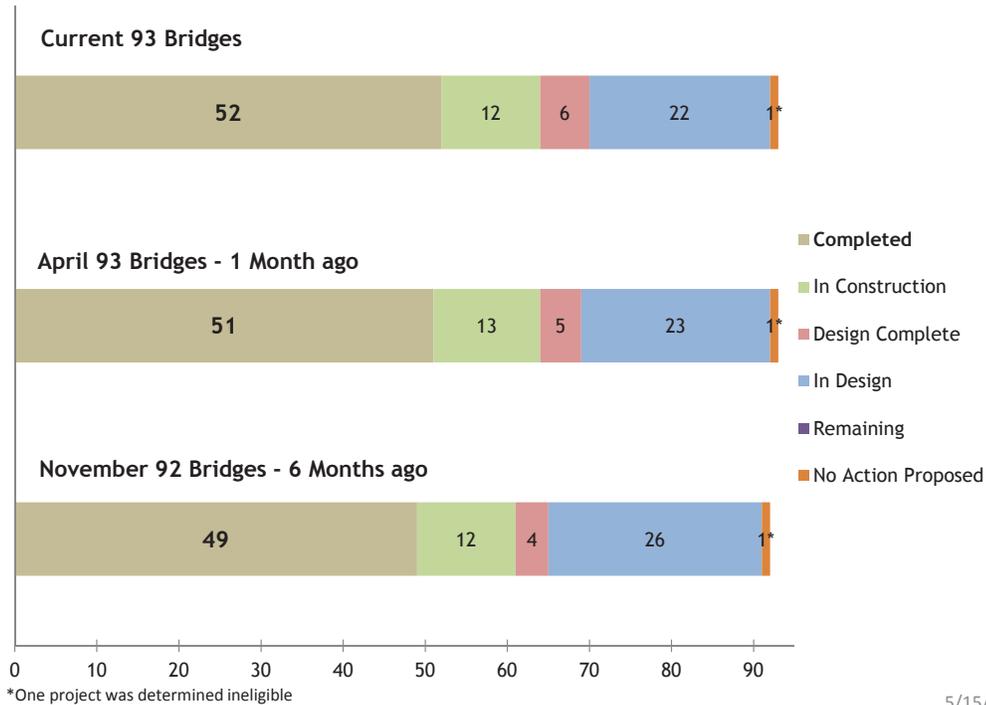
Status FASTER Eligible Bridges



5/15/2014



Status \$300M Bond Bridges



5/15/2014



Status of 30 Most Deficient Bridges

	2014 Poor List Bridges Worst 30 Status	Original 128 Bridges Worst 30 Status
Complete	3	27
In Construction	8	1
Design Complete	0	0
In Design	12	2
Remaining	7*	0
Total Addressed	30	30

New list based on the 2014 Poor list

*Bridge	Region	Location	Current Status	PP Score
E-17-EW	R1	I 70 ML EBND over UP RR	Pending I-70 East FEIS	41.5
E-17-DF	R1	I 70 ML WBND over UP RR	Pending I-70 East FEIS	41.5
E-17-KR	R1	I 270 ML EBND over I 70 ML	Pending I-70 East FEIS	36.5
C-17-B	R4	SH 60 ML over SOUTH PLATTE RIVER	Currently Not Programmed	31
D-13-A	R3	US 34 ML over N FORK COLORADO RIVER	Currently Not Programmed	33.5
K-17-F	R2	SH 96 ML over RUSH CREEK	Currently Not Programmed	23.5
N-11-C	R5	SH 112 ML over RIO GRANDE CANAL	Currently Not Programmed	21.5

5/15/2014



BE DBE Participation

State & FHWA-funded BE construction contracts continue to help CDOT exceed its overall DBE goal through the following achievements:

FFY 2014 Period(10/1/2013 - 3/31/2014)

- 22* DBE Subcontracts Awarded = \$ 4,239,792
- Overall DBE Participation on BE Contracts = **12.9%**
- CDOT DBE goal at 13.3%

*The 22 subcontracts went to 20 individual DBE firms

5/15/2014



FASTER Q & A

Questions & Answers

5/15/2014



COLORADO

Department of Transportation

Statewide Bridge Enterprise

4201 E. Arkansas Ave.
Denver, CO 80222

MEMORANDUM

TO: Bridge Enterprise Board of Directors

FROM: Scott McDaniel, CDOT Acting Chief Engineer

DATE: May 15, 2014

SUBJECT: Bridge Enterprise 100th Completed Bridge Presentation

Colorado Department of Transportation (CDOT) and Bridge Enterprise (BE) are pleased to announce the completion of the 100th program bridge. Construction for US 350 over the Purgatoire River (O-19-H) in Region 2 was finished in April of 2014, making it the 100th completed BE eligible bridge.

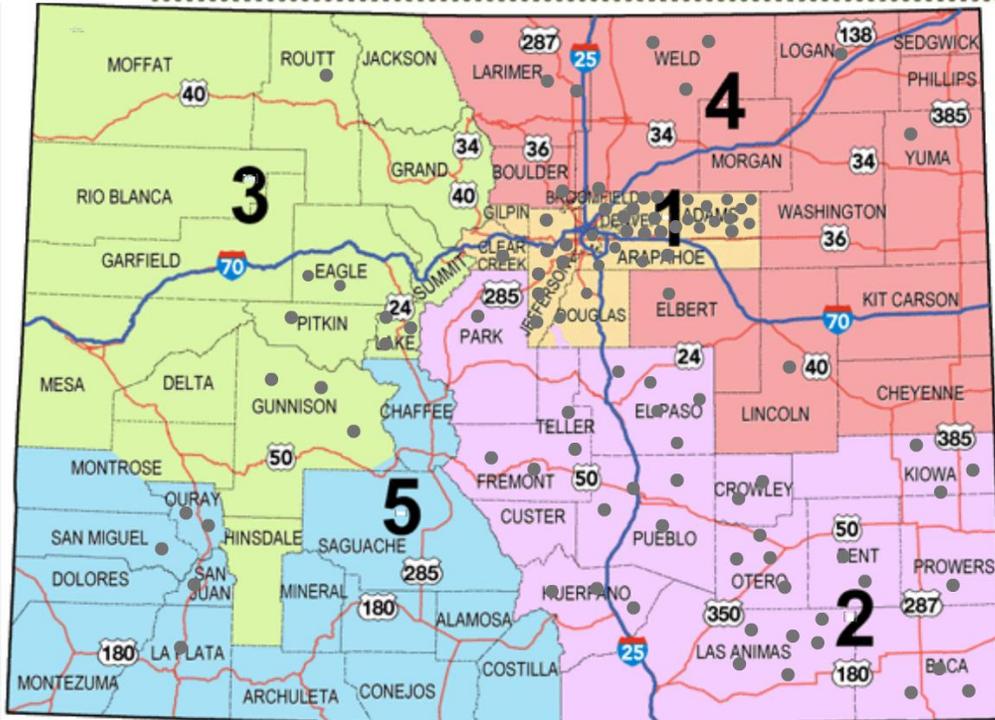
The BE team has prepared a brief presentation marking the completion of its 100th program bridge. The presentation highlights some of the program milestones since the inception of BE in 2009 as well as showcases some of the completed bridges throughout the CDOT regions.

CDOT and BE are proud to mark this milestone. Our thanks to the BE Board for your continued support of the program. Please let me know if you have any questions.





CDOT and Colorado Bridge Enterprise



Celebrate **100** Completed Bridges

● Represents completed bridges in region/county; NTS -1-



REGION 1

R1 County	BE Bridges Complete
ADAMS	11
ARAPAHOE	4
BROOMFIELD	2
CLEAR CREEK	1
DENVER	10
DOUGLAS	2
JEFFERSON	7
Total	37

Notable CDOT Region 1 Completions:

Pecos St. over I70, Denver



Peoria St. over I76, Adams



US85 over Dad Clark Gulch



US6 over SH95/Sheridan, Jefferson



-3-

Notable CDOT Region 1 Completions:

Wadsworth Pkwy over US36



Denver/Boulder Tpke SE of SH 121



I25 Santa Fe Bridges, Denver





REGION 2

R2 County	BE Bridges Complete
BACA	3
BENT	2
CROWLEY	2
EL PASO	5
FREMONT	2
HUERFANO	3
KIOWA	3
LAS ANIMAS	6
OTERO	4
PARK	1
PROWERS	1
PUEBLO	4
TELLER	2
Total	38

-5-

Notable CDOT Region 2 Completions:

Rocky Ford Bridges, Otero County:



SH266 over Ft. Lyon Storage Canal



SH266 over Holbrook Canal



SH71 over Fort Lyon Canal

US 160 Bridges, Baca County:



US160 over Draw, SW of Prichett



US160 over Draw, W of Prichett



US160 over Cat Creek



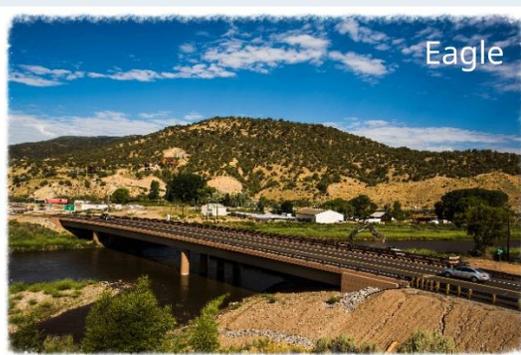
REGION 3

R3 County	BE Bridges Complete
EAGLE	2
GUNNISON	3
LAKE	3
PITKIN	1
ROUTT	1
Total	10

-7-

Notable CDOT Region 3 Completions:

170 Service Rd. over Colorado River



US 6 over Eagle River, Eagle



US 24 over UPRR, Lake County



US 40 over E Fork Elk River, Routt





REGION 4

R4 County	BE Bridges Complete
ELBERT	1
LARIMER	3
LINCOLN	1
LOGAN/SEDGWICK	1
WELD	3
YUMA	1
Total	10

-9-

Notable CDOT Region 4 Completions:

I25 Service Rd. over Little Thompson River

Weld



SH14 over Coalbank Creek, Weld



SH66 over St. Vrain River, Weld



US34 over N Fork Republican, Yuma





REGION 5

R5 County	BE Bridges Complete
LA PLATA	1
OURAY	2
SAN JUAN	1
SAN MIGUEL	1
Total	5

-11-

Notable CDOT Region 5 Completions:

US160 over Animas River

La Plata



SH145 over Leopard Creek

San Miguel

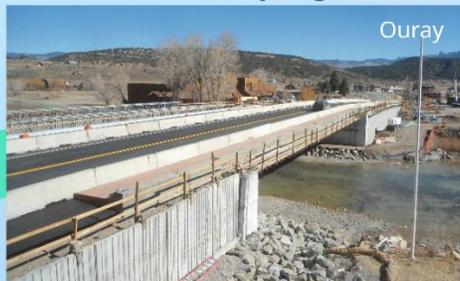


US550 over Bear Creek



Ouray

SH62 over Uncompahgre River



Ouray

US550 over Mineral Creek



San Juan

BE has repaired or replaced bridges in **36 of Colorado's 64 counties**

$$\frac{36}{64} = \text{more than } 56\%$$

-13-



Formula for Success:

Approx. 1,050,000 sq. ft. of New Deck Area



93 Replacement, 7 Rehabilitated Bridges

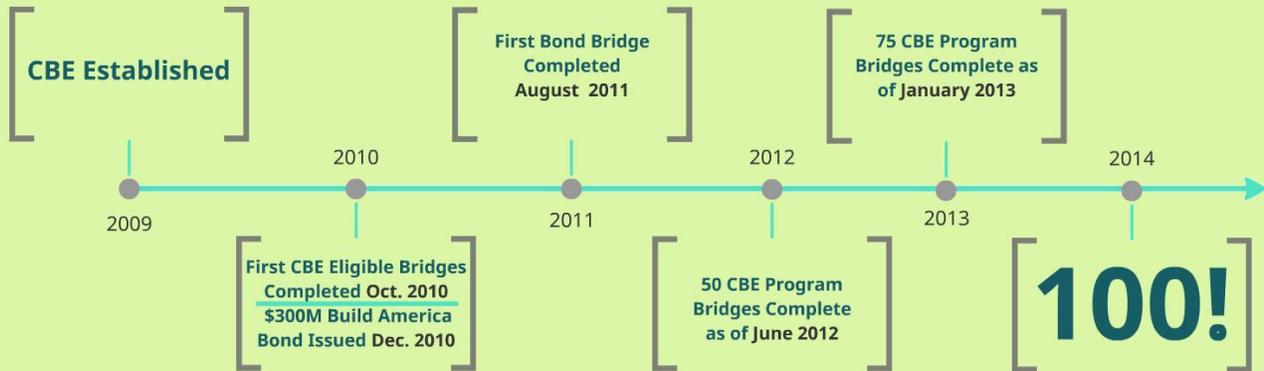


**81 Design-Bid-Build, 14 Design/Build, 5 Construction Manager/
General Contractor Project Delivery Methods**

$$= 100$$



MILESTONES



-15-

US 350 over the Purgatoire River | Region 2 | Las Animas County



**100th Completed
CBE Bridge!**

Thank You for
Your Continued
Support of the
CBE Program.



Questions or Comments?

-17-



COLORADO
Department of Transportation

Staff Bridge
4201 East Arkansas Ave., Room 107
Denver, CO 80222-3400

MEMORANDUM

TO: Bridge Enterprise Board of Directors
FROM: Joshua Laipply, CDOT Staff Bridge
DATE: May 15, 2014
SUBJECT: Colorado Bridge Condition & Federal Reauthorization

On Thursday February 24th, the American Road and Transportation Builders Association (ARTBA) released a report to urge Congress to address concerns regarding the solvency of the Highway Trust Fund. The goal is for congress to reauthorize the transportation funding legislation passed in July of 2012 termed Moving Ahead for Progress in the 21st century (MAP-21). The ARTBA utilized 2013 National Bridge Inventory data to depict national conditions and show need for Federal investment in our aging infrastructure. The information provided in the presentation is intended to give the current status of the statewide bridge condition, the funding sources to maintain our bridge infrastructure and our bridge plan moving forward.





COLORADO

Department of
Transportation



Colorado Bridge Condition and Federal Reauthorization



ARTBA Press Release to Congress



FOR IMMEDIATE RELEASE

April 24, 2014

Contacts:

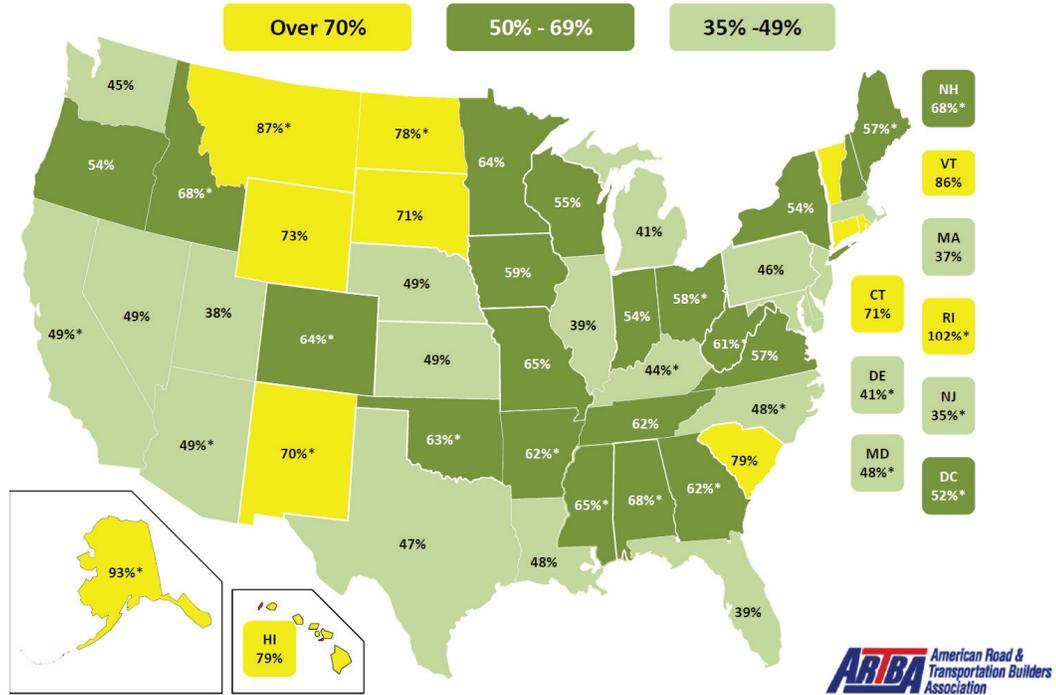
Beth McGinn
Dr. Alison Premo Black
Matt Jeanneret
202.289.4434

As Collapse of Federal Support for Highway & Bridge Investment Draws Near, More than 63,000 U.S. Bridges Need Structural Repair, New Analysis Finds

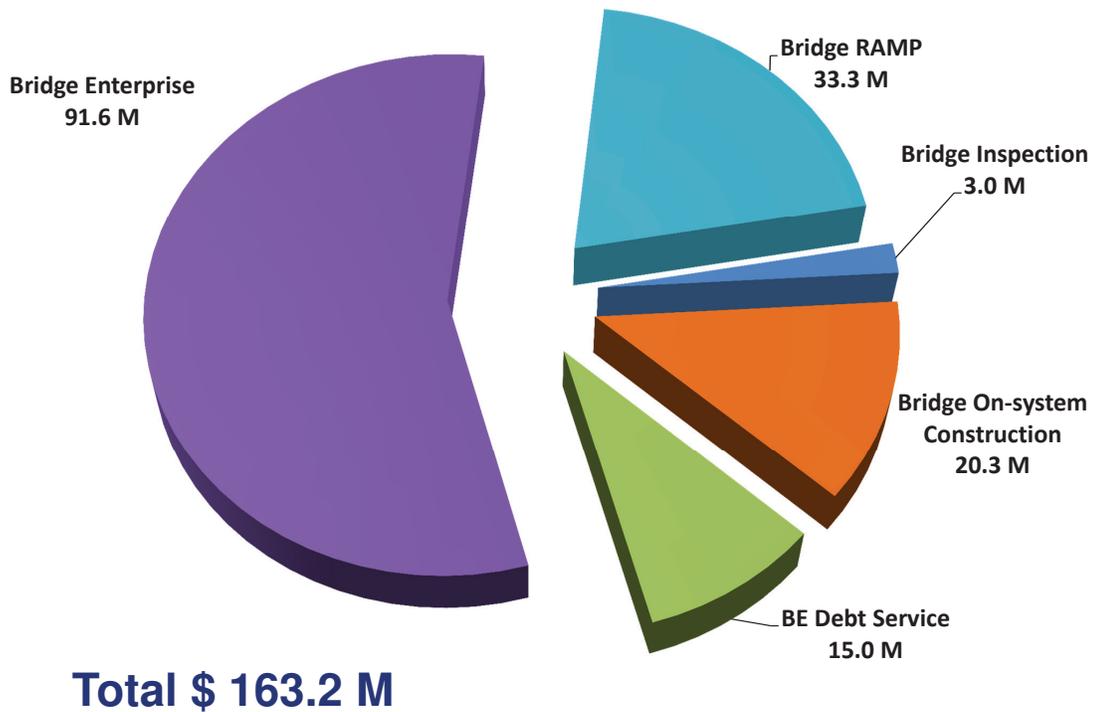
State Specific Information Provided



Percent of Federal Funding on Annual Road & Bridge Projects



FY14 Bridge Investment





How do we compare Nationally?

2013 structurally deficient bridges, ranked by deficient bridges as % of inventory

Rank	State	Number of Bridges	Structurally Deficient Bridges
1	Pennsylvania	22,660	5,218
2	Rhode Island	766	167
3	Iowa	24,398	5,043
4	South Dakota	5,875	1,210
5	Nebraska	15,370	2,739
6	Oklahoma	22,922	4,227
7	North Dakota	4,439	726
8	Maine	2,402	366
9	New Hampshire	2,438	355
10	Louisiana	13,950	1,827
11	Missouri	24,350	3,357
12	Wyoming	3,099	443
13	Hawaii	1,125	101
14	Mississippi	17,044	2,274
15	North Carolina	18,168	2,268
16	West Virginia	7,125	444
17	Michigan	11,022	1,398
18	New York	17,442	2,378
19	Alaska	1,196	133
20	California	24,955	2,289
21	South Carolina	9,275	1,148
22	Connecticut	4,218	313
23	Idaho	4,321	306
24	Indiana	7,464	324
25	Kansas	4,644	324
26	New Jersey	14,088	1,305
27	Alabama	4,321	306
28	Illinois	27,015	2,243
29	Kentucky	3,935	298
30	Massachusetts	4,218	313
31	Vermont	1,125	101
32	Virginia	14,088	1,305
33	Wisconsin	14,088	1,305
34	District of Columbia	252	21
35	Minnesota	13,137	1,016
36	New Mexico	3,935	298
37	Ohio	27,015	2,243
38	Arkansas	4,218	313
39	Montana	5,126	376
40	Colorado	8,612	536
41	Delaware	864	56
42	Georgia	14,769	835
43	Maryland	5,291	333
44	Oregon	7,656	431
45	Tennessee	20,058	1,157
46	Washington	7,902	372
47	Utah	2,974	117
48	Arizona	7,862	238
49	Florida	12,070	259
50	Nevada	1,853	36
51	Texas	52,561	1,283

2013 structurally deficient bridges, ranked by deficient bridges as % of inventory

Rank	State	Number of Bridges	Structurally Deficient Bridges	% of total
39	Montana	5,126	376	7.0%
40	Colorado	8,612	536	6.0%
41	Delaware	864	56	6.0%
42	Georgia	14,769	835	6.0%
43	Maryland	5,291	333	6.0%
44	Oregon	7,656	431	6.0%
45	Tennessee	20,058	1,157	6.0%
46	Washington	7,902	372	5.0%

- The worst 10 states ranked by SD bridge condition average 64% of their funding from the federal government.
- The best 10 states ranked by SD bridge condition average 53% of their funding from the federal government.



ARTBA List of Colorado Bridges

Top 10 Most Traveled Structurally Deficient Bridges in the State

County	Year Built	Daily Crossings	Type of Bridge	Location (route/water under the bridge, traffic on the bridge and location)
Denver	1964	183,000	Urban Interstate	HAVANA ST UP RR, I 70 ML, IN DENVER
Denver	1956	137,000	Rural arterial	BNSF RR, US 6 ML, EAST EDGE OF I-25 INT.
Denver	1956	137,000	Urban freeway/expressway	SOUTH PLATTE RIVER, US 6 ML, W SIDE OF I-25 INT. DENVR
Denver	1958	131,000	Urban freeway/expressway	BRYANT STREET, US 6 ML, IN DENVER
Jefferson	2011	113,000	Urban freeway/expressway	SH 95 ML/SHERIDAN AVE., US 6 ML, IN LAKEWOOD
Denver	1965	109,000	Rural minor arterial	I 70 ML, PECOS STREET, IN DENVER
Jefferson	1964	102,000	Urban freeway/expressway	GARRISON STREET, US 6 ML, IN LAKEWOOD
Jefferson	1972	101,000	Urban freeway/expressway	SH 121 ML, US 6 ML, IN LAKEWOOD
Denver	1966	96,500	Urban Interstate	TENNYSON STREET, I 70 ML, LAKESIDE
Denver	1958	95,500	Urban Interstate	US 85 ML, I 25 ML NBND, IN DENVER



PD-14 Draft Excerpt

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.

(1) Bridges

MEASURES:

- Condition of National Highway System (NHS) bridges
- Condition of state highway bridges
- Risk-Based Asset Management Plan Goals for bridges

OBJECTIVES:

- Maintain the percent of NHS bridge total 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 goals in the Risk-Based Asset Management Plan.

ASPIRATIONAL OBJECTIVES:

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



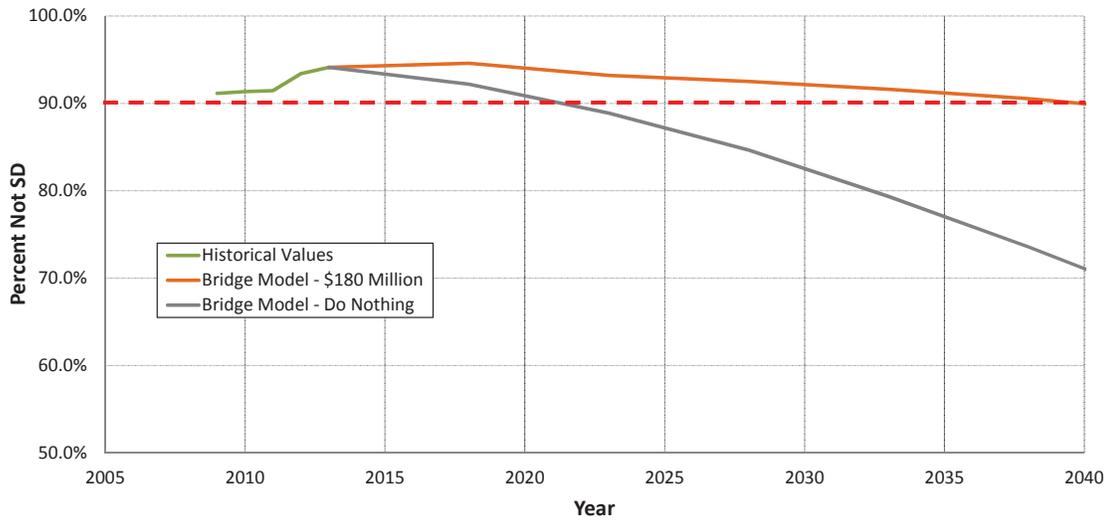
Risk Based Asset Management Plan

Table 4.1 CDOT Objectives and Targets (From PD 14 and Additional Developed by Staff)

Asset	Measure	Current Performance	Aspirational Target	Fiscally Constrained Target	Performance Gap ^b
Bridges	Percentage of deck area on structurally deficient CDOT-owned bridges	6%	5%	10% ^a	5%
	Percentage of deck area on structurally deficient bridges on the NHS	5%	5%	10% ^a	5%
	Percentage of CDOT-owned bridges over waterways that are scour critical	6%	1%	5%	4%
	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	1%	0%	1%	1%
	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	8%	2%	7%	5%
	Percentage of CDOT-owned bridges posted for load	0%	0%	0%	0%
	Percentage of CDOT-owned bridges with a load restriction	3%	1%	3%	2%
	Percentage of leaking expansion joint by length on CDOT-owned bridges	18%	5%	15%	10%
	Percentage of CDOT-owned bridge deck area that is unsealed or otherwise unprotected	41%	5%	30%	25%



Future Bridge Condition



Take away

Federal Funding Contributes a significant portion of our program and is essential to meeting our goals.





COLORADO

Department of Transportation

Statewide Bridge Enterprise

4201 E. Arkansas Ave.
Denver, CO 80222

MEMORANDUM

TO: Bridge Enterprise Board of Directors
FROM: Scott Richrath, Bridge Enterprise CFO
DATE: May 15, 2014
SUBJECT: Bond Program Update

Program Liability

The total liabilities of the program have decreased from \$816.1M (December 31, 2013 update) to \$811.0M (March 31st update); a \$5.1M decrease. The net decrease is primarily due to project savings and revised estimates.

Forecasted Bond Spending

Per the attached "Status of Unexpended Bond Funds" document, the program had a balance of \$63.9M as of December 31, 2013 as opposed to a balance of \$48.0M as of March 31, 2014, a reduction of \$15.9M. The \$48.0M balance is made by the unexpended Net Bond Proceeds of \$37.8M plus \$10.2M of life-to-date interest earnings. The \$48.0M is expected to be substantially expended by the end of March 2015. Bridge Enterprise staff is expediting the release of bond balances from substantially complete projects and swapping out bond funds from slower performing projects and rebudgeting the bond funds to higher performing projects. Since the beginning of FY2014, \$25.2M of bond funds have been transferred to the US 6 Design/Build project and to Arapahoe over Cherry Creek. A list of other potential projects that can expend the bond funds has been compiled and will be employed as bond funding releases and transfers can be executed.

The above information should be contrasted to overall program expenditures. According to the March 31, 2014 CBE Budget to Actual report (produced by the Bridge Enterprise accountant), total expenditures to date are \$369.4M which includes the B of A loan, FASTER pay-go funds and other funding sources. This amount is 109.2M in addition to bond proceeds spending.

Total Bond Program Encumbrance

Per the attached program encumbrance table, there is a projected -\$49.4M budget deficit in FY2015 and a \$35.9M FY2016 surplus. A projected cash deficit is not new but the amount has increased significantly in FY15 reflective of the financial liability associated with the I-70 viaduct ROW acquisition costs. The timing on when the ROW dollars are actually paid out will influence this number. The encumbrance table commits the total estimated construction costs at the projected AD date. The program is scheduled to convert financial records to cash flow financing which is anticipated to reduce the projected cash-deficit as cash flow financing better syncs-up work scope with the FASTER revenue stream.



Cash Flow

Per the attached “Project Cash-Current Program” document, a cash flow projection that depicts all current available BE cash balances, forecasted revenues and forecasted expenditures for all currently programmed projects. The time of the cash flow spans the life of the currently programmed BE projects. The cash balance at March 31, 2014 was \$311.4M and is projected to dip down to \$61.5M at its low point on December 31, 2015 and then rebound to \$129.1M by June 30, 2017.

Summary

Based upon the above noted information, it is forecasted bond spending will be substantially complete by March 31, 2015. This will be accomplished by reallocating bond funds from substantially complete and slower performing projects to higher performing projects. Although a budget deficit of -\$49.4M is projected to occur in FY15, the cash flow analysis has shown that there is sufficient cash available to fund the currently programmed projects. A budget surplus of \$35.9M is forecasted by FY16. As of March 31, 2014 there is \$311.0M of available cash and is forecasted to be at \$129.1M by June 30, 2017.

Recommendation

Based on the financial analysis included herein and evaluation of the schedule of current program commitments, the CBE recommends that the program investigate and identify projects that are good candidates to be programmed. The intent of this recommendation is that CBE may fund a project’s preconstruction activities then “shelve” the project for a short period until funding becomes available to complete the construction. This will allow CBE to minimize the lead-time involved in programing new projects when identified as well as gain the ability to spend available funds in a more efficient manner.





\$300M Bond Program Plan: Q3 FY 2014

Lag 90 days

Data w/out Inflationary Rates Applied				
Calendar Year	Quarter	Cost	Cumulative Cost	Funds Remaining
2011	Q1	\$ 436,939	\$ 436,939	\$ 297,563,061
	Q2	\$ 3,173,903	\$ 3,610,842	\$ 294,389,158
	Q3	\$ 3,036,370	\$ 6,647,212	\$ 291,352,788
	Q4	\$ 15,727,273	\$ 22,374,485	\$ 275,625,515
2012	Q1	\$ 11,556,164	\$ 33,930,649	\$ 264,069,351
	Q2	\$ 27,593,064	\$ 61,523,713	\$ 236,476,287
	Q3	\$ 18,452,249	\$ 79,975,962	\$ 218,024,038
	Q4	\$ 29,754,807	\$ 109,730,769	\$ 188,269,231
2013	Q1	\$ 25,854,395	\$ 135,585,165	\$ 162,414,835
	Q2	\$ 42,898,768	\$ 178,483,933	\$ 119,516,067
	Q3	\$ 25,664,577	\$ 204,148,508	\$ 93,851,492
	Q4	\$ 39,875,105	\$ 244,023,613	\$ 53,976,387
2014	Q1	\$ 16,222,401	\$ 260,246,016	\$ 37,753,984
	Q2	\$ 46,084,559	\$ 306,330,575	\$ (8,330,575)
	Q3	\$ 42,531,435	\$ 348,862,010	
	Q4	\$ 67,818,541	\$ 416,680,552	
2015	Q1	\$ 49,499,077	\$ 466,179,629	
	Q2	\$ 50,992,908	\$ 517,172,536	
	Q3	\$ 48,103,170	\$ 565,275,706	
	Q4	\$ 41,162,465	\$ 606,438,171	
2016	Q1	\$ 30,229,170	\$ 636,667,341	
	Q2	\$ 25,751,747	\$ 662,419,088	
	Q3	\$ 19,171,724	\$ 681,590,812	
	Q4	\$ 12,500,531	\$ 694,091,343	
2017	Q1	\$ 12,178,730	\$ 706,270,073	
	Q2	\$ 7,810,124	\$ 714,080,197	
	Q3	\$ 7,886,119	\$ 721,966,316	
	Q4	\$ 3,799,801	\$ 725,766,117	
Grand Total		\$ 725,766,117	\$ 725,766,117	

Other Funding,
Primarily FASTER Bridge



Colorado Bridge Enterprise
 Status of Unexpended Bond Funds
 As of March 31, 2014
 Amounts in Millions

Unexpended Bond Proceeds and Interest Earnings:	12.31.13	\$63.9
	3.31.14	\$48.0

Potential Savings:

Project Budgets in Process of Being Transferred to Higher Spending Projects	\$0.0
Slower Spending and Substantially Complete Projects (Good Candidates for Reprogramming of Budget to Higher Spending Projects)	\$7.4
Older Substantially Complete Projects - Working with Regions to Swap Out Budget and/or Defund Project	\$1.1

Savings Transferred as of April 2014:
 \$19.5 US 6 Design/Build
\$5.7 Arapahoe over Cherry Creek
 \$25.2

Currently Programmed Project Budgets Expected to be Expended by the end of Quarter 1, Calendar Year 2015:	\$39.5 *
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* Includes Savings Already Transferred to US 6 and Arapahoe over Cherry Creek

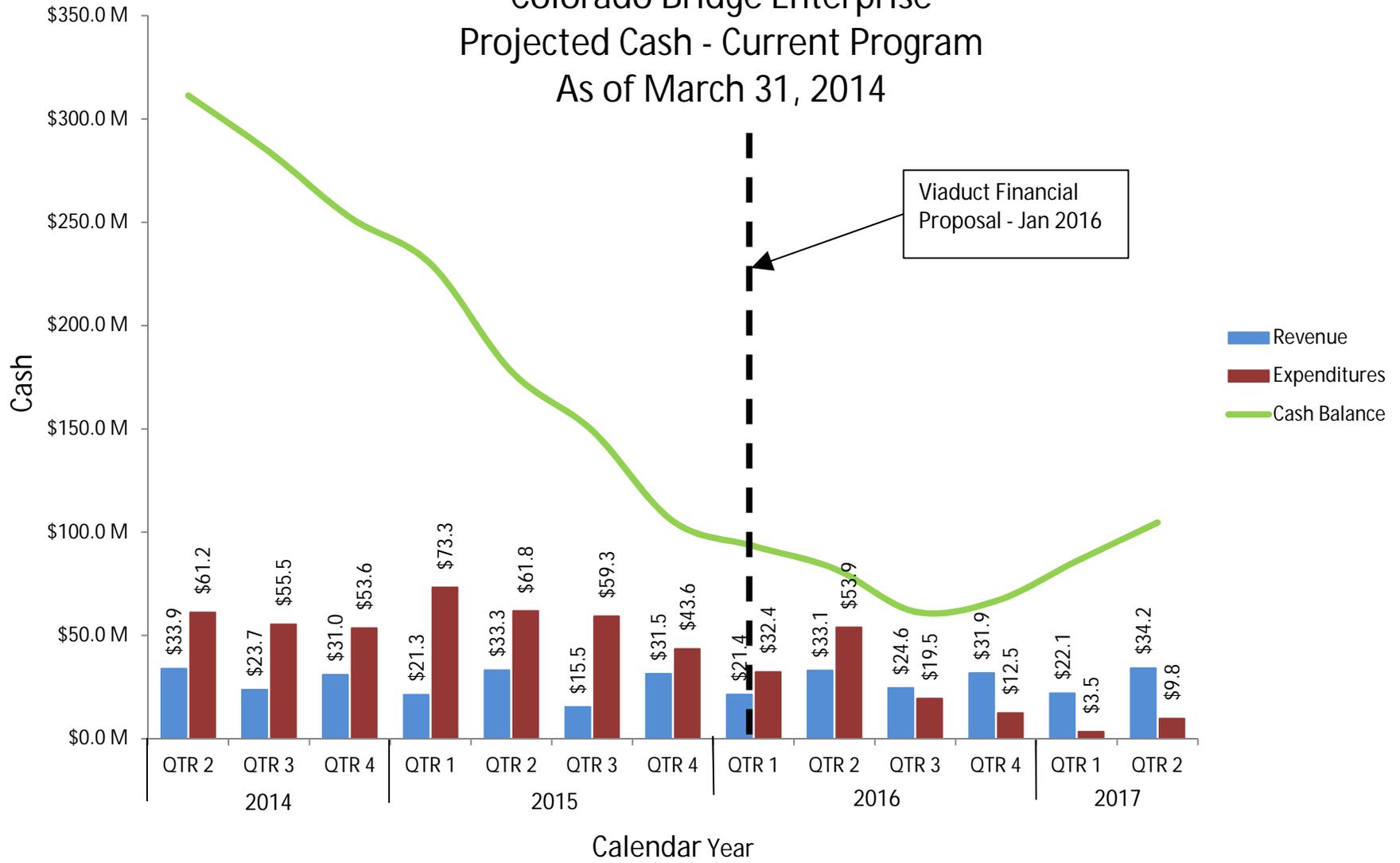
Additional Opportunities for the Transfer of Budget Savings:

- US 6 Design/Build
- Arapahoe over Cherry Creek
- Ilex/Pueblo Rehabs
- Eagle/Vail
- US 40 over Tollgate Creek
- SH44 over Bull Seep and South Platte River
- I-76 over UPRR
- SH 14 over Cache La Poudre River
- I-70 Viaduct

Adjusting for Savings, Timing of Invoices, Expenditures and Billings to Trustee - Project Substantial Use of Bond Funds by March 2015.

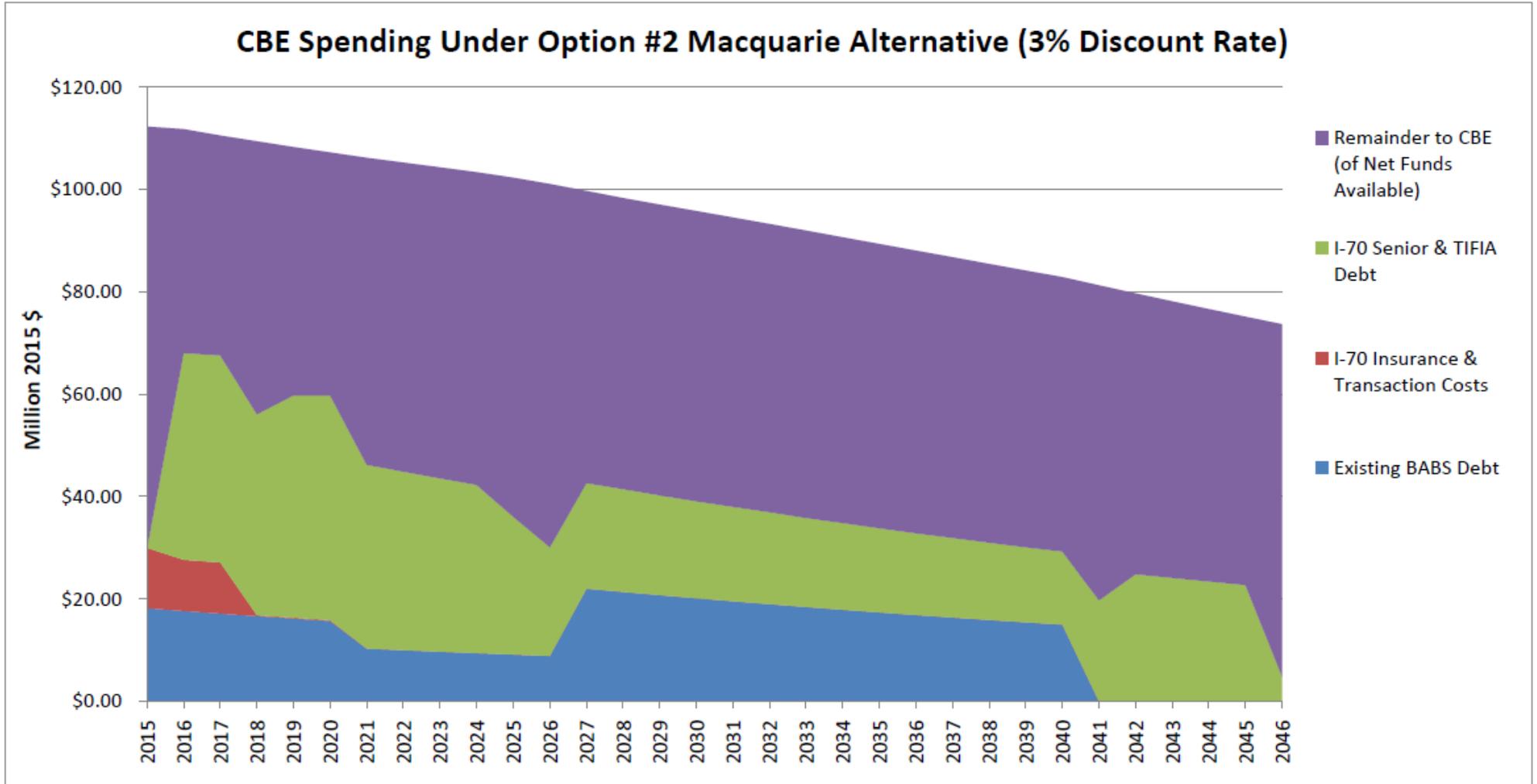


Colorado Bridge Enterprise Projected Cash - Current Program As of March 31, 2014





CBE Spending under Option #2 Macquarie Alternative in 2015 Dollars





COLORADO

Department of Transportation

Statewide Bridge Enterprise

4201 E. Arkansas Ave.
Denver, CO 80222

MEMORANDUM

TO: Bridge Enterprise Board of Directors
FROM: Scott Richrath, Bridge Enterprise CFO
DATE: May 15, 2014
SUBJECT: FY2015 Draft Bridge Enterprise Budget

Attached please find a draft version of the FY2015 Bridge Enterprise budget for your review and feedback. The final FY2015 budget is slated for presentation to the Bridge Enterprise Board during the June 2015 meeting. Please direct any budget issues or concerns to the Bridge Enterprise CFO office.



FY 15 Draft Bridge Enterprise Budget	
Revenue/ Expense	FY 15 Estimated Budget
Bridge Enterprise Budget	
Revenue	
Estimated FASTER Bridge Revenues	\$91,100,000
Interest Earnings	\$2,400,000
Federal Subsidy for Build America Bonds	\$6,381,900
Transfer of State/Local Bridge Funds	\$0
Transfer of Federal Funds	\$15,000,000
Total Revenue	\$114,881,900
Expenses	
Bridge Enterprise Administrative Budget (Cost Center B8800-535 and B88AD-538)	
Program Management	
BE Program Management AECOM	\$1,250,000
CDOT / BE Staff	\$195,625
AG Legal	\$90,000
Annual Audit	\$20,400
Operating Expenses	\$10,000
Other Consulting	\$10,000
Total Program Management	\$1,576,025
Bonding Program	
Trustee	\$9,175
Bond Counsel	\$323,800
Disclosure Counsel	\$82,000
Financial Advisor	\$106,704
Rating Agency	\$135,000
TIFIA Counsel	\$175,000
TIFIA Costs	\$275,000
Travel to Rating Agency	\$5,000
Printing	\$2,000
Accounting Review	\$1,000
Total Bonding Program	\$1,114,679
Total Cost Center (B8800-538)	\$2,690,704
Scoping Pools Cost Center (B88SP-538)	
Scoping Pools	\$250,000
Total Scoping Pools	\$250,000
Maintenance Cost Center (B88MS-538)	
Maintenance	\$250,000
Total Maintenance	\$250,000
Bridge Enterprise Projects	
Debt Service (Project # 18521, 18522, 18524)	\$18,234,000
Preservation (Project # 19650)	\$100,000
Other Bridge Enterprise Projects	\$93,357,196
Total Bridge Enterprise Projects	\$111,691,196
Total Expenses	\$114,881,900
Total Revenue minus Expenses	\$0



Date: April 29, 2014

To: Transportation Commission

From: Ryan Rice, Director, Division of Transportation Systems Management & Operations

Subject: Response to the Transportation Commission Regarding Closing I-70 West during Peak Periods to Commercial Motor Vehicles

Background

The Transportation Commission requested that CDOT research if the Department has authority to close I-70 West during peak periods to commercial motor vehicles (CMV) as an operational measure to mitigate traffic congestion and improve safety on the heavily-traveled I-70 west corridor. CDOT staff, in coordination with the Attorney General's Office, has reviewed statutes and case law, as well as the practices of the California Department of Transportation (Caltrans) on I-80 at Donner Pass pertaining to this question.

Findings

CDOT has the authority to prohibit CMV during any time periods as a safety measure due to adverse conditions. Any restriction for adverse weather should be narrowly tailored to allow for the shortest amount of time, as reasonable, in order not to burden the vehicles ability to travel and thus not violate the Commerce Clause. Research confirmed that Caltrans does not restrict CMV based on time of day or peak periods and has no FHWA approval to do so. Restricted use and closure of I-80 at Donner Pass to CMV was based entirely on safety during adverse weather conditions. CDOT could request FHWA approval for a permanent peak-period use restriction on CMV; however, it would require a very strong, data based justification for improving safety. The case law that was examined related to providing access and Interstate commerce show that the courts are reluctant to judge in favor of use restrictions. Our research has not found any such use restrictions in place in the country.

Summary

For the winter of 2014-2015, CDOT will study and develop more detailed procedures and criteria for restricting use of I-70 west to any type of vehicle, including CMVs, which create safety hazards during adverse weather conditions. Planning will also focus on improving procedures for chain law implementation and enforcement and other strategies to reduce the impact of CMV and other vehicles on the safety and mobility of traffic on I-70 west.

Applicable Federal Law

- 23 CFR 658.11(d) Deletions and use restrictions. The deletion of, or imposition of use restrictions on, any specific segment of the Interstate-Highway System on the NN, except as otherwise provided in this part, must be approved by FHWA.
- 49 USC 31114 Providing access to NN and terminals and destinations. A state may not enact or enforce a law denying to a CMV reasonable access to the NN and terminals and destinations.
- 23 CFR 658.11 Impact to Interstate commerce. States must show that the burden of truck restrictions is not clearly excessive of the benefits the local governments will experience from the restrictions.





COLORADO

Department of Transportation

Division of Transportation Development

Director's Office
4201 E. Arkansas Ave., Shumate Bldg.
Denver, CO 80222-3400

DATE: May 15, 2014
TO: Transportation Commission
FROM: Debra Perkins-Smith, DTD Director
RE: Bicycle Friendly State Ranking Update

Purpose

This memo is to share new information regarding Colorado's ranking as the Number 2 Bicycle Friendly State.

Action Requested

None at this time.

Background

In 2013, the League of American Bicyclists (LAB) ranked Colorado as the second most Bicycle Friendly State in the country. CDOT's Transit and Intermodal Committee recently approved five strategies to help Colorado achieve the Number One position. They are:

- Establish a Governor's statewide bicycle advisory committee
- Dedicate funding for the Safe Routes to School program
- Implement AASHTO's US Bike Route System in Colorado
- Add bicycle safety to the State Highway Safety Plan
- Implement Performance Measures for Biking including facility inventory and project costs

Details of each strategy are available in the March Commission packet.

Update

On April 29th, the LAB completed their analysis of 2014 surveys and dropped Colorado's ranking to the Number 6 Bicycle Friendly State (behind Washington, Minnesota, Wisconsin, Delaware and Oregon). Colorado lost points primarily because it did not designate funding for Safe Routes to School. Additionally, it has not yet implemented performance measures such as tracking bicycle mode share and funds spent on bike and ped facilities when they're part of a larger project.

Next Steps

The recommended strategies to moving to Number One are still valid and are further supported by some of the comments. At a future T&I Committee the LAB comments will be discussed to determine if additional strategies should be pursued.

Attachments

None





BICYCLE FRIENDLY STATE

2014 Ranking

Key: Percent of total points available attained by state



STATE	2014 Rank	2013 Rank	Points out of 100		Scoring Criteria				
			2014 Points	2013 Points	Legislation & Enforcement	Policies & Programs	Infrastructure & Funding	Education & Encouragement	Evaluation & Planning
Washington	1	1	66.8	66.2	80-100%	60-80%	40-60%	20-40%	0-20%
Minnesota	2	4	62.0	56.6	40-60%	60-80%	20-40%	20-40%	0-20%
Wisconsin	3	8	56.9	52.1	40-60%	60-80%	20-40%	20-40%	0-20%
Delaware	4	5	55.7	53.9	40-60%	60-80%	20-40%	20-40%	0-20%
Oregon	5	3	55.2	57.7	40-60%	60-80%	20-40%	20-40%	0-20%
Colorado	6	2	54.1	60.7	40-60%	40-60%	20-40%	20-40%	0-20%
Maryland	7	11	53.8	50.5	40-60%	60-80%	20-40%	20-40%	0-20%
Utah	8	14	53.72	43.1	40-60%	40-60%	20-40%	20-40%	0-20%
California	9	19	53.68	37.6	40-60%	60-80%	40-60%	20-40%	0-20%
Massachusetts	10	6	53.66	53.7	40-60%	60-80%	20-40%	40-60%	0-20%
Illinois	11	9	53.1	51.9	40-60%	60-80%	20-40%	20-40%	0-20%
New Jersey	12	7	53	53.4	40-60%	60-80%	20-40%	20-40%	0-20%
Maine	13	13	50.6	49.7	40-60%	60-80%	20-40%	40-60%	0-20%
Michigan	14	12	50.1	50	40-60%	60-80%	20-40%	20-40%	0-20%
Arizona	15	10	46.7	51.1	40-60%	60-80%	20-40%	20-40%	0-20%
Ohio	16	32	45.1	28.4	40-60%	40-60%	20-40%	20-40%	0-20%
Vermont	17	23	44.7	36	40-60%	60-80%	20-40%	20-40%	0-20%
Virginia	18	16	41.5	42.7	40-60%	60-80%	20-40%	40-60%	0-20%
Pennsylvania	19	15	41.4	43	40-60%	40-60%	20-40%	40-60%	0-20%
Idaho	20	26	41.1	34.5	40-60%	20-40%	20-40%	20-40%	0-20%
Connecticut	21	18	40	40.9	60-80%	40-60%	20-40%	40-60%	0-20%
Tennessee	22	17	39.7	41.9	40-60%	40-60%	20-40%	40-60%	0-20%
North Carolina	23	28	39.5	33.5	20-40%	60-80%	20-40%	20-40%	0-20%
New Hampshire	24	27	38.7	34	40-60%	40-60%	20-40%	20-40%	0-20%
Iowa	25	21	38.64	37.3	40-60%	40-60%	20-40%	40-60%	0-20%
Georgia	26	24	38.57	35.7	20-40%	40-60%	20-40%	40-60%	0-20%
Rhode Island	27	25	38.5	35.6	20-40%	40-60%	20-40%	20-40%	0-20%
Florida	28	31	35.3	29.4	20-40%	40-60%	20-40%	40-60%	0-20%
New York	29	43	33.9	21.5	40-60%	40-60%	20-40%	40-60%	0-20%
Nevada	30	20	33.8	37.6	40-60%	40-60%	20-40%	20-40%	0-20%
Mississippi	31	36	32.8	26.3	40-60%	20-40%	20-40%	40-60%	0-20%
Louisiana	32	29	32.1	33.3	40-60%	40-60%	20-40%	20-40%	0-20%
Texas	33	22	31	36.2	40-60%	40-60%	20-40%	60-80%	0-20%
Missouri	34	30	30	29.8	40-60%	20-40%	20-40%	40-60%	0-20%
North Dakota	35	50	28.4	7.5	40-60%	40-60%	20-40%	40-60%	0-20%
Wyoming	36	33	28.2	28.1	20-40%	40-60%	20-40%	40-60%	0-20%
Indiana	37	42	27.4	22.6	20-40%	40-60%	20-40%	40-60%	0-20%
Arkansas	38	37	27.1	25.2	40-60%	40-60%	20-40%	20-40%	0-20%
South Dakota	39	46	26.1	18.2	20-40%	40-60%	20-40%	20-40%	0-20%
Hawaii	40	35	26	26.6	20-40%	20-40%	20-40%	20-40%	0-20%
New Mexico	41	48	25.2	15.5	20-40%	20-40%	20-40%	40-60%	0-20%
Oklahoma	42	38	25.1	24.4	40-60%	20-40%	20-40%	40-60%	0-20%
Alaska	43	45	24.5	20.4	20-40%	40-60%	20-40%	20-40%	0-20%
West Virginia	44	44	24	20.4	20-40%	40-60%	20-40%	20-40%	0-20%
Nebraska	45	41	22.23	22.9	20-40%	20-40%	20-40%	20-40%	0-20%
Kansas	46	40	22.16	23	20-40%	40-60%	20-40%	20-40%	0-20%
South Carolina	47	34	22	27.7	20-40%	40-60%	20-40%	40-60%	0-20%
Kentucky	48	47	19.1	16.6	20-40%	20-40%	20-40%	20-40%	0-20%
Montana	49	39	17.9	23.2	20-40%	20-40%	20-40%	20-40%	0-20%
Alabama	50	49	17.4	12.3	20-40%	20-40%	20-40%	20-40%	0-20%

Sit back and relax. This car can handle even tough city traffic all by itself.



Sergey Brin gestures after riding in a driverless car with officials, to a bill signing for driverless cars at Google headquarters in Mountain View, Calif. Eric Risberg/AP

Justin Pritchard,

The Associated Press

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LOS ANGELES (AP) — Google says it has turned a corner in its pursuit of a car that can drive itself.

The tech giant's self-driving cars already can navigate freeways comfortably, albeit with a driver ready to take control. But city driving — with its obstacle course of jaywalkers, bicyclists and blind corners — has been a far greater challenge for the cars' computers.

In a blog entry posted Monday, the project's leader said test cars now can handle thousands of urban situations that would have stumped them a year or two ago.

"We're growing more optimistic that we're heading toward an achievable goal — a vehicle that operates fully without human intervention," project director Chris Urmson wrote.

Urmson's post was the company's first official update since 2012 on progress toward a driverless car, a project within the company's secretive Google X lab.

The company has said its goal is to get the technology to the public by 2017. In initial iterations, human drivers would be expected to take control if the computer fails. The promise is that, eventually, there would be no need for a driver. Passengers could read, daydream, even sleep — or work — while the car drives.

Google maintains that computers will one day drive far more safely than humans, and part of the company's pitch is that robot cars can substantially reduce traffic fatalities.

The basics already are in place. The task for Google — and traditional carmakers, which also are testing driverless cars — is perfecting technology strapped onto its fleet of about two dozen Lexus RX450H SUVs.

Sensors including radar and lasers create 3D maps of a self-driving car's surroundings in real time, while Google's software sorts objects into four categories: moving vehicles, pedestrians, cyclists and static things such as signs, curbs and parked cars.

Initially, those plots were fairly crude. A gaggle of pedestrians on a street corner registered as a single person. Now, the technology can distinguish individuals, according to Google spokeswoman Courtney Hohne, as well as solve other riddles such as construction zones and the likely movements of people riding bicycles.

To deal with cyclists, engineers initially programmed the software to look for hand gestures that indicate an upcoming turn. Then they realized that most cyclists don't use standard gestures — and still others weave down a road the wrong way.

So engineers have taught the software to predict the behavior of cyclists based on thousands of encounters during the approximately 10,000 miles the cars have driven autonomously on city streets, Hohne said. The software projects a cyclist's likely movements and plots the car's path accordingly — then reacts if something unexpected happens.

"A mile of city driving is much more complex than a mile of freeway driving, with hundreds of different objects moving according to different rules of the road in a small area," Urmsen wrote.

Before recent breakthroughs, Google had contemplated mapping all the world's stop signs. Now the technology can read stop signs, including those held in the hands of school crossing guards, Hohne said.

While the car knows to stop, just when to start again is still a challenge, partly because the cars are programmed to drive defensively. At a four-way stop, Google's cars have been known to wait in place as people driving in other directions edge out into the intersection — or roll through.

The cars still need work on other predictably common tasks. Among them, understanding the gestures that drivers give one another to signal it's OK to merge or change lanes, turning right on red and driving in rain or fog (which requires more sophisticated sensors).

And when will these and other problems be solved?

"You can count on one hand the number of years until people, ordinary people, can experience this," company co-founder Sergey Brin said in September 2012. He made the remarks at a ceremony where California Gov. Jerry Brown signed legislation legalizing the cars on public roads in the state.

To date, Google's cars have gone about 700,000 miles in self-driving mode, the vast majority on freeways, the company said.

California's Department of Motor Vehicles is in the process of writing regulations to implement that law. Nevada, Florida, Michigan and Washington, D.C., also have written driverless car laws.

Google has not said how it plans to market the technology. Options include collaborating with major carmakers or giving away the software, as the company did with its Android operating system. While Google has the balance sheet to invest in making cars, that likelihood is remote.

Traditional automakers also are developing driverless cars. Renault-Nissan CEO Carlos Ghosn said he hopes to deliver a model to the public by 2020.

MINNESOTA DAILY

We're on the road to a driverless future

Autonomous vehicles will be commonplace in our lifetime, and we need to plan ahead.

By

Chris Iverson

April 28, 2014

If I still have any loyal readers out there, you are probably getting tired of listening to me talk about non-motorized transportation. I apologize for blabbering about the wondrous world of movement, but I feel like shifting gears for a little while — pun intended. At this point, you know I love transit, biking and walking as viable alternatives to driving. But in rural Minnesota and a majority of the Twin Cities suburbs, it's pretty hard to get around without having a vehicle. If you do have that magical mobile machine, any destination is reasonably accessible. Taking a drive up north to the cabin by the lake is an easy motion. Want to take that same trip on a bike? Good luck.

In an opposite light, Minneapolis has a myriad of truly viable alternative transportation options, ranging from painted bike lanes to new peer-to-peer car sharing services like Lyft and Uber. At the same time, many places within the city are not well-equipped for vehicles, as battling for parking spaces seems to raise tensions heavier than those seen in the Ukraine nowadays.

Transportation needs an equalizing force, a mode that takes the best of both worlds, provides convenience for riders and increases road safety overall.

I am talking, of course, about autonomous, driverless vehicles.

How it works

Fully autonomous cars are exactly what they sound like: self-driving. These vehicles would be able to drive without a true driver, eliminating all potential human error in the process. Currently, 90 percent of car accidents stem from human error. Essentially, these automobiles would act as taxis, escorting riders from point A to point B, all without the burden of dealing with the taxi driver. In the long term, driverless cars would revolutionize the way we think about and act around roads.

What sounds like a sci-fi fantasy is, surprisingly, coming soon. In 2010, an Audi autonomous TTS with driverless capabilities drove to the top of Pike's Peak in Colorado. That same year, a fleet of driverless vans accomplished a modern-day version of Marco Polo's excursion from Italy to China, driving 8,000 miles without human assistance. Google is testing driverless vehicles, and in 2012 its fleet successfully drove more than 300,000 miles without one accident. Google plans to release these vehicles to the market in 2018, and Nissan, Mercedes-Benz, Renault and other car companies are releasing their own versions in 2020.

Driverless car deployment is now a matter of when, not if, and government entities need to be prepared. This vehicle turnover will affect not only roads, but land use.

“You probably don’t need parking garages anymore once you have driverless cars,” Chandra Bhat, director of the Center for Transportation Research at the University of Texas, told the Tampa Bay Times. “You’d just call an autonomous taxi to pick you up in the morning and return you in the afternoon. Somewhere from 20 to 80 percent of urban land area could be repurposed.”

Officials in U.S. states and cities need to be prepared for the next transportation revolution. Technology limitations and social acceptance barriers will likely elongate the majority of autonomous vehicle deployment periods, giving time for government officials to adjust their policies as trends form. However, in order to capitalize on autonomous vehicles’ full potential, we will need to establish proper infrastructure to see the fruition of these modern technologies. Minneapolis can place itself in a favorable position if it adjusts infrastructure to accommodate autonomous vehicles.

What to change

Minneapolis should, first and foremost, compose and pass legislation allowing autonomous movements within city limits. The Minneapolis City Council should establish the city as an autonomous pioneer. More driverless vehicles means fewer conventional vehicles, which will lead to fewer accidents and less burdensome traffic. The precise nature of driverless cars means more roadway space for bikes and pedestrians.

Minneapolis should also encourage its citizens to utilize autonomous car-sharing companies rather than car ownership, which will reduce parking demand over time. This could render parking spaces obsolete within urban areas, opening up the underutilized land for development and an increased tax base.

The city should demonstrate autonomous acceptance by adding driverless vehicles to its fleet. Minneapolis police could deploy autonomous cop vehicles, which would provide a roving, unmanned patrol in areas with high crime rates. The city could release unmanned snow plows with manned vehicles during storms and help maintain road conditions.

A world with driverless cars would be radically different than the world we see today. If we implemented them correctly, driverless vehicles would enhance urban forms and make roads safer for all users. Local, state and national government officials need to establish a foundation for driverless cars to thrive on sooner rather than later.