

TRANSPORTATION COMMISSION
OF COLORADO
WORKSHOPS & REGULAR
MEETING AGENDA

September 17 & 18, 2014

Transportation Commission Regular Meeting
September 18, 2014
Meeting Schedule & Agenda
4201 East Arkansas Avenue
Denver, Colorado 80222

Ed Peterson, Chairman
Lakewood, District 2

Shannon Gifford
Denver, District 1
Gary M. Reiff
Englewood, District 3
Heather Barry
Westminster, District 4
Kathleen Gilliland
Livermore, District 5
Kathy Connell, Vice Chair
Steamboat Springs, District 6

Douglas E. Aden
Grand Junction, District 7
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.

Wednesday, September 17, 2014

- 11:00 a.m. HPTE Lunch Meeting [Room 225]
12:00 p.m. HPTE Board Meeting
1:00 p.m. Joint Executive Session of the Transportation Commission and the Colorado Bridge Enterprise Board of Directors to discuss the Glenwood Springs Grand Avenue Bridge Project Tab 01
- Executive Session will be held pursuant to CRS 24-6-402(3)(a)(III) and CRS 24-72-204(3)(a)(IV) to discuss confidential information surrounding the development of this project by CDOT and the Bridge Enterprise.
- 1:15 p.m. Program Management Workshop (Josh Laipply)..... Tab 02
1:30 p.m. Budget Workshop (Scott Richrath)..... Tab 03
1:45 p.m. Surface Treatment Workshop (Bill Schiebel, Josh Laipply) Tab 04
2:05 p.m. HPTE-CDOT Installment Purchase Agreement (Michael Cheroutes, Scott Richrath)..... Tab 05
2:25 p.m. TSM&O Workshop (Ryan Rice)..... Tab 06
2:40 p.m. Adjournment

3:00 p.m. Depart HQ
4:45 p.m. Observe I-76 from Ft. Morgan to Brush
5:45 p.m. Arrive in Sterling, CO
5:50 p.m. Observe Sterling Main Street Project.
6:30 p.m. Arrive at Ramada Sterling [2500 E Chestnut St, Sterling, CO]
7:30 p.m. Dinner at Ramada Sterling

Thursday, September 18, 2014

7:00 a.m. Breakfast at Ramada Sterling
8:00 a.m. Depart Sterling to Holyoke via SH59
9:00 a.m. Arrive in Holyoke for Tour of SH23
9:30 a.m. Depart Holyoke for Yuma via US385
11:00 a.m. Arrive Yuma- Pit Stop
11:15 a.m. Depart Yuma to observe need on SH 59
11:30 a.m. Depart to Akron
12:00 p.m. Arrive Akron [Washington County Fairgrounds]

TRANSPORATION COMMISSION MEETING – [552 W 2nd Street, Akron, CO 80720]

12:15 p.m. 1. Call to Order, Roll Call Tab 07

12:15 p.m. 2. Audience Participation; Subject Limit:
10 minutes; Time Limit: 3 minutes

12:15 p.m. 3. Comments of Individual Commissioners

12:20 p.m. 4. Chief Engineer’s Report (Josh Laipply)

12:25 p.m. 5. HPTE Director’s Report (Michael Cheroutes)

12:30 p.m. 6. FHWA Division Administrator Report (John Cater)

12:35 p.m. 7. STAC Report (Vince Rogalski)

12:40 p.m. 8. Act on Consent Agenda Tab 08

a) Resolution to Approve the Regular Meeting Minutes of August 21, 2014
(Herman Stockinger) Consent Agenda 01

b) Resolution to Approve Capital Development Committee List for 2015
(Herman Stockinger) Consent Agenda 21

c) Resolution to Approve the HPTE-CDOT Installment Purchase
Agreement (Mike Cheroutes) Consent Agenda 24

d) Resolution to Approve Over \$50,000 Maintenance Project
(Kyle Lester) Consent Agenda 26

- 12:45 p.m. 9. Discuss and Act on 3rd Supplement to the FY'2015 Budget (Scott Richrath)..... Tab 09
- 12:50 p.m. 10. Discuss and Act on the Resolution to Approve the Greeley Application for an SIB Loan (Scott Richrath) Tab 10
- 12:55 p.m. 11. Acknowledgements:
- 12:55 p.m. 12. Other Matters
- 1:00 p.m. 13. Adjournment

BRIDGE ENTERPRISE BOARD OF DIRECTORSTab 11

- 1:05 p.m. Call to Order and Roll Call
- 1:05 p.m. Audience Participation
Subject Limit: 10 minutes; Time Limit: 3 minutes
- 1:05 p.m. Act on Consent Agenda Bridge Enterprise 02
a) Resolution to Approve Regular Minutes from
August 21, 2014 (Herman Stockinger)
- 1:10 p.m. Adjournment

- 1:30 p.m. Depart Washington County Event Center
- 3:30 p.m. Arrive HQ



COLORADO
Transportation Commission

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

MEMORANDUM

DATE: September 17th, 2014
TO: Bridge Enterprise Board of Directors
FROM: David Eller, Region 3 Director
SUBJECT: SH 82, Grand Avenue Bridge - Update on 60% Pricing and Path Forward

Purpose

Budgetary concerns were expressed when Region 3 requested a budget supplement approval to the Colorado Bridge Enterprise (CBE) Board of Directors (BOD) in July 2013, the Region was asked to come back once the 60% Opinion of Probable Construction Cost (OPCC) was complete. We are committed to keeping the net CBE project fiscal commitment within allowable constraints through refinement of the CM/GC Cost Model, strategic potential scope reductions, and additional local funding participation.

Action

Region 3 seeks a CBE Board "head nod" to move forward on the project as defined by the project schedule and key milestones (listed below). The 60% pricing value on the construction phase is complete and a draft financial plan is in the process of being developed. The total project draft sources and uses of funds document has been disclosed to the BOD for discussion.

Background

The SH 82 Grand Avenue Bridge has a sufficiency rating of 43.2 and is Scour-Critical (meaning the bridge is at risk of failure due to scour). When this project was initiated we contemplated a bridge replacement in essentially the same location as the existing structure. The project's original cost estimate included a contingency to utilize Accelerated Bridge Construction (ABC) techniques helping to limit traffic delays during construction for the 25,000 vehicles that use the SH 82 structure daily. Right of Way (ROW) acquisition was considered to be minimal, and assumed a fairly straight forward Environmental Assessment (EA) process. The need for the replacement of the pedestrian bridge was not immediately clear at project initiation.

Region 3, in concert with the Federal Highway Administration (FHWA), identified the EA project logical terminus and developed a draft Purpose and Need:

"The purpose of the project is to provide a safe, secure, and effective multimodal connection from downtown Glenwood Springs across the Colorado River and I-70 to the historic Glenwood Hot Springs area. The importance of the bridge to the local and regional transportation network underscores the following two project needs:

- (1) Improve multimodal connectivity between downtown Glenwood Springs and the Roaring Fork Valley with the historic Glenwood Hot Springs pool area and I-70; and
- (2) Address the functional and structural deficiencies of the bridge."

In the associated PowerPoint presentation, there are graphics that supplement the Need for the project and show project features.

Through the planning process we incorporated the Chief Engineer Policy Memo #26, Context Sensitive Solutions (CSS) approach, and it was determined that building the new structure in the proposed location, using ABC techniques, provided a better project as it offered opportunities to create a more direct, safer and effective



connection between I-70 and SH 82, and minimized impacts to the Glenwood Springs community. Policy Memo #26 further states: "CSS requires the flexibility to consider alternative solutions that can benefit a broad range of stakeholders, while recognizing the fiscal constraints and the limits of CDOT's mission as a transportation agency."

We are here today to talk about the fiscal constraints, as well as our Agency Mission with regard to this project.

Details

The Preferred Alignment (Alternative 3) was identified in December of 2012, with the unanimous vote of the Glenwood Springs City Council as well as strong support from affected stakeholders and agencies. This alignment added length to the bridge as it curves westward over the Colorado River to connect with I-70. This alignment was chosen based on extensive stakeholder input and it vastly improves both pedestrian and vehicular operations and safety in this tourist environment that is vital to the State economy. This alignment, however, does have higher costs due to the longer alignment and needed connections to the local system.

A pedestrian bridge replacement was also included as the most effective and efficient method to address the needs to relocate critical utilities before the demolition, address multi-modal needs in accordance with PD 1602, and enable implementation of I-70 Mountain Corridor safety improvements related to the Eastbound On-Ramp. The existing pier location of the vehicle bridge and the superstructure of the existing pedestrian bridge did not allow the ramp safety improvements. Consideration of the PEIS for the I-70 Mountain Corridor was a major influence in this portion of the CSS on this project. Funding from affected Utility Companies has been committed and funding for the Eastbound On-Ramp is being pursued.

The project is also incorporating a construction detour, given community input early on to choose a shorter duration closure, rather than enduring several years of building the structure under lane closures. Given the tight topographical and geological constraints at the mouth of the Roaring Fork Valley, there is really only one route option for a construction detour, and it is a substandard local road. The planned detour alignment will make temporary and shallow improvements on their "8th Street Connection" alignment to facilitate traffic volumes that rival I-70 in this area being placed on the City system.

Key Benefits

The existing bridge was designed over 60 years ago for two-lane usage, including multi-modal sidewalks on each side. It is now Functionally Obsolete and Scour Critical. A 7 foot deep scour hole was found in a 1992 inspection, two feet below the bottom of the 5-foot deep footing at river center. There is also considerable spalling (chipping or flaking) of the concrete and corrosion of the reinforcing steel. One of the leading tourist attractions, the Hot Springs Pool, has closed sections of their parking lot on occasion to limit damage to their patrons and their vehicles; there are instances of falling cast iron and spalling concrete that have resulted in property damage.

The Safety Assessment report chronicles multiple sideswipe accidents owing to the 9 foot, 4-1/2 inch lanes: for a similar roadway over a 5 year period, the expected number of side swipe accidents per mile per year would be 10.51. The observed number is 38.77 so you can see this section has a much higher total accident rate. As an anecdotal consideration, some local parents forbid their entry level drivers from using the SH 82 bridge.

The planned bridge also improves operations for this congested section of SH 82, a section that carries about 84% of all vehicles in and out of the Roaring Fork Valley. The project creates a more direct, effective connection between I-70 and SH 82 by eliminating existing signals at 6th and Pine and separating the pedestrian movement at 6th & Laurel while reducing overall delay and potential for backups onto I-70. These planned improvements separate regional and local traffic resulting in significant operational improvements that will reduce the need for future interchange improvements.

The Intermountain TPR, comprised of Garfield, Pitkin, Eagle, Lake and Summit Counties, is strongly supportive of the project. In July 2014 we presented the project (and associated budgetary shortfall) to this group during a session for Regional Priorities Program (RPP) funding. The TPR recognized the importance of the project's location at the apex of their two highest rated corridors: Interstate 70 and SH 82. The TPR voted on prioritization and this project received the highest number of votes (16 out of 19) to allocate the entire IMTPR funding for FY 16 and FY 17.



The Region is making considerable progress in identifying additional revenues to hit the target of keeping the CBE net budget figure; the meetings with locals have occurred or will occur in the near future. If projections materialize, the project will meet the fiscal constraints that has been clearly articulated. The locals communities truly understand the importance of this project, and embrace the "clean" vs "gold-plated" aesthetic approach that has developed during the EA and CSS phase.

We have now completed the 60% OPCC pricing with the CM/GC team. The OPCC number from the CM/GC team will continue to be refined as we move toward 100% design and continue to examine risks and receive more specific pricing from subcontractors and suppliers.

Options and Recommendations

Options Include moving forward with the Grand Avenue Bridge project per the aggressive project schedule and key milestones as shown in this document; or not moving forward with design and ROW offers, pending specific direction from the CBE Board to either stop work on the project or return to further NEPA studies for alternatives. Based on the public process conducted to date, it is the opinion of staff that other alternatives have been studied and local support for anything other than this preferred alternative is unlikely.

Given the timing of the upcoming milestones the Region looks forward to the Question and Answer Session to address past concerns and issues and deliver this project as advertised.

Next Steps

Key Milestones:

- Sept 2014: CBE Board Review;
Make ROW acquisition offer to Shell property-owner
- Oct 2014: Budget Request for Utility Phase
- Jan 2015: Budget Request for Steel Tub Fabrication
- Feb 2015: Complete FOR 90% level design plans;
Budget requests for ROW acquisition
- Apr 2015: Complete final 100% construction plans;
Receive final environmental clearances;
Budget Request for Construction
- May 2015: Negotiate Construction Agreed Price with CM/GC Team
Schedule Advertisement for Open Bid
- June 2015 Schedule Project for Competitive Bid/Award Project (only if cap negotiations with CM/GC Team fail)
- Aug 2015: Notice to Proceed to CM/GC Team or Competitive Bid Awarded Contractor
- Sept 2015: Mobilization effort begins
- Dec 2017: Project Completion

This schedule assumes successful and timely negotiations including early ROW acquisitions and other critical milestones, as in accordance with Every Day Counts criteria. Due to the need to work in the Colorado River during low-flow months and outside the trout spawning season, any delay to the milestones in the schedule could cause the construction of this project to slip 8 months to a year depending on runoff.

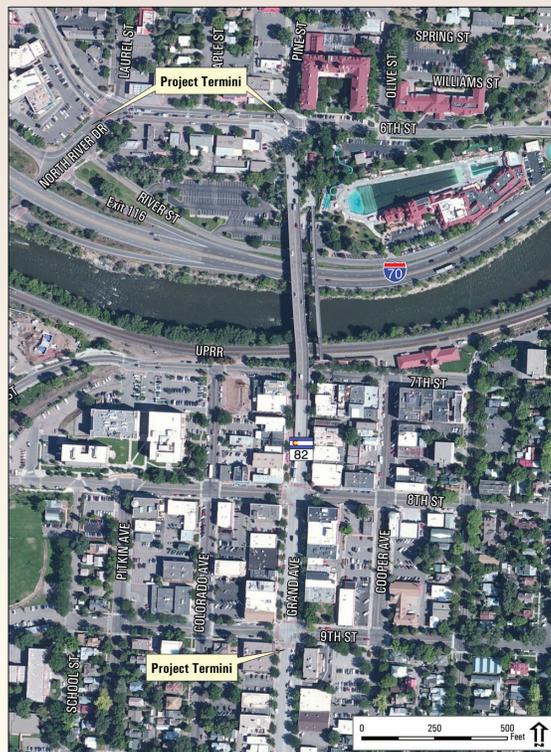




September 17, 2014

Project termini

Project logical terminus was determined with FHWA input, in concert with the draft Purpose and Need

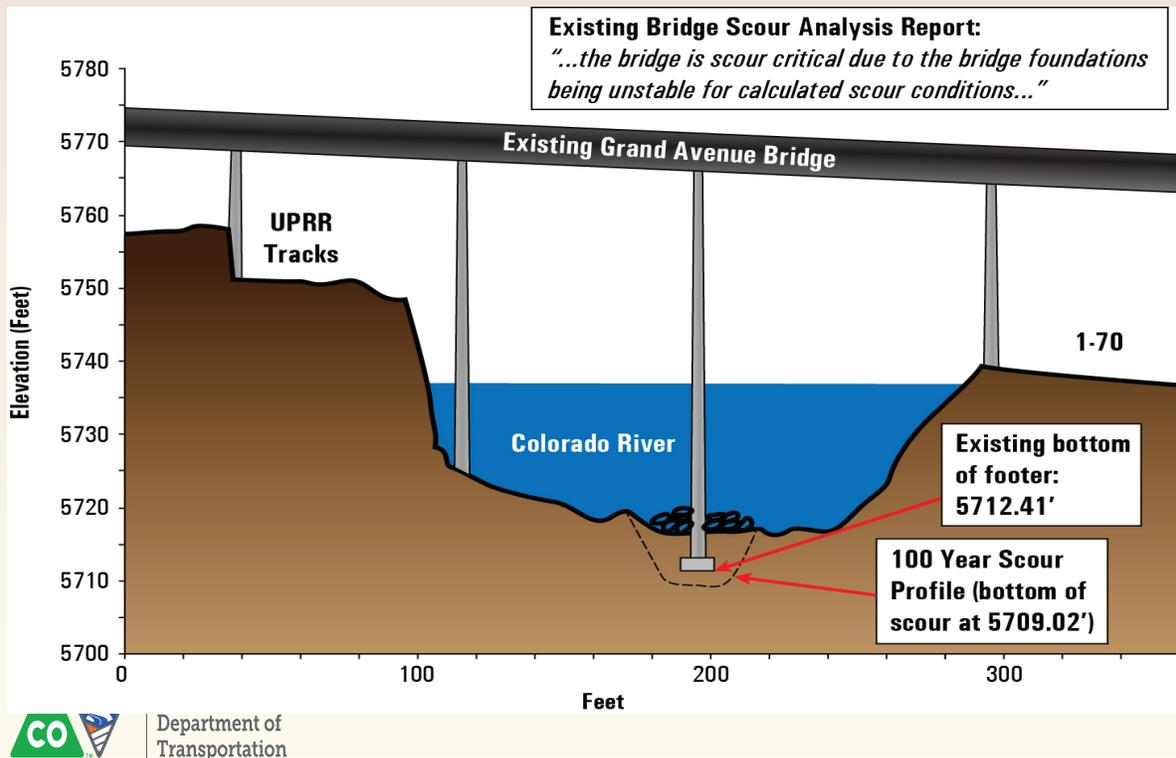


- Improve multi-modal connectivity between downtown Glenwood Springs and the Roaring Fork Valley with the historic Hot Springs pool area and Interstate 70.
- Address the functional and structural deficiencies of the bridge to improve public safety, including emergency service response, and reliability as a critical transportation route.

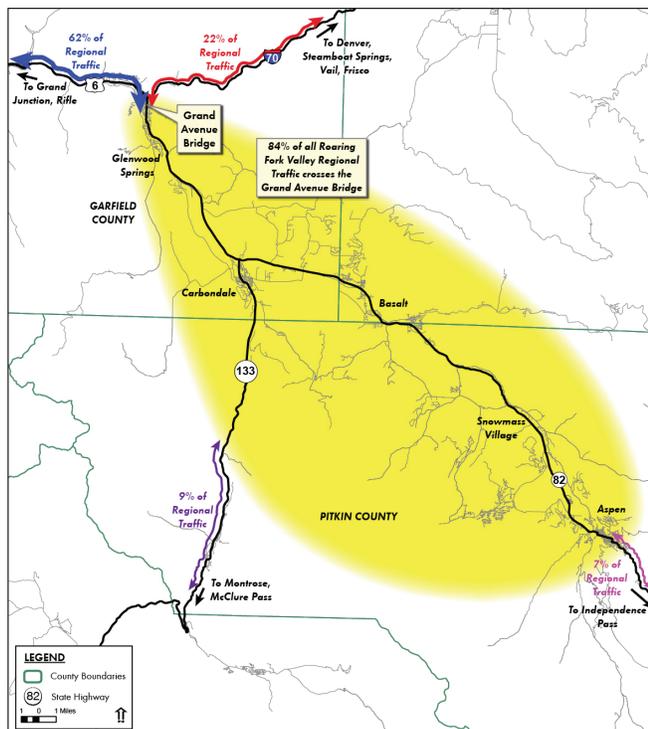
- Well known problems both structurally and functionally - but technically safe.



Existing Bridge Pier – Scour Critical



Regional Need for Bridge



84% of all regional vehicular traffic into and out of the Roaring Fork Valley uses the Grand Avenue Bridge

Why Not Existing Alignment?

Information from
Glenwood Springs
Post Independent
newspaper
article, Oct. 22nd,
2012

SH 82
GRAND AVENUE BRIDGE

What's happening on the Grand Avenue Bridge project?

After the public meeting on August 22, the project team identified Alternative 3 as the alignment for the environmental study.

This alignment was selected because it minimizes construction impacts: reduces congestion (total delay is reduced during peak hours by about 30%), best met project goals, and had very strong support based on public feedback.

The alignment connects SH 82 (Grand Avenue) directly with a reconfigured I-70 Exit 116 interchange and changes how drivers get to downtown Glenwood and to areas south of the Colorado River. After exiting I-70, drivers will make one right turn directly onto Grand Avenue to cross back over the river, rather than three turns: north to 6th and Laurel, right on 6th, and then right again onto Grand Avenue. Drivers headed to west Glenwood and to the Hot Springs Pool will travel through the intersection, making two turns to their destinations very much like today. The traffic and visual simulations of the reconfigured intersection options shown at the Open House in August help understand how the new traffic movement will occur. The visualizations and other project information are now available to view at the project's website (<http://www.coloradodot.info/projects/sh82grandavenuebridge>).

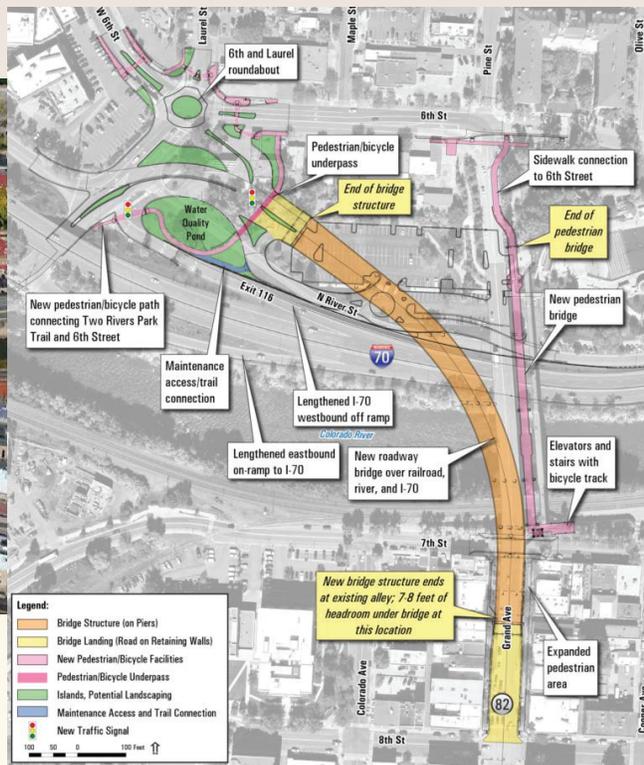
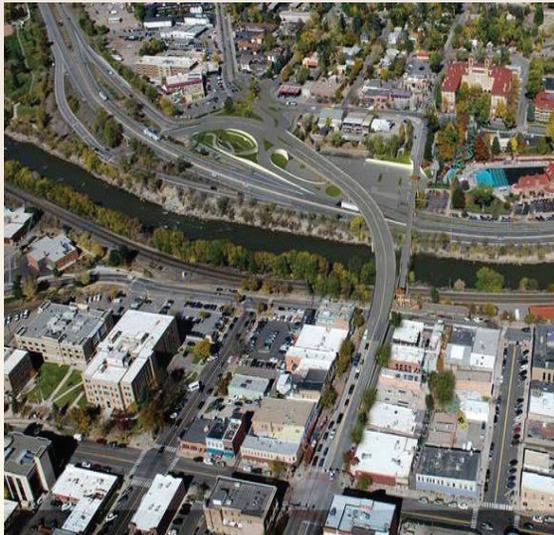
There is continued interest in a bypass alternative as part of this project. The Colorado Bridge Enterprise funding for the Grand Avenue Bridge project must be used to solve the problems with the existing bridge. It cannot be used for purposes that would not fix the bridge, such as a bypass. However, the Colorado Department of Transportation and the City of Glenwood Springs are considering how to best proceed with the planning and feasibility of a bypass, as recommended in the Glenwood Springs Comprehensive Plan.

The project team is evaluating how various bridge types can best reduce construction impacts and address aesthetics and other criteria established for the project. The team is also developing new considerations of how pedestrian and bicycle connections can best be addressed through the project. The results of the evaluations and new information will be presented at a planned Public Open House in mid-January 2013.

Existing Conditions

Identified Alignment

Preferred Alignment (Alt. 3)



Need for pedestrian bridge documented in press release 8/19/2013

– partial copy at right

The pedestrian bridge also enables implementation of I-70 Mountain Corridor safety improvements

News From
The Colorado Department of Transportation



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(970) 384-3332 office, (970) 379-9532 mobile

August 19, 2013

Grand Ave. Bridge EA - Enthusiastic Support for the New Pedestrian Bridge Type

Glenwood Springs City Council favors simple ped bridge design that complements surrounding environment

GLENWOOD SPRINGS –At an August 1, 2013, workshop with Glenwood Springs City Council, a pedestrian bridge that focused on historic elements consistent with downtown Glenwood Springs was unanimously favored. This was consistent with what the project team had heard from public comments on pedestrian bridge types and features at public meetings, Strawberry Days exhibits and Downtown Market events.

A new pedestrian bridge was not originally part of the Grand Avenue Bridge project. The concept was introduced as part of the overall solution last fall when the project team began looking at how to demolish and construct the highway bridge. There are numerous utilities under the highway bridge that will have to be relocated before the existing bridge can be removed and replaced. The most efficient way to relocate these utilities was to place them on a new pedestrian bridge. The new pedestrian bridge also facilitates accelerated bridge construction techniques, important on this project to minimize impacts.

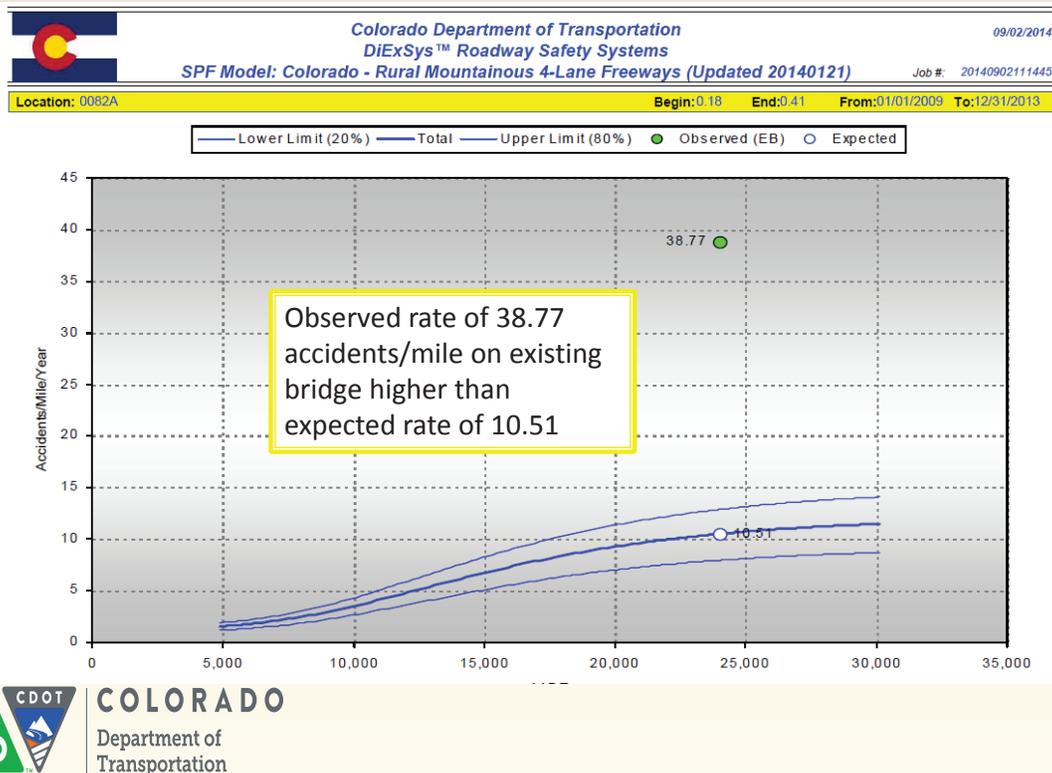
As this concept was considered in the evaluation process, it became apparent that a new pedestrian bridge would address almost all of the project criteria, including multimodal connectivity, safety and consistency with regional planning. As well, it has the potential to offer better harmony within the community, have reduced overall construction costs, minimize impacts to private property, and reduce overall impacts.



Detour route during bridge demolition and construction



Existing High Accident Rate



Local Agency Funding Support

- Committed:
 - Intermountain TPR: \$3.3 M committed
(highest level of support)
- Key funding requests in process:
 - City of Glenwood Springs: Council Meeting: 9/9/14
 - Garfield County: Council Meeting: 9/9/14
 - Eagle County: BOCC Meeting: 2nd meeting being scheduled
 - Pitkin County: BOCC Meeting: 9/9/14
 - City of Aspen: Council Meeting: 9/15/14

- Unanimous support from City Council
- Highest priority (by vote) from InterMountain TPR
- Supported by Chamber of Commerce, Downtown Development Authority, major businesses, & area governments
- Thousands of contacts with project stakeholders
- Endorsement by local newspaper



Tasks	2011	2012	2013	2014	2015	2016	2017
Initiation & Feasibility	[Gantt chart showing activity from early 2011 to mid-2012]						
Alternatives	[Gantt chart showing activity from early 2012 to mid-2013]						
NEPA Documentation	[Gantt chart showing activity from early 2013 to mid-2014]						
Design	[Gantt chart showing activity from early 2014 to mid-2015]						
Right-of-Way	[Gantt chart showing activity from early 2015 to mid-2016]						
CAP Negotiation	[Gantt chart showing activity in mid-2015]						
Construction	[Gantt chart showing activity from early 2016 to mid-2017]						



EDITORIAL: Glenwood, region must make most of bridge

Let's get past the bypass.

As Glenwood Springs residents and leaders ponder our transportation headaches and future, we must focus on making the most of the Grand Avenue Bridge project, which holds significant opportunity for both the town and the region.

It may not be our transportation and tourism dream come true. Trucks and other traffic still will disrupt the pedestrian friendliness and tourist ambiance of our downtown main street.

But know this and accept this: A Colorado Highway 82 alternative route is not going to happen for Glenwood Springs any time in the foreseeable future. The expense and logistics in our narrow and geologically challenging town are simply too much to overcome in today's fiscally gridlocked America.

The new bridge, on the other hand, seems quite likely to be built. The Colorado Department of Transportation is [moving forward with the bridge](#), looking for money to close the gap in what's allocated and what's needed and, significantly, [beginning to win regional support](#). Construction is to start next summer.



CDOT has \$60 million earmarked for bridge construction, but the total cost is now estimated at \$70 million to pay for a changed alignment, improved pedestrian bridge and aesthetic elements. We will be glad for these features, and we can't add them later.

The [\\$100 million figure you hear](#) includes planning costs, which are covered by the state.

It's a lot of money, but a fraction of what an alternate route would cost — an alternate route that, again, despite shoulds and wishful thinking, is not going to happen.

The other idea that won't work is leaving the bridge alone. It was built in 1953, it's dangerously narrow and its footings in the river have suffered significant erosion. Inaction invites disaster and an inelegant emergency solution. If Glenwood Springs leaders and residents (and our neighbors upvalley) fail to embrace reality, we will lose an opportunity to make the most of a major infrastructure investment in our region.

Let's underscore that it's a regional investment, actually, a project important to the state economy.

The bridge brings people into Glenwood, where we want them to stop, walk and spend to boost our sales-tax-dependent city budget.



The bridge also is a gateway to the big-name resorts upvalley. Aspen and Aspen Skiing Co. need to care about traffic flow through Glenwood for tourists, yes, but particularly for workers. Numerous upvalley workers live across the Colorado River, and the economy needs their commute, by car or by bus, to be reliable.

People often look for The Big Thing to make a situation better. For big city downtowns, for example, that sometimes is a major sports stadium, such as Coors Field boosting LoDo in Denver. For Glenwood, a \$100 million investment by the state, with some regional cooperation, IS our big thing for the foreseeable future.

Locals can watch the bridge happen and continue to wring our hands about a bypass, a tunnel or other fantasies. Or we can look at opportunities created by the bridge project and begin to address which of those we want to seize and how.

For example, the bridge alignment opens a triangle of space north of the Colorado River that can be a wonderful pedestrian- and bicycle-friendly plaza. It's a big potential side benefit of the bridge that locals must figure out how to finance.



Fortunately, the town has shown how to make a series of steps come together. The [governor's award just announced](#) for the cooperative effort to improve the area from Grand to Blake between Seventh and 10th streets shows how the Downtown Development Authority and a range of partners can knit together ideas and investment to create a whole bigger than the sum of its parts.

The library, parking garage, Colorado Mountain College/chamber of commerce building, outdoor dining and improved pedestrian environment create a model for what can happen north of the river after the bridge is built.

The project poses more questions for the community to address, such as: Can a permanent Eighth Street connector be built? Should we work to slow traffic on Grand and allow trucks on Midland?

The questions, though, have nothing to do with whether to build a new bridge. They are related to how to seize the reality of the moment. The clock is ticking.

<http://www.postindependent.com/news/12527119-113/bridge-glenwood-coloradobuilt>





MEMORANDUM

TO: TRANSPORTATION COMMISSION
FROM: JOSH LAIPPLY, CHIEF ENGINEER
SCOTT RICHRATH, CHIEF FINANCIAL OFFICER
DATE: SEPTEMBER 17, 2014
SUBJECT: PROGRAM MANAGEMENT WORKSHOP

Purpose

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

Action

The program management 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.

Details

Program Management Update

A primary performance metric for the integration of Cash Management and Program Management is the cash balance. Included in the Powerpoint is a diagram reporting actual cash balances for all CDOT funds—including Local Agency, Flood, etc.—against our path to target that has been set.

In July's report, the cash plus cash equivalents balance totaled \$1.806 billion. However, please note that the figures used to produce the attached Cash and Federal Equivalents Chart do not include the July state highway funds transfer balances from the Colorado Operating Resource Engine (CORE), the State's updated accounting system. Period One (1) is scheduled to close on September 26, 2014.

As a result, the July cash figure is understated. The July actual cash balance is expected to increase by approximately \$40 million. Including these additional funds, the July cash plus cash equivalents balance would be \$1.846 billion. The July figure will be updated in the August report.

This month's presentation includes a focus on Asset Management. The Transportation Commission receives updates monthly for all programs and receives a rotating focus into individual programs. These updates are included in the attached PowerPoint presentation.

Our focus on Asset Management concentrates specifically on the 2014 and 2015 Programs. An overview of financial and project delivery performance is provided for each program as well as a financial status for each asset category. The SPI show for the 2014 Asset Management program is for the entire program, preconstruction and construction, all other SPI's being reported are for preconstruction only.



The PowerPoint slides showing the status of the 2014 and 2015 Asset Management programs provide a summary of preconstruction and construction performance. The charts to the right are considered a leading indicator; they depict how the program is progressing from “design” (preconstruction) to “construction.” This indicator is seen as a leading indicator because progress on the first half of project delivery (preconstruction) is depicted here. The financial status, shown on the left, is considered a lagging indicator. This is because it shows financial performance in the second half of the project delivery (construction), at a time when CDOT has engaged a construction contractor for a certain schedule and scope of work.

While much of the 2014 Asset Management program is under construction, it is not likely to meet anticipated spending goals. More focus on the leading indicators of getting projects to advertisement will help us meet program goals. The focus going forward will be on the 2015 and subsequent Asset Management programs. As of August over 80% of the 2015 Asset Management projects have been scoped and are design, bid/award or construction.

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.

Attachments

1. Powerpoint Presentation





COLORADO

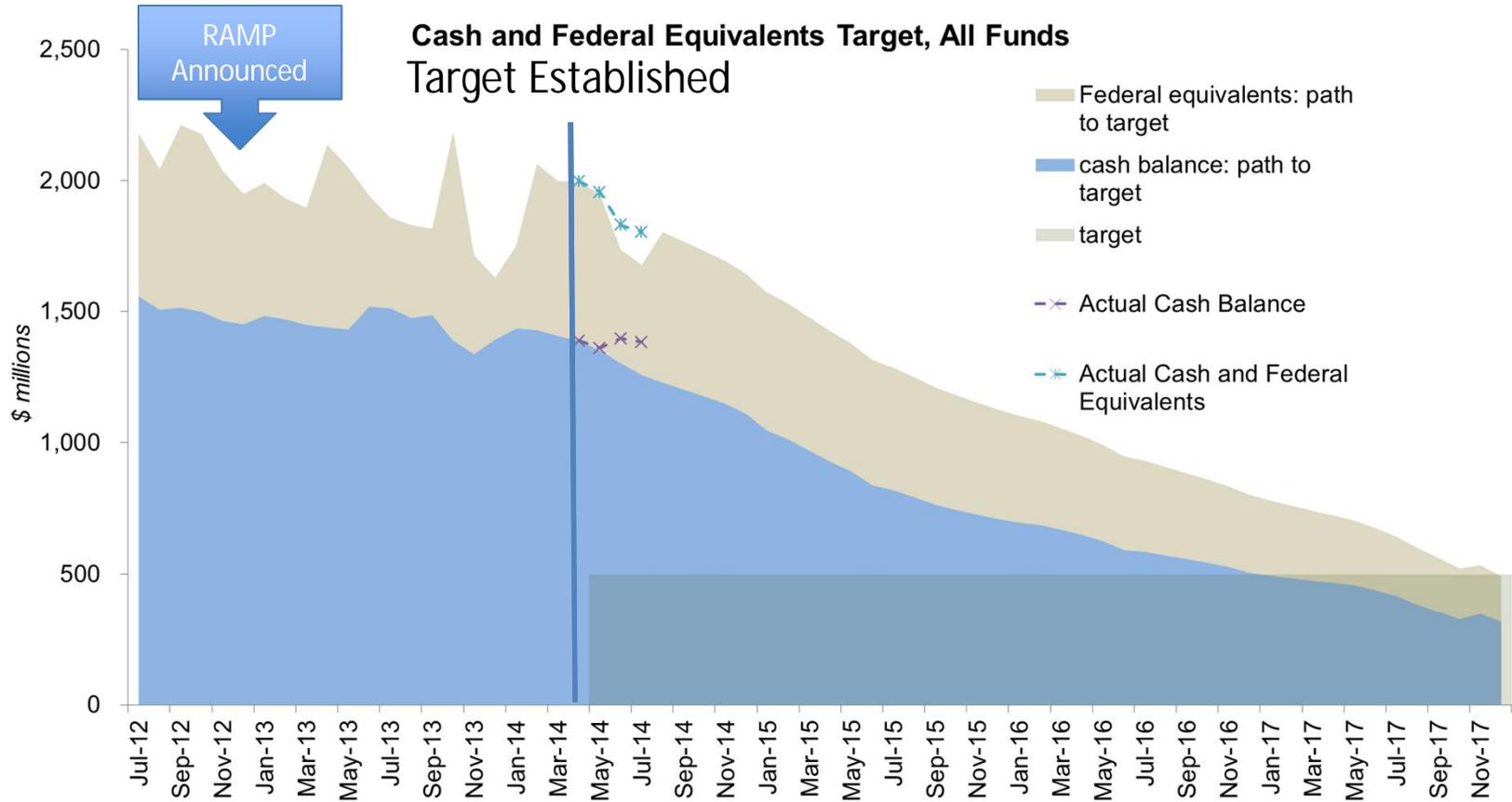
Department of
Transportation



Program Management Update September 17, 2014



Cash & Equivalents Target Balance



As of September 4, 2014



PMO Reporting Overview by Program

Program	Financial Performance (\$Millions)			Schedule	Quarterly Rotation
	Program Expenditure through 7/18/2014	Program Expenditure through 8/22/2014	\$ Change	SPI	
Flood	\$97.0	\$100.2	\$3.2	0.57	Oct.
RAMP P&O (Local Agency)	\$1.1	\$1.1	\$0.0	0.74	Oct.
RAMP P&O (CDOT)	\$78.3	\$87.3	\$9.0	0.63	Nov.
RAMP P&O (Overall)	\$79.4	\$88.4	\$9.0	0.64	Nov.
Other CDOT Projects	N/A	N/A	N/A	N/A	Nov.
2014/2015 Asset Management	\$318.8	\$387.4	\$68.6	0.71/0.52	Sept.
Safety Projects	N/A	N/A	N/A	N/A	Sept.
Totals	\$495.2	\$576.0			

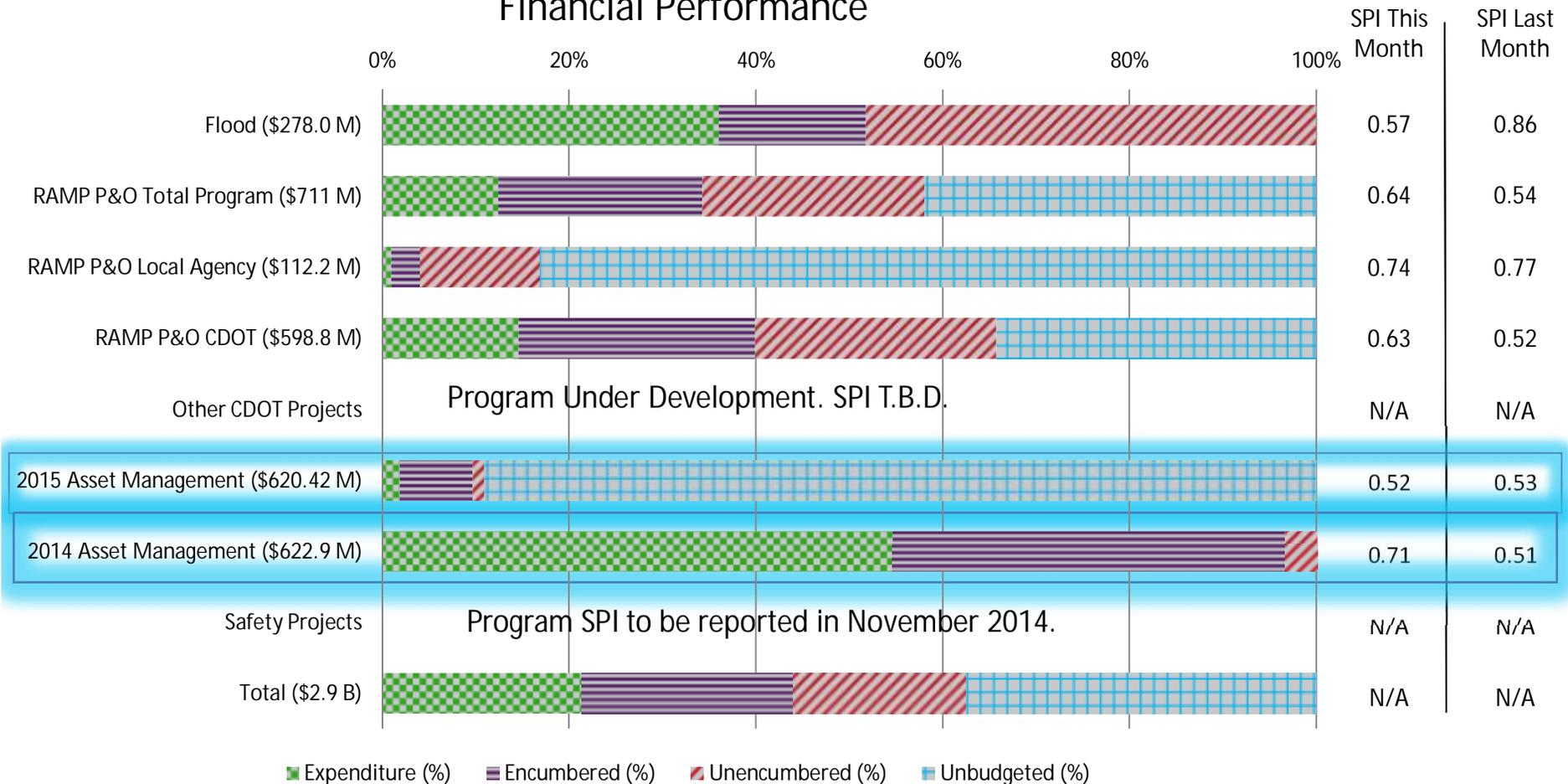
Notes: Asset Management expenditures are a combination of 2014 and 2015. Asset Management expenditures include MLOS and Roadway Equipment while these are excluded in the overall program SPI. N/A - Program in development and data not available at this time.

As of August 22, 2014



PMO Reporting Overview by Program

Financial Performance



Total Cumulative Program Amounts are for the duration of the program. Program amounts and duration vary for each program.

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

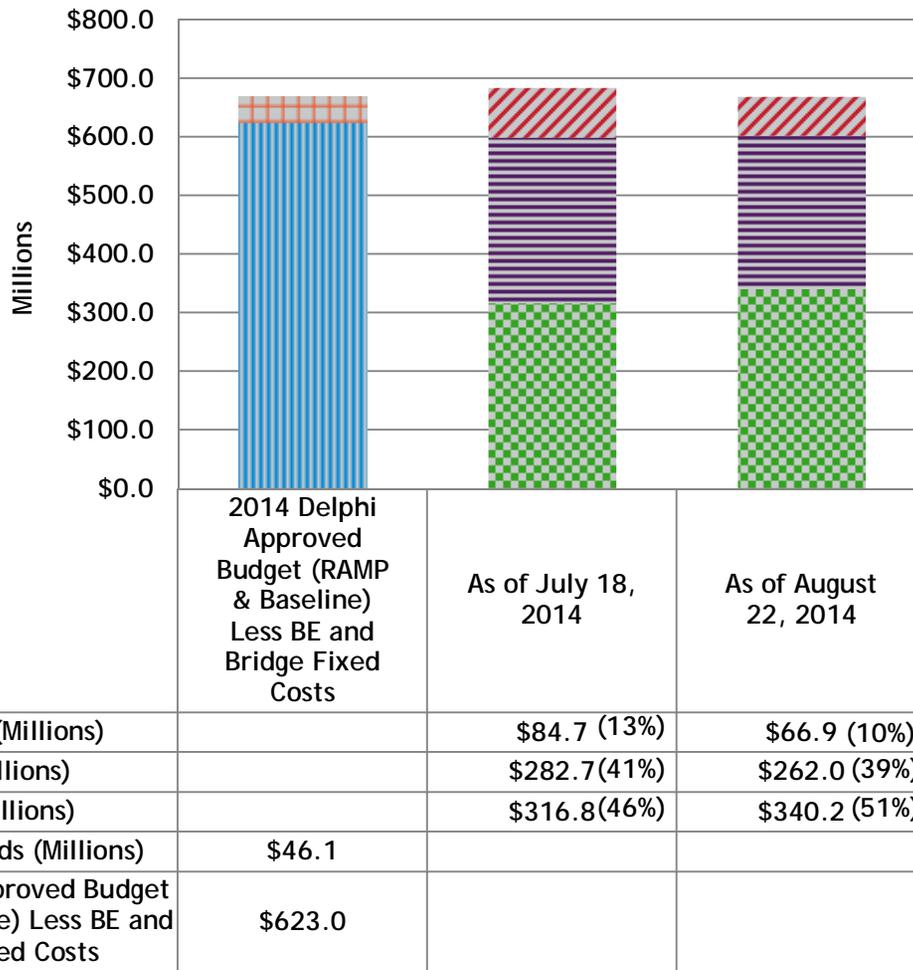
Note: Asset Management expenditures include MLOS and Roadway Equipment while these are excluded in the overall program SPI.

As of August 22, 2014



Status of 2014 Asset Management

2014 Asset Management Financial Status

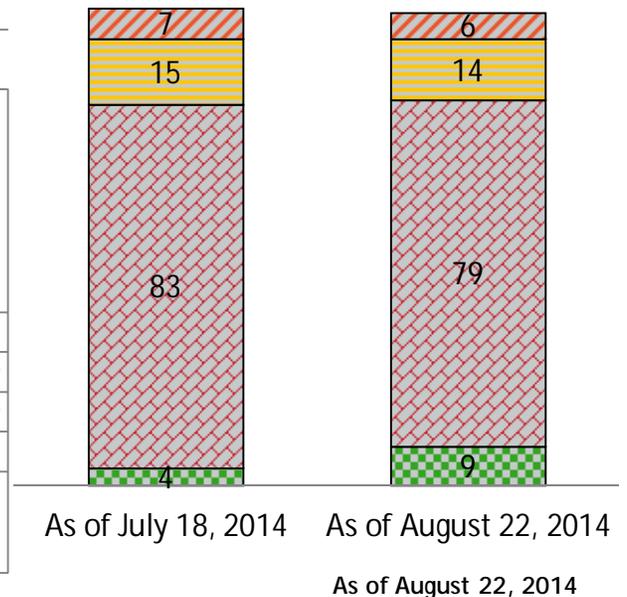


94% of Projects have been Advertised (102 Projects)

90% of budget Expended and Encumbered

Asset Management Projects (108 Total)

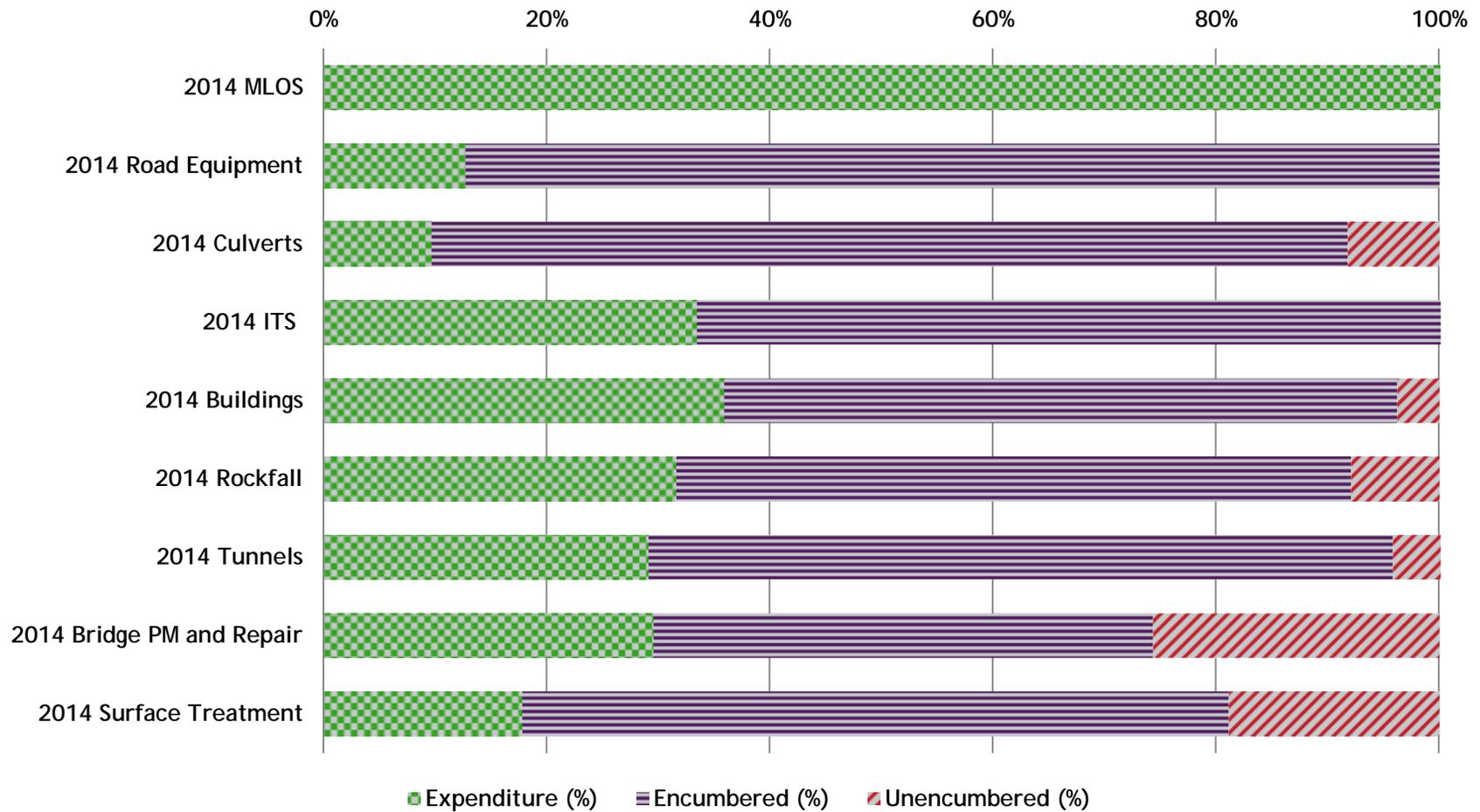
- Complete
- In Construction
- In Bid/Award
- In Design





Status of 2014 Asset Management

2014 Asset Category Overview

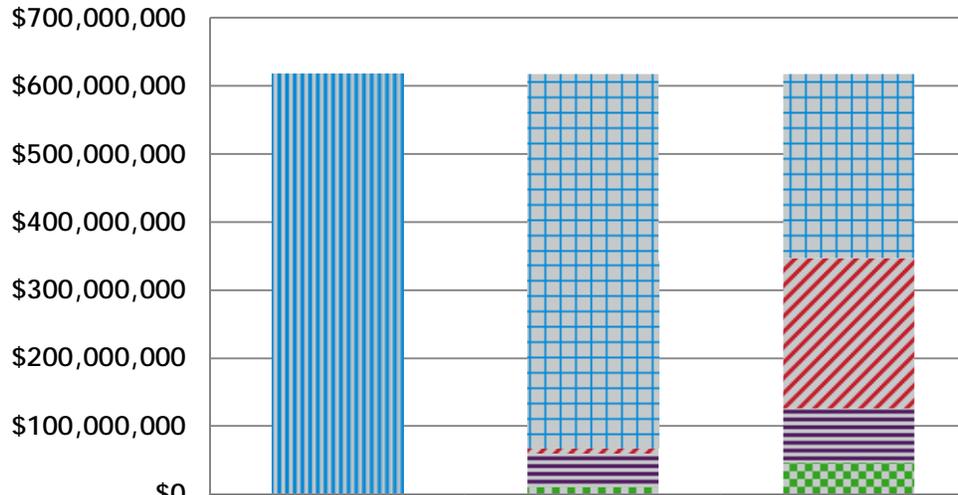


As of August 22, 2014



Status of 2015 Asset Management

2015 Asset Management Financial Status

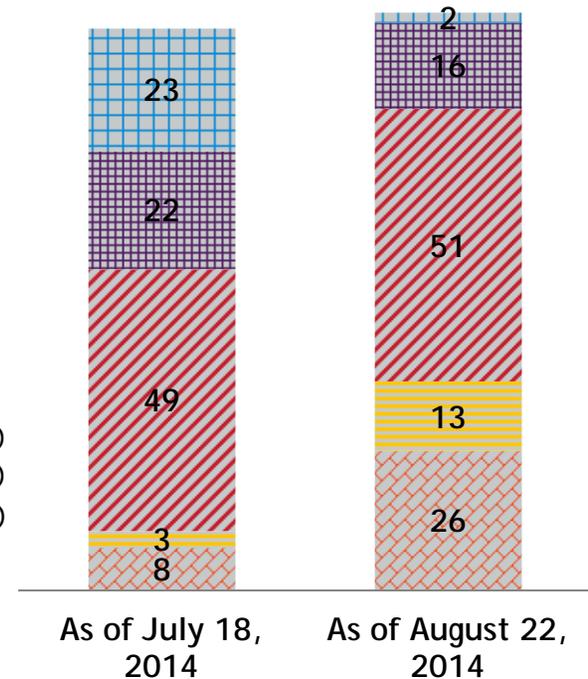


	2015 Delphi Approved Budget (RAMP & Baseline) Less BE and Bridge Fixed Costs	As of July 18, 2014	As of August 22, 2014	
Unbudgeted	(89%)	\$550,400,000	\$270,975,000	(44%)
Unencumbered	(1%)	\$7,900,000	\$221,117,000	(36%)
Encumbered	(8%)	\$48,500,000	\$79,100,000	(13%)
Expenditure	(2%)	\$11,500,000	\$47,209,000	(7%)
2015 Delphi Approved Budget (RAMP & Baseline) Less BE and Bridge Fixed Costs	\$618,400,000			

Percentages show are out of 2015 Delphi Approved Budget (Less BE and Bridge Fixed Costs)

2015 Asset Management Project Status

- No Subaccount
- No Budget/No Milestones
- In Design
- In Bid/Award
- In Construction

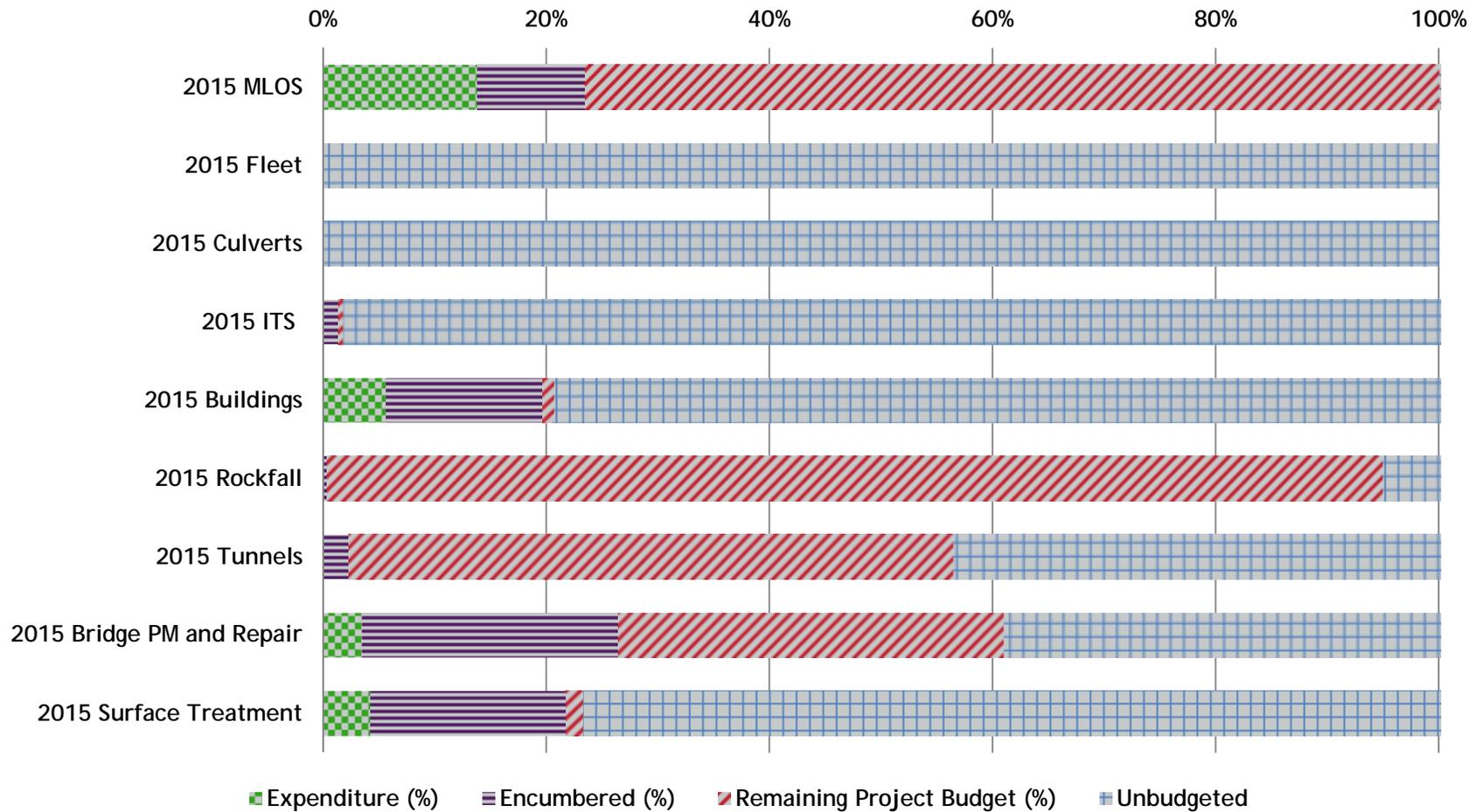


As of August 22, 2014



Status of 2015 Asset Management

2015 Asset Category Overview



As of August 22, 2014



PMO Coming Attractions

- Update of Cash Balance
- Overview of Flood Program
- Overview of RAMP Partnership and Operations (Local Agency Projects)

As of August 22, 2014



COLORADO
Transportation Commission

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

DATE: September 17, 2014
TO: Transportation Commission
FROM: Joshua Laipply
SUBJECT: PMO workshop - I-25 Ilex UPRR Design Build Project

Purpose

To provide the Commission an update on the non-responsive submittals by the 3 short-listed design/build teams and the impacts to the project scope and schedule.

Action

For information only

Background

On August 21st CDOT conducted a public bid opening of the I-25 Ilex UPRR Design / Build project in Pueblo. The project consisted of a base project scope, wich is intended to be slightly under the published funding available. Then Additional Requested Elements (AREs), essentially a "wish list" of additional improvements that we are not confident we have enough funding for are added. Typically the successful proposer completes the base project and is able to provide more AREs than his competitors at best and final offer (BAFO) whichh is at or under the funded amount. When the Ilex project opened the BAFO from the three short-listed firms, all 3 firms were over the funded amount. This is deemed non-responsive.

Design/Build contracting is structured to deliver the lowest-cost and best technical solution. When structured as a maximum scope project (like Ilex) the proposers have a fixed dollar amount to deliver the most benefit for CDOT. CDOT has many years of experience with this contracting method and still believes it to be a great tool to deliver cost-effective projects. However, based upon recent CM/GC negotiations and another upcoming D/B project for the Cimarron Interchange, staff felt the best solution was to trim the scope of work back and move forward with a new round of price proposals from the short-listed teams.

Details

Funding

- Bridge Enterprise \$33M
- Other \$23.8M

Short-listed Teams

- Flatiron/HDR
- Kraemer/TSH
- RL Wadsworth/Michael Baker Jr.

Schedule Delay

- Potentially 4 months

Next Steps

CDOT Regional Staff is revising the base project scope to an amount that still maintains the minimal functional and conditional improvements and will have each proposer re-bid the agreed upon scope.





COLORADO

Department of Transportation

Division of Accounting and Finance

4201 East Arkansas Avenue, Room 262
Denver, CO 80222

MEMORANDUM

TO: TRANSPORTATION COMMISSION

FROM: SCOTT RICHRATH, CHIEF FINANCIAL OFFICER (CFO)

DATE: SEPTEMBER 17, 2014

SUBJECT: FY2014 & FY2015 BUDGET TOPICS

Purpose

This memorandum summarizes information related to FY2014 year-end close budget reconciliation items and the corresponding FY2015 Transportation Commission Contingency Reserve Fund (TCCRF) impact, including:

- The current FY2014 preliminary revenue reconciliation
- FY2014 to FY2015 cost center roll forward requests approved by the Transportation Commission (TC) and Department staff

Action

To review and approve staff recommendation for surplus fund balances correlated to the FY2014 revenue reconciliation and approved cost center roll forwards.

Background & Details

FY2014 Preliminary Revenue Reconciliation

At the close of each fiscal year, the Office of Financial Management and Budget (OFMB) within the Division of Accounting and Finance (DAF), compares the planned budget to the actual revenues and recommends a course of action for any surpluses or deficits to the TC. This process is similar to the initial development of the Department's allocation for the new year, followed by developing the new fiscal year budget and then balancing the budget. Any potential surpluses or deficits are discussed followed by a recommendation to the TC.

The FY2014 revenue reconciliation was recently completed using supplement documents provided by the State Department of Revenue and the Federal Highway Administration (FHWA). Given that the federal fiscal year ends September 30, 2014, there is a possibility that FY2014 reconciling items may change slightly. In addition, the Department is eligible to receive an increase in the annual allocation known as "Federal re-distribution". Last year, the Department received \$25.5 million. The amount available to states varies each year. The Department has not yet been notified of the FY2014 amount. Future updates to the reconciliation and the re-distribution will be provided to the TC.

Currently, FY2014 reconciliation reports for the Department and the Enterprises reveal the following surplus and deficit amounts (see Attachment A):

- The Colorado Department of Transportation had estimated revenues for the FY2014 Budget of \$1,101.9 million and received actual revenues in the amount of \$1,238.4 million creating a surplus of \$136.5 million. The surplus is primarily due to Emergency Relief funding related to the September 2013 and US24 flooding events. Excluding the surplus specifically identified to fund the Emergency Relief efforts, the TC can direct approximately \$7.5 million of the revenue surplus.



- The Colorado High Performance Transportation Enterprise had estimated revenues for the FY2014 Budget of \$32.5 million and received actuals in the amount of \$25.0 million leaving a deficit of \$7.5 million. This deficit is primarily due to revenue in the budget being deferred and not recognized as revenue is received.
- The Colorado Statewide Bridge Enterprise had estimated revenues for the FY2014 Budget of \$115.5 million and received actual in the amount of \$119.6 million creating a surplus of \$4.2 million. This surplus is primarily due to FASTER Bridge Enterprise surcharge revenues received above the budget estimate.

FY2014-FY2015 Cost Center Roll Forward Request

Last month, DAF recommended year-end roll forward request procedures including Department staff and TC approval thresholds. Under the newly adopted Policy Directive 703.0, the TC shall be presented with all staff recommended cost center roll forwards of \$1.0 million or more. Requests totaling less than \$1.0 million will be managed by Department staff. The section below summarizes the estimated TC directed FY2014 residual fund balance including the automatic and staff recommended roll forward credit and the roll forward request approved by the TC in August.

A complete reconciliation of the FY2014 year-end close reconciliation items outlined in the memo narrative is provided in the table below:

FY2014 Surplus Fund Reconciliation (Revenue and Cost Center Balances)

FY2014 Remaining Cost Center Fund Balances		\$ 32,167,182
FY2014 Automatic Roll Forwards:		<u>(16,496,084)</u>
• E0249-010 - Equipment Pool Headquarters	(85,031)	
• S0247-010 - Road Equipment Pool	(97,403)	
• OI440-010 - Intelligent Transportation Systems Project Pool	(4,096,233)	
• FASTER Transit	(12,217,417)	
FY2014 Total Approved Roll Forward Requests:		<u>(5,182,453)</u>
• FY14 Roll Forward Request Approved by TC in August	(2,543,681)	
• FY14 Roll Forward Requests <i>Tentatively</i> Approved by Department	(2,638,772)	
FY2014 Remaining Balance after Roll Forwards		\$ 10,488,645
FY2014 Current Revenue Reconciliation over the FY2014 budget		<u>7,499,042</u>
Total FY2014 Remaining Fund Balance		\$ 17,987,687
FY2015 Pushed Amount over Budget		<u>\$(10,009,523)</u>

Transfers were made from the Operation line of the budget allocation sheet based upon a March 2014 decision to keep programs whole for final budget adoption and reconcile through this year end process. In addition, changes were made in SAP in accordance with statewide common policy updates provided by the Governor’s Office of State Planning and Budget.

FY2014 Estimated Roll Forward to TC Contingency **\$ 7,978,164**

Key Benefits

The TCCRF fund will increase by approximately \$8.0 million and the TC can direct the use of the surplus funds. Options and recommendations are included in the next section of the memo.



Options and Recommendations

- 1.) Roll forward combined FY2014 cost center and revenue surplus fund balances to the TCCRF- Staff Recommendation. (see Attachment B and Attachment C)
- 2.) Roll forward combined FY2014 cost center and revenue surplus fund balances to RAMP.
- 3.) Request additional information related to FY2014 cost center roll forwards and revenue surpluses.

Next Steps

In October, DAF will:

- Provide recent updates to FY2014 revenue reconciliations and Federal re-distribution; and
- Provide the FY2016 Narrative Budget for TC review and discussion
- Provide recommendation for use of the surplus TC Contingency.

In November, the Division of Accounting and Finance will ask for the approval and adoption of the FY2016 Draft Budget for submission to the Office of State Planning and Budget and Joint Budget Committee. A preliminary FY2016 budget summary is included under separate memo in the September TC packet for review and discussion.

Attachments

Attachment A - FY2014 Preliminary Revenue Reconciliation

Attachment B - September FY2015 Contingency Balance Reconciliation

Attachment C - FY2015 Contingency Balance Projection including FY2014 year-end reconciling items



Colorado Department of Transportation
Fiscal Year 2014 Preliminary Budget / Actual Revenue Comparison

REVENUE SOURCE	FY 2014		Actual over (under) Budget	NOTES
	Budget	Actual		
Total Colorado Department of Transportation Revenue	1,101,963,212	1,238,422,883	136,459,671	
STATE FUNDS	481,720,000	477,802,679	(3,917,321)	
HUTF Revenue to CDOT (Flexible)	407,000,000	411,736,079	4,736,079	
CDOT Miscellaneous Revenue (Flexible)	28,800,000	25,341,003	(3,458,997)	
General Fund Revenue to CDOT	0	0	0	
State Infrastructure Bank	500,000	608,466	108,466	
State Safety Education Funds	2,620,000	3,234,868	614,868	
Aeronautics Funds	42,800,000	36,882,264	(5,917,736)	
FASTER FUNDS	101,900,000	106,148,151	4,248,151	
FASTER Safety - State Share to CDOT (Flexible)	96,900,000	101,148,151	4,248,151	
FASTER Safety - Local Share for Rail and Transit	5,000,000	5,000,000	0	
FEDERAL FUNDS	489,473,717	625,113,430	135,639,713	
Federal Highway Administration (Flexible)	325,333,736	327,307,545	1,973,809	
Federal Highway Administration	146,109,263	279,969,340	133,860,077	Includes \$132 million of ER in actual
Federal Transit Administration	16,030,718	16,047,788	17,070	
National Highway Traffic Safety Administration	1,700,000	1,700,000	0	
Federal Aviation Administration	300,000	88,757	(211,243)	
LOCAL MATCHING FUNDS	28,869,495	29,358,623	489,128	
Local Match for FHWA Funding	19,867,343	20,234,436	367,093	
Local Match for FTA Funding	9,002,152	9,124,187	122,035	

Notes:

<i>Total CDOT Flexible</i>	<i>858,033,736</i>	<i>865,532,778</i>	<i>7,499,042</i>	
<i>Total CDOT Inflexible</i>	<i>243,929,476</i>	<i>372,890,106</i>	<i>128,960,630</i>	

**Colorado High Performance Transportation Enterprise
Fiscal Year 2014 Preliminary Budget / Actual Revenue Comparison**

REVENUE SOURCE	FY 2014		Actual over (under) Budget	NOTES
	Budget	Actual		
High Performance Transportation Enterprise Revenue	32,500,000	25,017,332	(7,482,668)	
STATE FUNDS	2,500,000	4,329,350	1,829,350	
Tolling Fee Revenue (Enterprise)	2,500,000	4,013,683	1,513,683	
Tolling Violations	0	24,845	24,845	
Interest Income - Exempt	0	290,821	290,821	
LOCAL CONTRIBUTIONS	30,000,000	20,687,982	(9,312,018)	
Managed Lanes Revenue	30,000,000	20,687,982	(9,312,018)	

**Colorado Statewide Bridge Enterprise
Fiscal Year 2014 Preliminary Budget / Actual Revenue Comparison**

REVENUE SOURCE	FY 2014		Actual over (under) Budget	NOTES
	Budget	Actual		
Statewide Bridge Enterprise Revenue	115,481,900	119,646,415	4,164,515	
STATE FUNDS	2,500,000	3,023,910	523,910	
Other Enterprise Charges	0	0	0	
Interest Income - Exempt	2,500,000	3,023,910	523,910	
Cost Recovery	0	0	0	
FASTER FUNDS	91,600,000	95,700,102	4,100,102	
FASTER - Bridge Surcharge	91,600,000	95,700,102	4,100,102	
FEDERAL FUNDS	21,381,900	20,922,403	(459,497)	
Buy America Bonds Credit	6,381,900	5,922,403	(459,497)	
Re-distributed FHWA for BE Projects	15,000,000	15,000,000	0	

Total Transportation Revenue	1,249,945,112	1,383,086,630	133,141,518
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Attachment B - September FY2015 Contingency Balance Reconciliation

FY 2015 Contingency Balance Projection		
September FY 2015 TC Contingency Balance ⁽¹⁾	\$89,137,072	
FY 2015 State Match for Emergency Relief/Permanent Recovery	Low Estimate	High Estimate
	(\$5,000,000)	(\$13,000,000)
Federal Reimbursement of US24; Return of HPTE loans; and Other Impacts	Max Reimbursement Estimate	Min Reimbursement Estimate
	\$9,000,000	\$4,000,000
FY 2015 Contingency Estimate - Prior to FY 2015 TCCRF Funding Requests	High Balance	Low Balance
	\$93,137,072	\$80,137,072
Estimated FY2015 TCCRF Funding Requests (October through June)	(\$18,750,000)	(\$18,750,000)
Projected FY 2015 YE Contingency Balance	\$74,387,072	\$61,387,072
<i>TCCRF Fund Balance Adjustment to Reach \$50M Balance - Period 1 FY2016</i>	<i>(\$24,387,072)</i>	<i>(\$11,387,072)</i>

Estimated future railroad exposure not currently included - (\$10,000,000)

(1) Per Budget Memo September FY2015 TC balance includes pending FY14 reconciliation adjustment of + \$7,978,164

Attachment C - FY2015 Contingency Balance Projection including FY2014 year-end reconciling items

September FY 2015 Contingency Balance Reconciliation	
August FY 2015 TC Contingency Balance	\$77,014,267
Emergency Relief Project Allocation - Permanent Restoration Return of state match due to Central Federal Lands projects qualifying for 100% federal	\$2,727,999
Return of US550 Rockslide funds upon FHWA ER funding allocation	\$912,005
US-24 Flood Mitigation Bid Savings	\$504,637
FY2014 Surplus Fund Reconciliation (pending)	\$7,978,164
September FY 2015 TC Contingency Balance	\$89,137,072



COLORADO

Department of Transportation

Division of Accounting and Finance

4201 East Arkansas Avenue, Room 262
Denver, CO 80222

MEMORANDUM

TO: TRANSPORTATION COMMISSION

FROM: SCOTT RICHRATH, CHIEF FINANCIAL OFFICER (CFO)

DATE: SEPTEMBER 17, 2014

SUBJECT: FY2016 REVENUE ESTIMATES

Purpose

This memorandum summarizes FY2016 revenue estimates in preparation for the Transportation Commission's (TC) review and adoption of the Draft Budget in October.

Action

To review and comment on the FY2016 revenue estimates.

Background

A comparison of the preliminary FY2016 revenue estimates versus FY2015 for all Transportation Revenue is summarized as follows (see Attachment A - FY2015 / FY2016 Budget Revenue Comparison):

- The FY2016 Colorado Department of Transportation's estimated revenues for next fiscal year's Draft Budget are \$1.398 billion which is an increase of \$181.2 million or 14.9%; the majority of the increase is driven by SB 09-228 which is a new revenue source.
- The FY2016 Colorado High Performance Transportation Enterprise's estimated revenues for next fiscal year's Draft Budget are \$4.4 million which is a decrease of \$26.2 million or 85%. This decrease is primarily due to \$30M of revenue being deferred and not recognized as revenue received.
- The FY2016 Colorado Statewide Bridge Enterprise's estimated revenues for next fiscal year's Draft Budget are \$199.7 million which is an increase of \$4.8 million or 4.2%. This increase is due primarily to the projected growth in FASTER bridge surcharge revenues.

Details

The attached FY2015 / FY2016 Budget Revenues Comparison also identifies revenues estimated for flexible (TC directed) and inflexible programs. FY2016 revenues specific to a program are considered inflexible (i.e., MAP-21 and State mandated programs such as safety education and Aeronautics) and have been automatically adjusted based on the total FY2016 revenue assumptions. All other program revenues, highlighted in green are considered flexible and are estimated based on the FY2015 budget amounts as adopted by the TC in March 2014.



Last year the TC adopted revenue estimates for the 2040 Long Range Transportation Plan (LRP). At that time, the total Transportation Revenue estimate for FY 2016 was \$1.409 billion. The current total Transportation Revenue estimate for the FY 2016 Budgets is \$1.522 billion. When compared, the current estimate is \$113.6 million higher than the LRP estimate. Two major revenue sources (SB 09-228 and FHWA Apportionments) contribute significantly to the estimate increase.

- For SB 09-228 the LRP revenue was estimated to be \$152.8 million and for the FY2016 Budget estimate it is \$203.2M, representing an increase of \$50.4 million.
- For FHWA Apportionments the LRP revenue was estimated to be \$481.4 million and for the FY2016 Budget estimate it is \$466.2 million, representing a decrease of \$15.2 million. If estimated emergency relief funds were included in this total, the FY2016 budget estimate is \$553.2 million representing a \$71.8 million increase.
- For State Bridge Enterprise the LRP revenue was estimated to be \$130.2 million and for the FY2016 Budget estimate it is \$119.7 million, representing a decrease of \$10.5 million.

Key Benefits

N/A

Options and Recommendations

- 1.) Review and comment on the FY2016 revenue estimates in preparation of next month's review of the Draft Budget - Staff Recommendation.
- 2.) Request additional information related to the FY2016 revenue estimates.

Next Steps

In October, Department staff will use these revenue estimates to provide the TC with the FY2016 Draft Budget. The TC will be asked to balance the Draft Budget and consider adoption. On or before December 15th, the Division of Accounting and Finance will submit the TC adopted Draft Budget to the Office of State Planning and Budget.

Attachments

Attachment A - FY2015 / FY2016 Budgets Revenue Comparison



Colorado Department of Transportation
Comparison of Fiscal Year 2015 / Fiscal Year 2016 Revenue Estimates

REVENUE SOURCE	BUDGET ESTIMATE		FY2016 over (under) FY2015	NOTES
	FY2015	FY2016		
Total Colorado Department of Transportation Revenue	1,217,259,949	1,398,421,251	181,161,302	
STATE FUNDS	485,650,001	678,177,300	192,527,299	
HUTF Revenue to CDOT (Flexible)	409,700,001	412,477,300	2,777,299	
CDOT Miscellaneous Revenue (Flexible)	29,500,000	19,200,000	(10,300,000)	Decrease is due to lower earned interest.
General Fund Revenue to CDOT	0	203,200,000	203,200,000	This is a new revenue source for FY2016.
State Infrastructure Bank	700,000	500,000	(200,000)	
State Safety Education Funds	2,950,000	3,400,000	450,000	
Aeronautics Funds	42,800,000	39,400,000	(3,400,000)	
FASTER FUNDS	102,900,000	111,293,236	8,393,236	
FASTER Safety - State Share to CDOT (Flexible)	97,900,000	106,293,236	8,393,236	
FASTER Safety - Local Share for Rail and Transit	5,000,000	5,000,000	0	
FEDERAL FUNDS	599,325,330	578,675,362	(20,649,968)	
Federal Highway Administration (Flexible)	326,201,464	326,897,445	695,981	
Federal Highway Administration	250,258,370	226,288,537	(23,969,833)	FY2016 is based on MAP-21 level plus ER.
Federal Transit Administration	16,030,718	17,789,380	1,758,662	
National Highway Traffic Safety Administration	6,534,778	7,500,000	965,222	
Federal Aviation Administration	300,000	200,000	(100,000)	
LOCAL MATCHING FUNDS	29,384,618	30,275,353	890,735	
Local Match for FHWA Funding	20,069,966	19,876,093	(193,873)	
Local Match for FTA Funding	9,314,652	10,399,260	1,084,608	

Notes:

<i>Total CDOT Flexible</i>	<i>863,301,465</i>	<i>864,867,981</i>	<i>1,566,516</i>
<i>Total CDOT Inflexible</i>	<i>353,958,484</i>	<i>533,553,270</i>	<i>179,594,786</i>

**Colorado High Performance Transportation Enterprise
Comparison of Fiscal Year 2015 / Fiscal Year 2016 Revenue Estimates**

REVENUE SOURCE	BUDGET ESTIMATE		FY2016 over (under) FY2015	NOTES
	FY2015	FY2016		
High Performance Transportation Enterprise Revenue	30,575,000	4,400,000	(26,175,000)	
STATE FUNDS	575,000	4,400,000	3,825,000	
Tolling Fee Revenue (Enterprise)	375,000	4,200,000	3,825,000	
Tolling Violations	0	0	0	
Interest Income - Exempt	200,000	200,000	0	
LOCAL CONTRIBUTIONS	30,000,000	0	(30,000,000)	
Managed Lanes Revenue	30,000,000	0	(30,000,000)	FY2015 was the last year for this funding.

**Colorado Statewide Bridge Enterprise
Comparison of Fiscal Year 2015 / Fiscal Year 2016 Revenue Estimates**

REVENUE SOURCE	BUDGET ESTIMATE		FY2016 over (under) FY2015	NOTES
	FY2015	FY2016		
Statewide Bridge Enterprise Revenue	114,881,900	119,700,000	4,818,100	
STATE FUNDS	2,400,000	3,000,000	600,000	
Other Enterprise Charges	0	0	0	
Interest Income - Exempt	2,400,000	3,000,000	600,000	
Cost Recovery	0	0	0	
FASTER FUNDS	91,100,000	95,400,000	4,300,000	
FASTER - Bridge Surcharge	91,100,000	95,400,000	4,300,000	
FEDERAL FUNDS	21,381,900	21,300,000	(81,900)	
Buy America Bonds Credit	6,381,900	6,300,000	(81,900)	
Re-distributed FHWA for BE Projects	15,000,000	15,000,000	0	

Total Transportation Revenue	1,362,716,849	1,522,521,251	159,804,402
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COLORADO Transportation Commission

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

DATE: September 17, 2014
TO: Transportation Commission
FROM: Joshua Laipply P.E., Chief Engineer
SUBJECT: Surface Treatment Program Update

Purpose

This topic is intended to update the Transportation Commission on the progress of the "Drivability Life" Pavement Management System and the FY 16 and FY 17 Surface Treatment projects.

Action

Informational Item

Background

With the development of the "Drivability Life" model for pavement management, there is a new philosophy for developing surface treatment projects that is centered around system preservation to maximize the life of our pavements and to treat more lane miles per year. This model was partially implemented for use in developing the FY15 surface treatment projects and is fully implemented for FY 16 and FY17 surface treatment projects.

Details

This workshop will provide a detailed overview and status of the Surface Treatment Program. This will include information on how the new model is directing a positive return on investment as well as details on why the scope and location of statewide projects can vary from year to year. Additionally, information will be presented that compares statewide surface treatment accomplishments at pre-RAMP versus post-RAMP investment levels. Examples of FY 16 and FY 17 pavement investment scenarios will be outlined for the Commission.

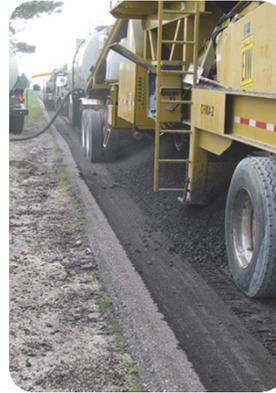
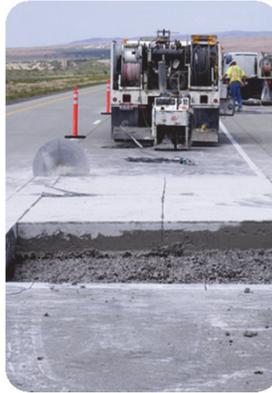
Attachments

PowerPoint Presentation on the Driveability Life model and the FY16 & 17 Surface Treatment Projects





COLORADO
Department of
Transportation

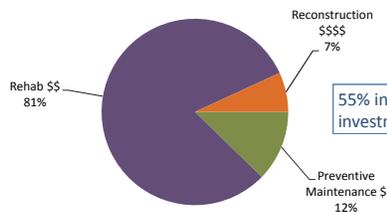


Surface Treatment Program Workshop



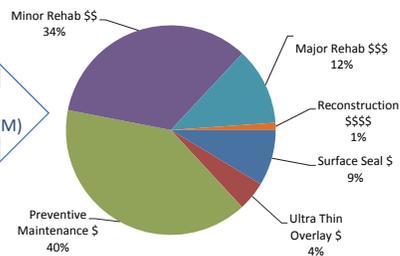
Improvements to Surface Treatment Pavement Management

FY12 Treatment Strategies
Percentage of Treatment Length
(Centerline Miles)



- Before Ramp Investments
- Before Drivability Life Metrics

FY16 Treatment Strategies
Percentage of Treatment Length
(Centerline Miles)



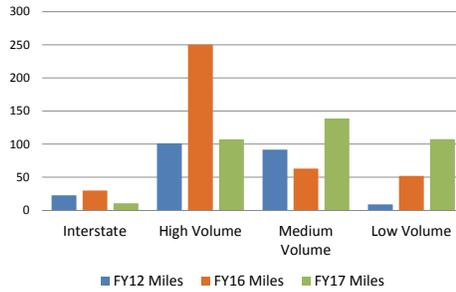
- After Ramp Investments
- After Drivability Life Metrics

55% increased investment (\$83.7M)



Improvements to Surface Treatment Pavement Management

Treatment Centerline Miles
FY12, FY16, & FY 17



FY12 to FY16 Change in Treatment Miles				
	FY12 Miles	FY16 Miles	FY17 Miles	Avg. Percent Change
Interstate	22.5	29.8	10.6	12%
High Volume	101.2	250.2	107.1	76%
Medium Volume	91.5	62.9	138.7	10%
Low Volume	8.8	51.8	110.4	822%
All Categories	224.0	394.7	366.8	70%



Improvements to Surface Treatment Pavement Management

Investment Efficiency

	Total Centerline Miles	Total STP Investment *	Efficiency Dollars/Mile	Treatment Cycle Time
FY12	224.0	\$180,338,799	\$804,940	41 years
FY16	394.7	\$217,087,000	\$549,958	24 years
FY17	366.8	\$218,460,000	\$595,567	

* total construction funds in **today's dollars**





FY16 Surface Treatment Program

- FY16: \$235.9 Million
- 83% of FY16 projects match model recommendations (Commission desire was 80%)
- 46 Surface Treatment Projects total



Recall Condition Metric:

- High DL > 10 years Drivability Life
- Moderate DL = 4-10 years Drivability Life
- Low DL ≤ 3 years Drivability Life

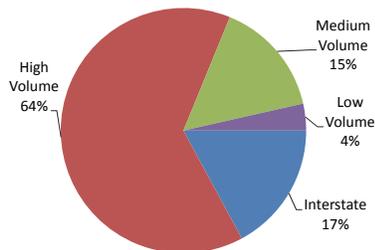
Project Example: 036D, Milepost 220, just west of Kansas border.

- 2013 DL = 6
- 2016 Chip Seal is planned

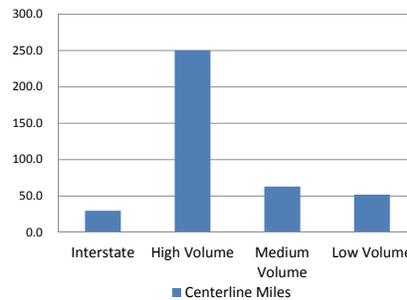


FY16 Surface Treatment Program

FY16 Percent of Dollars Invested in Each Pavement Traffic Category



FY16 Treatment Centerline Miles in Each Pavement Traffic Category



395 total centerline miles planned



FY17 Surface Treatment Program

- FY17: \$240 Million (Anticipated)
- 82% of FY17 projects match model recommendations (Commission desire was 80%)
- 45 Surface Treatment Projects total



Recall Condition Metric:
 High DL > 10 years Drivability Life
 Moderate DL = 4-10 years Drivability Life
 Low DL ≤ 3 years Drivability Life

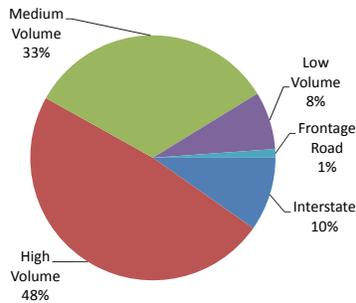
Project Example: 23A, Milepost 0 to 17.5 outside of Holyoke

- 2013 DL = from 2 to 7
- 2017 Project planned with mix of treatments TBD

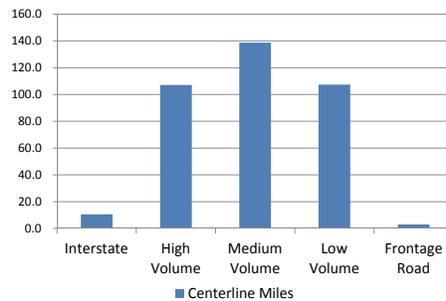


FY17 Surface Treatment Program

FY17 Percent of Dollars Invested in Each Pavement Traffic Category



FY17 Treatment Centerline Miles in Each Pavement Traffic Category



367 total centerline miles planned



Key Take-Aways

- Exceeded Commission desire for 80% match between Surface Treatment Plan and Pavement Management Recommendations
 - 82.4% match for FY16 & 17 combined
 - 762 centerline miles of work planned in FY16 & 17
- Surface Treatment Program ability to proactively manage and mitigate risks
 - Long range project planning cost estimates will change as project-level investigation and design details are refined.
 - Exact beginning and ending mileposts may change to ensure logical construction limits.
 - As projects details are refined, project funding may be modified or redirected among Regional projects to optimize expenditures and construct the complete scope of STP work planned statewide.
 - As project details are refined, funding may be redirected, if approved, between planning years while maintaining planning total amounts over time.
 - Treatment options are defined in the Pavement Design Manual. Exceptions can be granted with approval of the Chief Engineer.



DATE: September 5, 2014
TO: Transportation Commission of Colorado
FROM: Michael Cheroutes, Director of High Performance Transportation Enterprise
SUBJECT: Master Installment Purchase Agreement

Purpose

This workshop is to discuss a proposed agreement between HPTE and CDOT that would finance the acquisition by HPTE of tolling equipment and software for designated express lanes. CDOT would initially purchase the assets and then sell them to HPTE under the Master Installment Purchase Agreement. Payments would be made by HPTE from the toll revenues of the related express lanes. HPTE has been advised that it must own the tolling equipment and software used to operate its express lanes.

Action

HPTE is requesting that CDOT enter into an installment-purchase arrangement with HPTE to allow HPTE to finance the capital costs of the tolling equipment, both hardware and software, needed to implement user-fee systems on each of the projects described below.

Background

The Colorado Department of Transportation (CDOT) and the High Performance Transportation Enterprise (HPTE) are working together to complete, implement and operate several surface transportation infrastructure projects across the State that will include an express lanes component. As the entity specifically authorized by statute to impose user fees on the travelling public, HPTE is responsible for operating and maintaining the tolling equipment for these projects.

Details

The proposed installment-purchase arrangement requires CDOT to purchase the tolling equipment for each project and then grant HPTE the right to use and operate the equipment. In return for this right, HPTE will make installment payments to CDOT using user-fee revenues until the cost of the equipment and the accrued interest is paid in full, at which point title to the equipment transfers from CDOT to HPTE.

This arrangement has been documented in a Master Installment Purchase Agreement (Agreement) between CDOT and HPTE and is designed to cover the tolling equipment for the **I-25 North Express Lanes**, the **C-470 Express Lanes Project** and the **I-70 Peak Period Shoulder Lanes Project**. To account for the different times at which tolling equipment will be needed for each project and to take into consideration the differences in each corridor, the Agreement provides flexibility to allow CDOT and HPTE to order the tolling equipment for each project when needed and to document the specific financial terms applicable to each system of tolling equipment at different times. These specific terms will be documented in exhibits to the Agreement, which will include (a) a description of the tolling equipment; (b) an applicable repayment schedule; and (c) a description of how the revenues from the project will be used to make the installment payments.

While the agreement does provide this needed flexibility, each exhibit to the Agreement will require the approval of CDOT's Chief Financial Officer. In addition, the following financial parameters have been identified in the Agreement: (i) CDOT will charge an interest rate of 2.75% (the current SIB interest rate) that will accrue upon HPTE's acceptance of the equipment; (ii) installment payments must begin within two (2) years from the date the express lanes for which the tolling equipment has been ordered is put into service; (iii) the cost of the equipment and accrued interest must be paid in full within ten (10) years from the date HPTE accepts the equipment; (iv) HPTE can purchase the equipment prior to the expiration of the term; and (v) the total cost of the tolling equipment to CDOT, in the aggregate for all projects combined, cannot exceed the maximum amount of \$5,000,000.

Options and Recommendations

1. Staff Recommendation – Approve the Master Installment Purchase Agreement with HPTE
2. Deny approval for the Master Installment Purchase Agreement, which will require HPTE to explore separate financing options and may result in a delay in projects

MASTER INSTALLMENT PURCHASE AGREEMENT

THIS MASTER INSTALLMENT PURCHASE AGREEMENT (“Agreement”) is made this ___ day of _____, 2014, by and between the Colorado Department of Transportation (“CDOT”), an agency of the State of Colorado, and the Colorado High Performance Transportation Enterprise (“HPTE”), a government owned business within CDOT, hereinafter referred to collectively as the “Parties”.

RECITALS

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

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

C. Consistent with their respective missions and statutory powers, CDOT and HPTE are cooperating to complete, implement and operate several transportation infrastructure projects across the State of Colorado, including (without limitation) the following: (1) on Interstate 25 between US 36 and the Wagon Wheel Park-and-Ride (“Segment 2”) and between the Wagon Wheel Park-and-Ride and E-470 (“Segment 3”), which generally consists of converting the inside shoulder area of Interstate 25 into tolled express lanes in each direction (including Segment 2 and Segment 3, “I-25 North Express Lanes”); (2) on I-70 eastbound from Empire Junction to Hidden Valley, which generally consists of upgrading existing CDOT right-of-way by adding an express lane that will operate as a third travel lane during peak travel periods (“I-70 PPSL”); and (3) on C-470 from I-25 to Kipling, which generally consists of adding express lanes in each direction (“C-470 Express Lanes Project”). The I-25 North Express Lanes, the I-70 PPSL, and the C-470 Express Lanes Project are referred herein, collectively, as the “Projects” and each a “Project”.

D. HPTE is specifically authorized pursuant to Section 43-4-806(c)(I), C.R.S. to impose user fees on the travelling public for the privilege of using surface transportation infrastructure, and HPTE intends to implement a user-fee system on each of the Projects.

E. In furtherance of this effort, HPTE has requested that CDOT enter into an installment-purchase arrangement with HPTE to allow HPTE to finance the capital costs of the equipment, both hardware and software, needed to implement user-fee systems on each Project (“Tolling Equipment”), and CDOT has agreed to enter into an installment-purchase arrangement with HPTE for this purpose.

F. This Agreement is executed under the authority of Sections 29-1-203, 43-1-106, 43-4-806(4), and 43-4-806(6)(h), C.R.S.

IN CONSIDERATION OF THE FOREGOING AND THE VARIOUS TERMS, COVENANTS, AND CONDITIONS SET FORTH HEREIN, AND OTHER GOOD AND VALUABLE CONSIDERATION, THE RECEIPT AND SUFFICIENCY OF WHICH ARE HEREBY ACKNOWLEDGED, THE PARTIES NOW AGREE THAT:

1. **Overview.** The Parties acknowledge that each Project will be completed and operational, and that the corresponding Tolling Equipment will be needed, at different times. HPTE and CDOT agree to coordinate as necessary to order the appropriate Tolling Equipment for the Projects and HPTE will be deemed to have accepted the corresponding Tolling Equipment upon completion of installation and testing, which shall be memorialized in a written notice from HPTE to CDOT. The cost of installation and testing shall be considered part of the cost of the Tolling Equipment and, prior to HPTE's acceptance of any Tolling Equipment, the Parties shall prepare and agree upon Exhibits A-C or the supplements thereto (as applicable) through the Exhibit Adding Process described below. Each Exhibit and each supplement thereto, including all financial terms, require the approval of CDOT's Chief Financial Officer or designee. Upon acceptance of the Tolling Equipment, such exhibits or supplements thereto shall be deemed to be part of this Agreement. It is contemplated by the Parties that a set of Exhibits (A-C) will be added or supplemented (as applicable) each time Tolling Equipment is accepted by HPTE for a Project, provided that each Party shall have obtained the necessary approvals needed to authorize such adding or supplementing prior to doing so.

2. Tolling Equipment.

a. The Parties agree that the total cost of the Tolling Equipment (including testing and installation) to CDOT, in the aggregate for all Projects combined, shall not exceed the maximum amount of Five Million and 00/100 Dollars (\$5,000,000). While CDOT's obligations under this Agreement to purchase Tolling Equipment may extend beyond the current State Fiscal Year, the Parties understand and agree that any obligation on the part of CDOT in any given future State Fiscal Year constitutes a then-current year expense of CDOT, payable exclusively from CDOT's then-current annual allocation by the Transportation Commission of the State of Colorado. The act of allocating by the Transportation Commission is an act solely within the discretion of the Transportation Commission and no provision of this Agreement shall be construed or interpreted as creating a general obligation or other indebtedness of CDOT, within the meaning of any constitutional or statutory debt limitation.

b. The Parties agree that the Tolling Equipment for each Project will be described on Exhibit A, which the Parties expect to attach at a future date. As a result of the Tolling Equipment being needed and ordered at different times, the Parties may add, expand and/or supplement Exhibit A by the initialing of pages without other action to effect such additions, expansions, and /or supplements. By way of example, if Segment 2 of the I-25 North Express Lanes is the first Project completed, the Parties will add an Exhibit A to this Agreement describing the corresponding Tolling Equipment by initialing the pages and attaching them hereto. When Tolling Equipment for the next Project is accepted, Exhibit A will be

supplemented with an Exhibit A-1, then with Exhibit A-2 for the following Project, and so on (“Exhibit Adding Process”).

c. Subject to the terms and conditions of this Agreement and upon HPTE’s acceptance from CDOT of the Tolling Equipment for each Project, CDOT will be deemed to have granted HPTE the right to use and operate the Tolling Equipment for the applicable Project for the applicable Term, as described in Section 4 (below). Except as set forth in Section 8 (below), HPTE acknowledges and agrees that CDOT has not and will not make any representation or warranty, expressed or implied, with respect to any Tolling Equipment accepted by HPTE pursuant to this Agreement.

3. Installment Payments.

a. In exchange for its use of Tolling Equipment, HPTE promises to pay CDOT installment payments that will be described on an Exhibit B to be attached to this Agreement (“Installment Payments”). The Parties agree that Exhibit B will be added and supplemented through the Exhibit Adding Process described in Section 2 (b) above (except applied to Exhibit B and not Exhibit A) and that Exhibit B for each Project will address: (i) the amounts of each Installment Payment, including the portion that is paid as principal and the portion that is paid as interest; (ii) by when each Installment Payment will be made by HPTE; and (iii) the amount or calculation that will be used to determine how much HPTE will pay CDOT in order to exercise its Purchase Option (defined below). Exhibit B for each Project shall be consistent with the following: (y) the Parties agree to apply an interest rate of 2.75% to the cost of the Tolling Equipment, which is the current State Infrastructure Bank interest rate as of the date of this Agreement, from and after the date the Tolling Equipment is accepted by HPTE; (z) the Installment Payment for each Project shall commence no later than two (2) years after the express lane for which the Tolling Equipment was ordered is placed into service and shall not go beyond ten (10) years after the Tolling Equipment is accepted by HPTE.

b. The Parties acknowledge that the Installment Payments will be made by HPTE using revenues generated from the Project to which the Installment Payments relate. HPTE agrees, during the Term (as defined below), to apply such revenues in the order that will be set forth on Exhibit C. The Parties agree that Exhibit C will be added and supplemented through the Exhibit Adding Process described in Section 2 (b) above (except applied to Exhibit C and not Exhibit A).

4. **Term.** This Agreement as it applies to each set of Tolling Equipment will commence on the date HPTE accepts the set of Tolling Equipment and shall continue until all Installment Payments related to that set of Tolling Equipment have been made (“Term”), unless earlier terminated pursuant to Section 5 (below). The Term for each Project shall not exceed ten (10) years from the date the Tolling Equipment is accepted by HPTE.

5. **Early Purchase Option.** HPTE shall have the option to purchase each set of Tolling Equipment from and after the commencement of the applicable Term (“Purchase Option”) at any time prior to the expiration of the applicable Term by giving notice to CDOT of such intention. HPTE shall be deemed to have exercised such Purchase Option, and the Tolling Equipment shall

be deemed to be the property of HPTE pursuant to Section 6 (below), upon HPTE's payment in full of the Purchase Option amount indicated in the applicable portion of Exhibit B (as supplemented from time to time).

6. Title to Equipment. Each set of Tolling Equipment is and shall at all times during the applicable Term remain the sole property of CDOT, subject to HPTE's right to use and operate the Tolling Equipment and subject to HPTE's Purchase Option. Upon CDOT receiving the final Installment Payment from HPTE for a set of Tolling Equipment under this Agreement or upon HPTE exercising its Purchase Option, the title to the set of Tolling Equipment shall be deemed to transfer to HPTE and CDOT agrees to execute any such further documents as may be reasonably required by HPTE to ensure that the set of Tolling Equipment is transferred (with all Vendor (as defined below) warranties) from CDOT to HPTE free from all liens and encumbrances.

7. Maintenance and Repair. All maintenance and repair costs to the Tolling Equipment shall be paid by HPTE and CDOT is hereby relieved from any responsibility to maintain or repair said equipment, except as set forth in Section 8 (below). HPTE agrees that it will maintain, preserve, and keep the Tolling Equipment in good repair and working order, in accordance with manufacturer's recommendations. HPTE will not install, use, operate, or maintain the Tolling Equipment improperly, carelessly, in violation of any applicable law or in a manner contrary to that contemplated by this Agreement.

8. Vendor Warranties. CDOT hereby irrevocably appoints HPTE its agent and attorney-in-fact during the applicable Term, so long as HPTE shall not be in default hereunder, to assert from time to time whatever claims and rights (including, without limitation, warranties) relating to the Tolling Equipment that CDOT may have against the manufacturer or supplier of the Tolling Equipment ("Vendor"). HPTE's sole remedy for the breach of such warranty, indemnification or representation shall be against Vendor of the Tolling Equipment, and not against CDOT. Any such matter shall not have any impact whatsoever on the rights and obligations of HPTE under this Agreement, including the right to receive full and timely Installment Payments.

9. Casualty and Risk of Loss. Notwithstanding any loss, theft, destruction or damage to the Tolling Equipment, HPTE shall continue to make the Installment Payments.

10. Assignment. Neither Party shall be entitled to assign this Agreement, or any portion hereof, to any third party without the prior written consent of the other Party.

11. Default by HPTE. Time is of the essence under this Agreement and any of the following events shall constitute a default on the part of HPTE hereunder: (a) failure of HPTE to make any payment within thirty (30) days after receiving notice from CDOT regarding same; or (b) any breach or failure of HPTE to perform any of its material obligations under this Agreement within sixty (60) days after HPTE receives notice from CDOT setting forth in reasonable detail the nature and extent of the failure, or within a longer period of time as may be necessary for such cure so long as HPTE shall promptly commence and diligently prosecute curing the breach or failure identified in the notice. Upon default and after the expiration of any cure period, CDOT may take possession of the set of Tolling Equipment to which the default

relates and hold, sell or otherwise dispose of the Tolling Equipment without affecting the obligations of HPTE as provided in this Agreement. No waiver by CDOT of performance by HPTE shall be considered a continuing waiver or shall preclude CDOT from exercising its rights in the event of a subsequent default. No acceptance by CDOT of a partial payment tendered by HPTE shall be deemed a waiver of the balance of the amount due even if the tender states that acceptance will constitute payment in full.

12. Severability. To the extent that this Agreement may be executed and performance of the obligations of the Parties may be accomplished within the intent of the Agreement, the terms of this Agreement are severable, and should any term or provision hereof be declared invalid or become inoperative for any reason, such invalidity or failure shall not affect the validity of any other term or provision hereof.

13. Notice. All communication, notices, and correspondence shall be addressed to the individuals identified below. Either Party may, from time to time, designate in writing new or substitute representatives.

If to CDOT:

Director
Office of Major Project Development
Colorado Department of Transportation
4201 E. Arkansas Ave.
Denver, CO 80222

If to HPTE:

Director
High Performance Transportation
Enterprise
Colorado Department of Transportation
4201 E. Arkansas Ave.
Denver, CO 80222

14. Governing Law. This Agreement shall be governed by the laws of the State of Colorado.

15. Modification and Amendment. Except as otherwise provided herein, no modification to this Agreement shall be effective unless agreed to in writing by the Parties in an amendment to this Agreement that is properly executed and approved in accordance with applicable law.

[Signature Page Follows]

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

STATE OF COLORADO
JOHN HICKENLOOPER, Governor

COLORADO HIGH PERFORMANCE
TRANSPORTATION ENTERPRISE

By _____
DONALD HUNT
Executive Director
DEPARTMENT OF TRANSPORTATION

By _____
MICHAEL CHEROUTES
HPTE Director

APPROVED:
JOHN SUTHERS
Attorney General

By _____
First Assistant Attorney General

ALL CONTRACTS REQUIRE APPROVAL BY THE STATE CONTROLLER

CRS §24-30-202 requires the State Controller of the State of Colorado approve all State Contracts. This Installment Purchase Agreement is not valid until signed and dated below by the State Controller or delegate.

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

EXHIBIT A
TOLLING EQUIPMENT

To be completed by CDOT CFO after completed negotiations

EXHIBIT B
INSTALLMENT PAYMENTS

To be completed by CDOT CFO after completed negotiations

EXHIBIT C
REVENUE WATERFALL

To be completed by CDOT CFO after completed negotiations



COLORADO

Department of Transportation

Transportation Systems
Management & Operations

4201 East Arkansas Avenue
Denver, CO 80222-3406

DATE: September 17, 2014

TO: Transportation Commission

FROM: Director, Division of Transportation Systems Management & Operations (TSM&O)

SUBJECT: Update on TSM&O Progress and Priority Corridor Planning

Purpose

To inform the Transportation Commission on the progress of the Division of TSM&O in FY2014 and provide an overview of its plan to reduce traffic congestion in priority corridors.

Action

This is information for the Commission on the strategic vision and direction of TSM&O.

Background

The Division of Transportation Systems Management & Operations is responsible for a statewide program designed to reduce congestion and improve the safety, security, mobility, and efficient utilization of Colorado's existing highway system.

Details

In FY14 the Division was primarily focused on reducing congestion in the I-70 Mountain Corridor from Vail to Golden. The first Winter Operations Plan and Performance Measures were developed for the 2014 ski season. This corridor saw a challenging winter with the corridor receiving 163% more snowfall in January and February. After the excessive delays that culminated on February 9, 2014 with a three hour delay on eastbound I-70 between Silverthorne and Eisenhower Tunnel (EJMT), TSM&O led the effort to quickly implement Plow Escorts from Silverthorne to EJMT (led by CDOT snow plows and State Patrol), and a series of other strategies, which were used to prevent the catastrophic results metering at EJMT during high volume periods in heavy snowfall.

Results of operational changes after February 9th on days where we otherwise would have metered EJMT (In other words due to operational changes, the tunnel did not have to be metered which yielded these positive results):

- 50% reduction in travel times Frisco to Georgetown
- 87% decrease in passenger vehicle spin-outs
- 95% decrease in CMV spin-outs
- 45% more EB volume through EJMT
- Only metered EJMT once after Feb 9th and it was in combination with Plow Escorts, compared to 8 times before Feb 9th that season (the three highest delays of the season were when EJMT was metered)

In FY15, TSM&O is developing comprehensive operations plans for I-70 Mountain Corridor and I-25 in Metro Denver.

Attachments

Attached is an overview of the Division of TSM&O and its strategies to reduce congestion in its priority corridors.





Transportation System Management and Operations Overview and Priority Corridors

The Division of Transportation Systems Management & Operations is responsible for a statewide program designed to reduce congestion and improve the safety, security, mobility, and efficient utilization of Colorado's existing highway system.

Benefits of TSM&O

TSM&O provides cost effective solutions that can serve as alternatives to adding roadway capacity with superior returns on investment, substantially lower implementation costs, and long lasting and consistent benefits, even after a major capacity project. No single TSM&O strategy is a "silver bullet", but layering multiple strategies together creates synergistic benefits that are unparalleled for their cost.

Example of historic TSM&O programs and projects are Highway Courtesy Patrols for quick clearance of traffic incidents; Traffic Management Centers for monitoring the system, distributing traveler information, and dispatching of resources; ramp metering to improve traffic flow and merging safety; hard shoulder running; traffic incident management strategies; and improved traffic signal timing.

Typically, TSM&O projects provide the following benefits:

- High-benefit cost ratios typically 10:1 and as much as 40:1
- Swift implementation (usually within 12 months)
- Low implementation costs

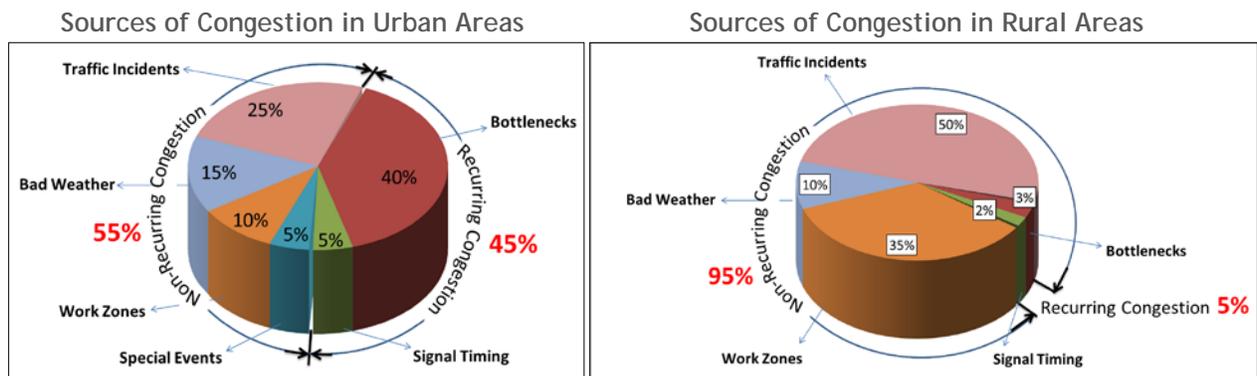
Costs of Congestion

In 2012 traffic congestion for the Denver-Aurora area resulted in:

- 76 million hours of total delay
- 34 million gallons of wasted fuel
- Total costs of delay and wasted fuel were \$1.6 billion.

Sources of Congestion

In Colorado, there are about 520 miles of congested roadway segments. The following charts show causes of congestion and its percentage of total congestion in urban and rural areas.



In urban areas, 40 percent of the congestion is caused by bottlenecks, which recur daily. Bottlenecks result from lane drops, geometric changes, lane changes, merging/exiting, and other related elements during high volume periods. The remaining 55 percent of congestion is caused by temporary disruptions that take away part of the roadway from use, which do not recur daily at the same locations. In rural areas, the main source of congestion is traffic incidents, which range from a flat tire to a semi rollover, as well as work zones and bad weather. Recurring congestion can also frequently occur along specific recreation-oriented corridors on weekends and holidays in rural areas.

Priority Corridors

The Division of TSM&O is focusing its efforts on two congested corridors in order to dedicate available resources where it is most needed and can have the greatest benefits in reducing traffic congestion.

- Eastbound I-70 from Vail to Golden: Critical to the State's economy and often has delays of 90 minutes or more on peak travel days
- Southbound I-25 from 48th Avenue to Colorado Boulevard: Ranked worst for congestion and reliability in Colorado by the Texas Transportation Institute

These corridors are receiving a comprehensive operations plan over the next six months to identify operational improvements to be implemented over the next 3 to 5 years. Summaries of the key strategies that address the key drivers of unreliable travel times in these corridors are listed below.

I-70 (Vail to Golden)

Goals: Improve travel time reliability

Key Strategies

Active Traffic Management

- Implement operational decision support system to automate preventative implementation of key operations strategies such as chain law, Eisenhower Tunnel metering mitigation strategies, and preventative safety closures based on real-time traffic and weather data
- Minimize occurrences of EJMT metering through use of Plow Escorts, ramp metering, and variable speed limits
- Improve the management of chain stations and chain law enforcement
- Restrict commercial vehicles during severe weather
- Improved real-time dispatching of snow plows to highest need areas

Traffic Incident Management

- Deploy Highway Incident Commander to actively patrol and conduct incident quick clearance and management of major closures
- Surge Heavy Tow and Courtesy Patrol units to areas with highest peak hour crash patterns and spin outs
- Improve incident clearance procedures with Colorado State Patrol and local partners and conduct routine training and performance evaluations

I-25 Metro Corridor (48th Ave to Colorado Blvd)

This section of southbound I-25 has the highest number of peak hour crashes out of all of I-25 in the Denver Metro area and has only 5 out of 14 on ramps metered.

Goal: Improve travel time reliability

Key Strategies

Reduce Peak Hour Traffic Incidents

- Aggressive campaigns to discourage distracted driving and encourage safe driving speeds



- Promotion of the “Move It” law to move crashes out of travel lanes to help reduce secondary crashes
- Improved winter maintenance operations
- Variable speed limits
- Advanced driver notification of stopped vehicles or crashes through VMS and state-of-the-art technology
- Operational safety projects to mitigate factors involved in crashes.

Active Traffic Management

- Develop an integrated corridor management plan for I-25 that synchronizes all networks in a corridor such as ramp meters, traffic signals, transit, and traveler information
- Expand ramp metering and implement Dynamic Ramp Metering to control the rate at which vehicles enter the freeway facility based on real-time traffic conditions
- Examine candidate locations for freeway-to-freeway metering
- Implement low cost mitigation strategies in bottleneck areas that reduce weaving between lanes, early merging, and other traffic issues

Traffic Incident Management

- Deploy Highway Incident Commander to actively patrol and conduct incident quick clearance and management of long-duration closures
- Surge Courtesy Patrol and other resources to areas with highest peak hour crash patterns
- Develop standard operating guidelines and operating agreements with local jurisdictions and measure performance

Performance Measures

TSM&O will be using performance measures to measure the effectiveness of specific strategies and programs and will use Planning Time Index (PTI) to measure the overall performance of the corridors. Planning Time Index is an effective measure of the reliability of a corridor. It represents the total travel time that should be planned for a trip to arrive on time 95% of the time. A PTI of 2.50 means that for a 30-minute trip in free-flow speeds, 75 minutes should be planned to arrive on time 95% of the time during congested periods (30 minutes x 2.50 = 75 minutes).

Segment	Measurement Period	PTI 2012-2013	PTI 2013-2014
EB I-70 from Vail to Golden	Winter peak periods	2.21	2.19
EB I-70 from Vail to Golden	Summer peak periods	2.38	2.38

Sunday Peak Period: 10AM to 8PM

Free-flow travel time: 82 minutes; Current High PTI: 195 minutes

Segment	Measurement Period	PTI 2013	PTI YTD 2014
SB I-25 from 48th Ave to CO Blvd	Weekday peak periods AM/PM	AM-4.02 PM-3.88	AM-3.53 PM-3.72

AM Peak: 7AM to 9AM, PM Peak: 4PM to 6PM

Free-flow travel time: 10 minutes; Current High PTI: 37 minutes



TSM&O is currently conducting an assessment of the performance in safety and mobility of other corridors, which will be prioritized to receive comprehensive operations plans to address traffic congestion. Other major TSM&O initiatives are improving Traffic Incident Management practices and resources Statewide; Innovative Bottleneck Mitigation to reduce delays at traffic bottleneck areas through high benefit, low cost solutions; and Connected Vehicle planning to develop a plan for a pilot deployment of vehicle-to-infrastructure applications.



Transportation Commission Regular Meeting
September 18, 2014
Meeting Schedule & Agenda
4201 East Arkansas Avenue
Denver, Colorado 80222

Ed Peterson, Chairman
Lakewood, District 2

Shannon Gifford
Denver, District 1
Gary M. Reiff
Englewood, District 3
Heather Barry
Westminster, District 4
Kathleen Gilliland
Livermore, District 5
Kathy Connell, Vice Chair
Steamboat Springs, District 6

Douglas E. Aden
Grand Junction, District 7
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.

TRANSPORTATION COMMISSION MEETING – [552 W 2nd Street, Akron, CO 80720]

- 12:15 p.m. 1. Call to Order, Roll Call Tab 07
- 12:15 p.m. 2. Audience Participation; Subject Limit:
10 minutes; Time Limit: 3 minutes
- 12:15 p.m. 3. Comments of Individual Commissioners
- 12:20 p.m. 4. Chief Engineer's Report (Josh Laipply)
- 12:25 p.m. 5. HPTE Director's Report (Michael Cheroutes)
- 12:30 p.m. 6. FHWA Division Administrator Report (John Cater)
- 12:35 p.m. 7. STAC Report (Vince Rogalski)

- 12:40 p.m. 8. Act on Consent Agenda Tab 08
- a) Resolution to Approve the Regular Meeting Minutes of August 21, 2014 (Herman Stockinger) Consent Agenda 01
 - b) Resolution to Approve Capital Development Committee List for 2015 (Herman Stockinger) Consent Agenda 21
 - c) Resolution to Approve the HPTE-CDOT Installment Purchase Agreement (Mike Cheroutes) Consent Agenda 24
 - d) Resolution to Approve Over \$50,000 Maintenance Project (Kyle Lester) Consent Agenda 26
- 12:45 p.m. 9. Discuss and Act on 3rd Supplement to the FY'2015 Budget (Scott Richrath) Tab 09
- 12:50 p.m. 10. Discuss and Act on the Resolution to Approve the Greeley Application for an SIB Loan (Scott Richrath) Tab 10
- 12:55 p.m. 11. Acknowledgements:
- 12:55 p.m. 12. Other Matters
- 1:00 p.m. 13. Adjournment

Transportation Commission of Colorado
Regular Meeting Minutes
August 21, 2014

Chairman Ed Peterson convened the meeting at 10:28am in the auditorium of the headquarters building in Denver, Colorado.

PRESENT WERE: Ed Peterson, Chairman, District 2
Kathy Connell, Vice Chairman, District 6
Shannon Gifford, District 1
Gary Reiff, District 3
Heather Barry, District 4
Kathy Gilliland, District 5
Doug Aden, Chairman, District 7
Sidny Zink, District 8
Les Gruen, District 9
Bill Thiebaut, District 10
Steven Hofmeister, District 11

ALSO PRESENT: Don Hunt, Executive Director
Scot Cuthbertson, Deputy Executive Director
Debra Perkins-Smith, Director of Division of Transportation
Josh Laipply, Chief Engineer
Heidi Humphreys, Director of Admin & Human Resources
Barb Gold, Audit Director
Amy Ford, Public Relations Director
Scott McDaniel, Staff Services Director
Scott Richrath, CFO
Herman Stockinger, Director of Policy and Government Relations
Mike Cheroutes, Director of HPTE
Mark Imhoff, Director of Division of Transit and Rail
Ryan Rice, Director of the Operations Division
Kyle Lester, Maintenance Division
Tony DeVito, Region 1 Transportation Director
Karen Rowe, 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 Peterson stated that there were no audience members who wanted to comment.

Individual Commissioner Comments

Commissioner Aden stated that it was good to be back. He stated that on August 15, 2014, he went with Don Hunt, Dave Eller and Joe Elsen to Glenwood Springs. They made a presentation to a Rotary Club about the Grand Avenue Bridge project. The Commission will get a presentation about that bridge next month.

Commissioner Thiebaut congratulated to Karen Rowe on her appointment as Region 2 Director. He stated that he has been working with her since her appointment. He congratulated Josh Laipply on his new position as Chief Engineer and thanked Josh for his time. He congratulated Richard Zamora on his appointment as the new Program Management Director. He stated that he was looking forward to working with all of them. He acknowledged that there will be a groundbreaking for 1-25 at Ilex in either September or October. He stated that everyone in Pueblo is excited about that and that he hoped the Governor's Office will schedule him to be there as that date becomes firm. He stated that everyone is invited to attend.

Commissioner Reiff stated he along with Commissioner Gifford, Chairman Peterson and Executive Director Hunt met with the DRCOG Executive Committee as part of a quarterly update. This has been started in the last six months. He stated that is incredibly helpful to have senior level discussions with DRCOG. It has helped immeasurably on multiple fronts. He thanked all the Commissioners who joined the RTD board for dinner on August 20. It is incredibly important to keep that communications open in those types of settings. A lot has been accomplished, and all the Commissioners have been helpful in that.

Commissioner Zink stated that on August 15, 2014, there was the Grand Opening of the continuous flow intersection in Durango. That is one of the busiest intersections on the Western Slope with over 36,000 cars each day during tourist season, which Colorado is in the height of right now. Thankfully, there was very positive front page press coverage in the *Durango Herald* to offset some of the interesting letters to the editor, which is normal during a construction project that is disruptive to the locals who drive through those intersections every day. She stated that John Cater came down representing the Federal Highway Administration. Scot Cuthbertson, the Deputy Executive Director, and Heidi Humphreys were there to represent Headquarters. There were speakers from Region 5, including RTD Kerrie Neet and the two most involved engineers Michael McVaugh and Tommy Humphries. They did a great job of explaining the accomplishments, and they were both very excited and proud of it. It was great to hear from them. The Durango City Transit Director Amber Blake was also there. Again, it was a perfect Friday morning in Southwest Colorado. It could not have been more beautiful. If anyone is able to get down there, take the opportunity to drive through the intersection.

Commissioner Gilliland stated that in the north they have been doing project work and setting priorities for the RPP money that has gone out. RPP is always an interesting discussion, and it seems like the conversation is longer when you have a

little more money than when you don't have any. She stated that she had a discussion with Senator Bennett about I-25, emphasizing the need for long term funding for transportation. Mayor Cecil Gutierrez of Loveland invited the Commission to visit one afternoon. He was sitting in a building that overlooks I-25 in the Loveland-Ft. Collins area. He was talking to a CEO for a company that was considering locating there. He said that as he was talking about all the wonderful amenities in Northern Colorado, there was sea of cars that was a parking lot on I-25. As everyone continues to say that there are multiple issues up north, he wants to invite the Commission one afternoon. He would like to host a get together so that Commission can see what is really happening on I-25 North. She stated that she wanted to pass along the mayor's invitation for the Commission to consider.

Vice Chairman Connell stated that she had been traveling the scenic roads of Northwest Colorado attending annual county commissioner's meetings. She stated that she has been to Craig, Rangely and Steamboat. She stated that people are very pleased with the attention and the services of staff. It is really nice to see that people are very supportive of CDOT. She stated that she and Commissioner Zink attended Club 20 after the July Commission meeting. It looked like they might have problems supporting a few issues, but Herman Stockinger and Kurt Morrison gave excellent presentations. So the meeting ended up going very well. She thanked the staff who completed the maintenance work on I-70 on the right hand lane coming out of the tunnel.

Chairman Peterson also thanked the Commissioners who attended meetings with DRCOG. It is important that the Commission continue to enhance those relationships. The Commission had a lovely dinner hosted by the Board of Directors of RTD. There were some very good discussions around the great cooperation between CDOT and RTD, which has increased over the years and has evolved to a point where things are happening for the community, the region and the state as a whole.

Executive Director's Report

Executive Director Don Hunt stated that *Business Insider* has named Colorado the #1 performing economy in all of the fifty states for the last twelve months with the addition of 66,000 jobs and a 3.8% growth in state GDP. We should all be proud of that. As there is an accelerating economy, there is also a tightening construction market. This is having an effect on the pricing of projects as was discussed in workshops yesterday. The Commission made it very clear that CDOT needs to redouble efforts to not only put out projects in a logical, predictable way for industry to provide the best pricing but also ensure that industry is being as efficient as they can to provide those services. There is a great economy, but that brings new challenges, especially as CDOT implements the RAMP partnership program and those projects over the next 24 months.

There is great news that the Colorado Court of Appeals affirmed the lower court decision that CDOT can continue to collect FASTER fees and invest them in an enterprise, the Bridge Enterprise. Staff is hopeful that there will not be a challenge to the Colorado Supreme Court. But even if there is the I-70 viaduct schedule has been developed in such a way that if the Supreme Court does take the case and make a decision, it would hopefully fit fairly well next year with any decision to move forward

on the viaduct. They are hopeful that the case will move through the court system. It is a bit of a cloud hanging over a very important project on the I-70.

He congratulated Karen Rowe and Richard Zamora. He stated that they are great additions to the Senior Management Team. He stated that he may have the best Senior Management Team in all the DOTs around the country.

Chairman Peterson concurred with the Executive Director. CDOT has an incredibly talented senior staff.

Chief Engineer's Report

Josh Laipply also congratulated Karen Rowe and Richard Zamora. He stated that they have a great team and that he is blessed to have such a talented team to work with.

A key milestone on the I-70 Viaduct is that the Supplemental Draft EIS was signed earlier in August. This is one of many milestones that have to be completed, but it is important to recognize that one. The ENR awarded the I-70 Pecos Street Bridge Roll In project as the best project for transportation out of the states of Kansas, Nebraska, the Dakotas, Colorado and Wyoming.

High Performance Transportation Enterprise (HPTE) Director's Report

Michael Cheroutes stated that the HPTE Board met in regular open session on August 20, 2014. There was a report from HPTE's lawyer about the pending lawsuit against the board, which seems to be going well but slowly. There was a very good report from Plenary, who is now in operational control of the I-25 HOT lanes. They are required to provide a quarterly report, which covered the last quarter of the prior fiscal year. The report seemed to be upbeat. Customer satisfaction seemed to be staying high. HPTE is working well with them as a good partner.

They discussed several projects that are ongoing. They will do their best to help on the Peak Period Shoulder Lane project. That is a difficult subject, but they will try to be as helpful as possible. HPTE is getting very close on C-470 to making a recommendation to the Commission as to how they should proceed with that. They are getting good analysis from consultants that will be helpful with that decision. For I-25 North Commissioner Gilliland expressed the view that a lot of people are expressing. HPTE will continue to cooperate with that project however they can.

There is not much to report on the I-70E project. They have been maintaining a full bore public outreach schedule on that. Commissioner Gifford has been going out of her way to assist with that. She has met with individual council members in Denver, individual neighbor groups. They are making some headway in at least explaining what public-private partnerships are.

FHWA Division Administrator Report

John Cater stated that there were a few things he wanted to make the Commission aware of. First, the Office of Management and Budget has been working for several years on revamping the federal grant process, for lack of a better term, making it

more accountable, uniform and standardized across all federal agencies. As part of that they rolled out the super circular several months ago. That will standardize how things are done across the government. In Federal Highways, they have understood projects not as grants but as reimbursable. The money does not come up front. Departments do the projects and then get reimbursed. But FHWA is going to be forced into a new mold. The US Department of Transportation is working on the response and the procedures, which will look much more like FTA and FAA than they have in the past. There may still be some individuality, but they are under a process to have more standardization across government with more consistent processes. They are not sure exactly what that will look like, but there will likely be changes over time to how business is done. It will likely be advantageous to have larger projects rather than lots of small ones, trying to get that uniformity. Again, there are no guarantees about exactly what it will look like, but this is a heads up that things are changing.

Another thing is that there have been increases in highway construction costs. There has not been broad analysis across the county, but anecdotally there are many markets where this is occurring. In looking for common themes, the economy in Colorado is very strong. In other places like the Dakotas it is due to the oil industry. There is not a great handle on the situation, as far as national trends, but there is a cause for concern. With everything else going on, the last thing the Department needs is a major jump in construction costs. They are looking at that nationally and will hopefully have some news of things that can be done soon.

The final thing was already mentioned by Commissioner Zink: the continuous flow intersection in Durango. He stated that he went down for the ribbon cutting, and the intersection is a tremendous improvement for CDOT and for Colorado. It is something that CDOT can be proud of. It is a model for elsewhere around the state. It is not only something that can be used on Western Slope or on certain types of areas. It can be used on the Front Range, Northwest Colorado, Southeast Colorado or anywhere else. It is a great concept. It expands CDOT's toolbox, providing another option. It is no longer build an intersection or build an interchange; there are things in between that can be done that are cost effective at certain times. He offered his compliments to Region 5. In addition to the intersection itself, they made a lot of pedestrian and safety improvement for bicyclists and others. Some things are out there nationally that have not been done in Colorado before, so this had several firsts. It was the first time there are bike signals and special features to improve bicycle and pedestrian safety, things that come directly from the Federal Highway EDC effort and other efforts as well. He recommends driving on it if anyone is in Durango, and it offers lots of options to other parts of the state.

STAC Report

Vince Rogalski stated that the STAC meeting in July was canceled. STAC met in regular session on August 15, 2014. There was an update from Kurt Morrison on the federal and state legislation. Herman Stockinger updated STAC on further information about Senate Bill 228. One of the questions was about how the 10% transit money would be used. There was some concern about what kind of projects would be included in that package. Another comment recommended that 228 funding be used to finish the 7th Pot projects. There was a discussion on CMAQ and the alternative fuels program. That became a little controversial as there were members

of STAC who wanted to be on the committee that would decide how the CMAQ funds are spent. The Colorado Energy Office, the Regional Air Quality Council and the Department of Local Affairs are all contributing to doing something with alternative fuels. The concern was that the criteria for each those may be conflicting with the other. They wanted to know what the match amounts were. It seemed like there should be more coordination between the funding mechanisms to do that. They were excited that alternative fuels are going forward, but they also recommended that electric recharge be a part of the plan. It would not be that much of an add-on to get that going, along with Compressed Natural Gas.

There was an update on cash management, but the conversation was not long.

They mentioned STAC rules, responsibilities and regulations. There was not a lot of discussion on the topic because the idea of a retreat, similar to what the Commission did, was introduced. There was very positive feedback, so a STAC retreat will take place on September 11, 2014.

There was an update on the Statewide Plan. STAC is concerned about when the plan is coming before STAC so they can work at coordination between the regional plans and how that is going to fit into the state plan. They were given an update on Module 2 on the website and how that is going.

There was an update from Tracey MacDonald on how the state transit plan is going and how that will be integrated into the Statewide Plan.

Act on Consent Agenda

Chairman Peterson entertained a motion to approve the Consent Agenda. Commission Aden moved to approve the agenda, and Commissioner Barry seconded the motion. Upon vote of the Commission, the Consent Agenda passed unanimously.

Resolution #TC-3180

BE IT HEREBY RESOLVED, that the Transportation Commission's Regular Meeting Minutes for July 17, 2014, are approved as published in the official agenda of the August 20 & 21, 2014, meeting.

Resolution #TC-3181

Resolution # TC-3181

Repeal of Policy Directives 81.0 “Drug and Alcohol Policy” and 82.0 “Implementation of FTA Regulations for a Drug and Alcohol Free Workplace”

WHEREAS, Policy Directive 81.0 and Policy Directive 82.0 were adopted by the Transportation Commission on June 19, 2003 and May 23, 2013 respectively;

WHEREAS, both Directives concern the Department’s commitment to maintain a drug and alcohol free workplace in adherence to requirements under federal and state law; and

WHEREAS, as a result of recent changes in state law regarding the legalization of marijuana, the Department undertook a wholesale review of its existing Policies and Procedural Directives governing drug and alcohol testing; and

WHEREAS, as part of the initiative to reduce the number of departmental Directives, one Procedural Directive has been developed to replace two Policy Directives (81.0 and 82.0) and four Procedural Directives (81.1, 81.2, 83.1 and 82.1); and

WHEREAS, Policy Directive 82.0 was adopted by the Commission in order to comply with a specific finding by the Federal Transit Administration as a stopgap measure until a comprehensive Procedural Directive could be finalized that met both Federal Transit Administration and Federal Highway Administration requirements; and

WHEREAS, both Policy Directive 81.0 and 82.0 are no longer necessary given the consolidated Procedural Directive 81.1.

NOW THEREFORE BE IT RESOLVED, the Commission herein repeals 81.0 “Drug and Alcohol Policy” and 82.0 “Implementation of FTA Regulations for a Drug and Alcohol Free Workplace” as being no longer necessary given the consolidation of all relevant documents into Procedural Directive 81.1.



Transportation Secretary



Date

Resolution #TC-3182

Resolution # TC-3182

Adoption of Policy Directive 1607.0 “Rail Corridor Preservation Policy”

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

WHEREAS, the Transportation Commission approved Policy Directive 1607.0 on June 30, 2000; and

WHEREAS, the Rail Corridor Preservation Policy Directive provides identifying criteria to be used in defining passenger and/or freight rail corridors of State interest and describes passenger and/or freight rail activities in which CDOT may engage; and

WHEREAS, as part of the Department’s initiative to update older Policies and Procedural Directives, the Division of Transit and Rail (“DTR”) and the Division of Transportation Development (“DTD”) have collaborated to update Policy Directive 1607.0; and

WHEREAS, the revisions to the Policy Directive, while minor, reflect the ongoing commitment of the Department to work with external public and private stakeholders and execute a transparent process based on defined criteria for abandonment or preservation; and

WHEREAS, Policy Directive 1607.0 provides value to both Department staff and external partners regarding rail preservation for the implementation of the State Freight and Passenger Rail Plan and guidance for the Statewide Long Range Transportation Plan.

NOW THEREFORE BE IT RESOLVED, the Commission herein approves updated Policy Directive 1607.0 “Rail Corridor Preservation Policy”

Norman J. Stokemeyer III
Transportation Secretary

8-22-14
Date

Resolution #TC-3183

Resolution # TC-3183

Adoption of Policy Directive 1605.0 “Interregional Express Bus Service (IX Service) Program”

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

WHEREAS, in 2009, the General Assembly passed Senate Bill 2009-094, codified at § 43-1-117.5, C.R.S., which created the Division of Transit & Rail; and

WHEREAS, the legislation set forth the powers and duties of the Division under the Executive Director, including the operation of interregional transit service and establishing schedules and fares; and

WHEREAS, at its January 2014 meeting, the Transportation Commission passed Resolution #TC-3133 approving the Implementation of the Interregional Express Bus program (the “IX Program”) within the Division of Transit and Rail ; and

WHEREAS, Resolution # TC-3133 further included a provision to monitor the success of the program for three years of operation, and give the Transportation Commission the option at that time to continue service, modify service or cancel service; and

WHEREAS, the Program’s governance model has been based on DTR administering the program, the Transit & Intermodal Committee providing oversight, and the Transportation Commission retaining ultimate control of critical business decisions; and

WHEREAS; Policy Directive 1605.0 defines the roles and responsibilities of the Program’s implementation and provides transparency and accountability for internal processes and external information.

NOW THEREFORE BE IT RESOLVED, the Commission herein approves Policy Directive 1605.0 “Interregional Express Bus Service (“IX Program)”

Norman J. Stockinger III
Transportation Secretary

8-22-14
Date

Resolution #TC-3184

Resolution #TC-3184

Approving Implementation of the Interregional Express Bus

Approved by the Transportation Commission on August 21, 2014

1-WHEREAS the CDOT mission is to "provide the best multi modal transportation system for Colorado"; and

2- WHEREAS, the Colorado Legislature created the Division of Transit & Rail in 2009 (Senate Bill 09-094) vesting in CDOT the authority to develop, operate and integrate transit service into the statewide transportation system, and to establish and modify fares and schedules for transit services provided directly by the state or contracted for by the state; and

3- WHEREAS the FASTER legislation (Senate Bill 09-108, Section 43-4-206) provides ten million dollars per year for statewide transit including the maintenance, operation, or administration of transit-related projects; and

4- WHEREAS transit service connectivity is lacking due to service gaps exist between local transit systems; and

5- WHEREAS the I-25 and I-70 corridors carry high volumes of travelers and experience high levels of congestion, and therefore have significant transit demands; and

6- WHEREAS the Transportation Commission directed the development of an interregional express bus plan in December, 2012; and

7- WHEREAS the development of an interregional express bus plan included stakeholder outreach.

8- WHEREAS, upon approval by the Transportation Commission, CDOT is prepared to begin interregional express bus service in FY 2015 after it contracts with an operator and obtains fleet vehicles.

9-WHEREAS, the Transportation Commission approved TC Resolution #3133 on January 24, 2014, and more advantageous contracting terms have been identified.

NOW THEREFORE BE IT RESOLVED, the Transportation Commission hereby approves that CDOT shall provide interregional express bus service, through a contract with a private operator, and approves that service will be initiated in the following areas:

- o I-25 corridor between Colorado Springs and Denver, and Fort Collins and Denver.
- o The I-70 corridor between Glenwood springs and Denver.

BE IT FURTHER RESOLVED that an initial FY 2014 Start-Up Fund of \$10.9 Million shall be established from the following sources:

- o \$5.5 Million of unallocated and/or withdrawn FASTER Statewide Transit funds.
- o \$4.9 Million of unallocated SB 1 funds dedicated to transit.
- o \$0.5M from Miscellaneous Sales; proceeds from the sale of the FREX buses (a SB 1 grant).

BE IT FURTHER RESOLVED that \$3.0 Million per year be allocated, beginning in FY 2015, from the FASTER Statewide Transit funds to be used (along with fare revenues) for the operations, maintenance and capital needs associated with the interregional express bus program.

BE IT FURTHER RESOLVED that the FY 2014 Start-Up Fund be used to:

- o Purchase of 13 Over-the-Road Coaches (buses); estimated at \$7.8 Million.
- o Design and construct needed Park-and-Ride improvements; estimated at \$1.0 Million.
- o Procure miscellaneous capital (if needed); \$250,000.
- o Fund other start-up operating costs (communications plan, branding, compliance engineer, miscellaneous); estimated at \$280,000.
- o Establish the IX Reserve (contingency) Fund from the remainder of the Start-Up Fund; estimated at \$1.57 Million; under Transportation Commission control.

BE IT FURTHER RESOLVED that a private entity to operate the IX service and maintain the bus fleet be solicited and procured with the following terms:

- o Request a waiver from the State Purchasing Director to increase the State standard from five years to ten years.
- o If the waiver is granted, contract for a term of three (3) years with seven (7) one-year options;
- o If the waiver is not granted, contract for a term of three (3) years with two (2) one-year options.
- o Funded through the FASTER Statewide Transit allocation (above).

BE IT FURTHER RESOLVED to monitor performance and success for three years of operation, and give the Transportation Commission the option at that time to continue service, modify service or cancel service.

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

8-26-14
 Date

Resolution #TC-3185

Resolution #TC-3185

Addition to Fiscal Year 2015 over \$50,000 project list approval

Approved by the Transportation Commission on: August 21, 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 this projects to be done in Fiscal Year 2015 as detailed in the memorandum entitled; Addition to FY 15 over \$50,000.00 project list dated July 24, 2014; and

WHEREAS, the funding for these projects are contained in the Fiscal Year 2015 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	Estimate
86	16.025	N/A	Structure repair G-18-BN	\$ 100,000.00
		Total - Greeley		\$ 100,000.00
		Statewide Total		\$ 100,000.00

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 Stockinger, Secretary
Transportation Commission of Colorado

8-26-14
Date

Discuss and Act on the Resolution to Approve the Adoption of PD 703

Scott Richrath stated that staff has walked the Commission through PD 703 and how the staff set budgets for both projects and for the annual budget. If the Commission has considered the information, he asked for last minute staff request to change the use of the word "model" to "metric" to get the Commission out of the business of analyzing probabilistic deterioration curves for girders and expansion joints and into the business of setting statewide objectives for the metrics for various the assets.

Chairman Peterson entertained a motion to approve the resolution to adopt PD 703. Commissioner Reiff moved for the approval of the resolution with the substitution to each place it occurs of the word “metric” for the word “model.” Commissioner Hofmeister seconded the motion. Chairman Peterson asked for discussion.

Commissioner Reiff thanked Scott for the iterative process that was underway for this document from start to finish was an exceptional model. There was a lot of focus on staff’s part, and Commission comments were taken into consideration along the way. The give and take created an excellent final product.

Upon vote of the Commission, the resolution passed unanimously.

Chairman Peterson echoed Commissioner Reiff’s thoughts. This was very, very well done. He thanked everyone for their long and hard work on this issue.

Resolution #TC-3186

Resolution # TC-3186

Adoption of Policy Directive 703.0 “Annual Budget, Project Budgeting and Cash Management Principles”

WHEREAS, pursuant to § 43-1-106(8)(h), C.R.S., the Colorado Transportation Commission (“Commission”) has the authority to promulgate and adopt all Colorado transportation programs and associated budgets, including prioritizing projects for the construction, reconstruction, repair, and maintenance of the state highway system; and

WHEREAS, Policy Directive 703.0 “Transportation Commission Budget Policy” was approved by the Commission on February 17, 2011; and

WHEREAS, Policy Directive 703.0 is intended to establish one document that provides guidance to the Department as to what budgetary items require Transportation Commission approval; and

WHEREAS, the Department seeks to maximize the flow of funds to construction and maintenance projects and, in doing so, apply effective and efficient cash management strategies; and

WHEREAS, the Transportation Commission (“Commission”) recognizes financial risk as a necessary element in maximizing the flow of funds to projects; and

WHEREAS, the Commission, with Department recommendation, will annually reevaluate substantive risk as associated with overall financial risk; and

WHEREAS, the Commission will annually approve Appendices B, C and D, (collectively known as the “Matrix”) attached to Policy Directive 703.0, which align the level of Department and Commission governance to the level of risk; and

NOW THEREFORE BE IT RESOLVED, the Commission herein approves Policy Directive 703.0 “Transportation Commission Budget Policy.”


Transportation Secretary


Date

Discuss and Act on the 2nd Supplement to the FY2015 Budget

Chairman Peterson stated that he would pull for separate discussion the topic of the I-70 EB PPSL Construction Package 2. That will be voted on separately. He asked Scott to continue the presentation for the remaining items in the supplement.

Scott Richrath stated that to allow time for the item that was pulled he would entertain questions on any of the other projects but forego a presentation. The Commission had no questions on the other projects.

Chairman Peterson entertained a motion to approve the Budget Supplement except the funding for the Peak Period Shoulder Lanes. Commissioner Connell moved to approve the resolution, and Commissioner Gilliland seconded the motion. Upon vote of the Commission, the resolution passed unanimously.

Resolution #TC-3187

B BE IT RESOLVED, That the Second Supplement to the Fiscal Year 2014-2015 Budget be approved by the Commission, excluding the \$16,348,000 I-70 EB PPSL Construction Package 2.

Discuss and Act on the Resolution to Approve the Funding Request for Peak Period Shoulder Lanes

Scott Richrath stated that there is a \$16.348 million modification to project cost for the I-70 Eastbound Peak Period Shoulder Lane Construction Package 2 of a Construction Management General Contractor (CMGC) contract. The request is made up of several different funding sources, and the long and short of the request is that it would result in a net increase in the RAMP operations pool with a backfill of that increase from the HPTE pool, should that become necessary. The pivotal question becomes the borrowing capacity of a commercial loan on toll revenues, right now estimated to be by Ernst and Young between \$25 million and \$30 million. Should that number come in at \$30 million the Commission would not need the backfill from HPTE. Should it come in at \$25 million, the backfill would be necessary. There was a lot of discussion during workshops beyond the numbers, so rather than further presentation, he stated that he would give the Commission an opportunity to raise any concerns or questions they may have.

Chairman Peterson stated that the topic had been discussed fairly thoroughly the previous day. He entertained any questions for not only Scott Richrath but also for the Chief Engineer and the Region 1 RTD.

Commissioner Aden stated that he would support the request but with some reservation. The topic has been discussed at length. Beyond just this request, the bigger issue that this raises is does CDOT have in place the proper organizational structure and the proper people in place as the department moves forward to try to manage large, complex CMGC and Design Build projects. This is an important project, and he would like to move it forward. As CDOT moves more and more to large, complex projects and accelerated delivery methods, from his perspective as a Commissioner, this is one of the issues that needs to be evaluated. Scott mentioned

that this is very dependent on finding someone to loan CDOT \$30 million. Hopefully, that will happen. If it does not happen, the Commission will have to reevaluate where that shortfall comes from. That probably includes an alternative of stopping the project or taking future Region 1 funds from RPP and FASTER Safety for however many years in advance it takes because in no way would he support taking any shortfall out of any other statewide pools, if it comes to that, but he hopes it does not.

Commissioner Connell stated that she will support this but with great reservations. CDOT is facing a time of increased bid costs. There are other programs the Commission to look at in the future with how this will be dealt with. A different way has to be found to be able to be prepared for this increase. She stated that she does not believe this is a blip. She does not believe this is going away. So many of the things that have already been cost-estimated are inaccurate. This is a vital project to take place. There is still a good ratio of the cost to value of this project. The idea of saving money, the 20%, on the set up and the contractor is really important. The public wants this and is ready for this. CDOT has to find a way. In no means does this mean that every time this happens with future projects can the Commission continue dealing this way. She stated that she personally feels a bit backed into a corner, but this is something that is important to do. As small as it seems, the savings and efficiency of the well-run Westbound Tunnel of \$7 million is something great that can be applied to that. With those comments she stated that she will be supporting this request.

Commissioner Gruen stated that he respects the opinion of his Commission colleagues who have already spoken, and he further agrees that this is a critical project. However, he stated that he is not going to be able to support voting in favor of the request. He stated that he has served on boards and commissions for 25 years. Over that period, there have been several decisions that he has made that he looks back on and wonders why he made that decision. He stated that this is one of those decisions that if he voted yes, he believes he would look back and have that same trepidation. He stated that he understands the importance but is concerned with the process that has evolved, and that is the reason behind his forthcoming vote.

Commissioner Gilliland stated that she will be voting in support of this request but agreed with her fellow Commissioners that have mentioned some of the issues like the concerns about the request coming forward at this point in time. She also stated that the efficiencies stand out and that the revenue that is predicted will offset some of the cost. That helps make it a little more palatable. She stated that she does have concerns about whether CDOT will be able to get the loan for it and will be able to move forward. It is a very important corridor, and everyone wants to see something happen there. Everyone knows that it is necessary to make what changes can be made because the avenues are limited. The Commission needs to do it with due consideration, but she stated that she will support this.

Chairman Peterson entertained a motion to approve the request. Commissioner Aden moved to approve the Budget Supplement item \$16,348,000 for the I-70 EB PPSL Construction Package 2. Commissioner Connell seconded the motion. Chairman Peterson requested a roll call vote.

Commissioner Shannon Gifford – AYE
Commissioner Gary Reiff – PASS
Commissioner Heather Barry – AYE
Commissioner Kathy Gilliland – AYE
Commissioner Doug Aden – AYE
Commissioner Sidney Zink – AYE
Commissioner Les Gruen – NO
Commissioner Bill Thiebaut – NO
Commissioner Steven Hofmeister – NO
Vice Chairman Kathy Connell – AYE
Chairman Ed Peterson – AYE

Commissioner Reiff requested permission from the Chairman to explain his vote prior to giving it. Chairman Peterson allowed the explanation. He stated that he believes that CDOT needs to finish this project. He stated that he is concerned with the signal that would be sent precedentially if the Commission does not make it clear that they unanimously have concerns with where the project is and how it got there. The concern is that while CDOT has a wonderful staff and is a wonderful organization, the Commission believes that it needs to bring in additional resources to the organization to help it through something that is no longer a Design-Bid-Build process but is a Design-Bid and CMGC process. That is in no way to denigrate or to cast aspersion at the quality of the individuals CDOT has. He stated that he is also concerned that he does not want this to be an urban rural split because he does not believe that this is an urban rural split. He stated that he thinks this is a uniform view of the Commission that every person here believes this is an important project but that every person here also believes it is necessary to reevaluate systemically how the Department operates on these large projects. Again, this is not to cast aspersions anywhere but to evaluate the resources that they need to bring into the project. He stated that with this in mind, he votes no.

Chairman Peterson thanked Commissioner Reiff for his comments. He stated that before getting the results of the vote he would take moment of privilege. He stated that Commissioner Reiff very accurately and very eloquently expressed the results of the discussions that the Commission has had around the issue. It is the consensus of the Commission as represented by Commissioner Reiff that that is where the Commission is. These are not easy decisions to make by any stretch of the imagination. He stated that as CDOT moves forward in this market and these conditions, he fears that they will be faced with several other very similar decisions to make that will not be easy. While this is a laudable and necessary project, it is necessary to take a look at exactly how operations around this particular form of delivery are handled.

Chairman Peterson requested the results of the vote. Secretary Herman Stockinger stated that the motion passes 7-4.

Chairman Peterson thanked the Commission for the thoughtful engagement around the topic, for the discussion and for the comments.

Resolution #TC-3188

BE IT RESOLVED, That the Commission approves the request for the \$16,348,000 I-70 EB PPSL Construction Package 2.

Discuss and Act on the Resolution to Repeal PD 1000.0

Scott Richrath stated that by adopting PD 703 two actions ago, the Commission made this policy directive obsolete as it is now rolled into PD 703. It is simply with regard to incorporating not only statute on the requirement to bid out maintenance projects above a certain amount but also the Commission's policy to bring that amount below when it is down to \$50,000. Staff is required to come to the Commission with anything above \$50,000. This asks for permission to repeal this Policy Directive as it is now a part of Policy Directive 703.

Chairman Peterson entertained a motion to repeal PD 1000.0. Commissioner Connell moved to approve the resolution, and Commissioner Gifford seconded the resolution. Upon vote of the Commission, the resolution passed unanimously.

Resolution #TC-3189

Resolution # TC-3189

Repeal of Policy Directive 1000.0 "Maintenance Work Requiring State Highway Commission Action"

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

WHEREAS, the Transportation Commission (then known as the State Highway Commission) approved Policy Directive 1000.0 on December 15, 1977; and

WHEREAS, as part of the Department's initiative to repeal and consolidate Policy Directives, the Office of Financial Management and Budget has consolidated Policy Directive 1000.00 into Policy Directive 703.0; and

WHEREAS, Policy Directive 703.0 will be included in the August 21, 2014 agenda for Transportation Commission review and approval; and

WHEREAS, Policy Directive 703.0 includes the same dollar limitation and details set forth in Policy Directive 1000.0 which are consistent with § 24-92-109(1), C.R.S.; and

WHEREAS, Policy Directive 1000.0 should be repealed as it is unnecessary as a stand-alone Directive, but continues to be of value consolidated into Policy Directive 703.0

NOW THEREFORE BE IT RESOLVED, the Commission herein repeals Policy Directive 1000.0 "Maintenance Work Requiring State Highway Commission Action."



Transportation Secretary

8-22-14

Date

Acknowledgements

Executive Director Hunt stated that Deputy Director Cuthbertson would join him. There are three great recognitions for CDOT. Two are individual awards, and one is for the entire department. He stated that the first award was presented during WASHTO, and he asked the Deputy Director to present that award.

Scot Cuthbertson stated that every year WASHTO presents several awards for outstanding achievement from among the 18 states that make up the association. One of these is presented to an individual who makes outstanding contributions to a state's highway development program. This year's award went to Region 4 Director Johnny Olson for "his dedication and his diligence and tireless leadership as the Incident Commander during the devastating flooding of September 2013." He congratulated Johnny and all the CDOT employees, along with CDOT's partners in

the public, private and military sectors who came together to respond effectively to those floods last year.

Johnny Olson stated that this award should go to everyone. Everyone is this room to everyone. He stated that he will not always be that aggressive, but that he was grateful for the award.

Executive Director Hunt congratulated Johnny and stated that it was great to be in Albuquerque as he received that award.

The next one is for America's Transportation Awards, a program conducted by AASHTO that begins in each of the regional transportation associations, like WASHTO. He stated he would again let the Deputy Director explain the award.

Deputy Director Cuthbertson stated that during the WASHTO annual meeting it was also announced that CDOT's response to the historic floods of last year had won the Quality of Life-Community Development category for projects ranging from \$26 million to \$199 million. We competed as one of 29 nominated projects from 15 of the 18 WASHTO states. But the best may yet to come. If the flood response scores high enough, CDOT could be one of the top ten scores in the category in the nation. CDOT will have the opportunity to compete for the Grand Prize and the People's Choice award.

Executive Director stated that it was an incredible number of months. He stated that he remembers most walking down US 36 a few days after the floods with the guard first arriving. He had promised only days before that all the roads would be open by December 1st and was not sure that was going to happen. He thanked all the CDOT folks and CDOT's construction partners. Everyone helped open the roads on time.

Executive Director Hunt stated that there is a third, well-deserved recognition for the ongoing project along US 36, the Boulder Turnpike. This is one is very important because it is for a relatively new part of CDOT. It is a national leadership award by the National Council for Public-Private Partnerships during its national P3 Connect Event. That award was given to Mike Cheroutes, the Director of our High Performance Transportation Enterprise. New concepts like P3 are implemented through hard work that involves changing mindsets and encouraging new ways of doing business. He congratulated Mike, his team and everyone from CDOT who has helped bring the public and private sectors together to get this project done successfully.

Mike Cheroutes stated that he appreciated the acknowledgement very much but that it pales in comparison to the previous acknowledgements. He stated that he is not presumptuous enough to believe that this is an individual award. He stated that this takes a whole lot of effort and courage from a whole lot of people from HPTE staff and Board to the Executive Director and all CDOT staff who also helped.

Chairman Peterson stated that he always amazed and delighted and the expertise, professionalism and dedication that this organization demonstrates on a regular basis. He stated that each Commissioner is fortunate to be part of the organization. He congratulated Mike Cheroutes, Johnny Olson and everyone who worked on those projects, both the floods and fires. He thanked everyone for their efforts.

Executive Director Hunt stated that CDOT's ability to receive these awards has been helped greatly by John Cater and the Federal Highway Administration, who has been with CDOT every step of the way and a great working partnership as two to three years of flood recovery work begins. He thanked John Cater for all his service.

Other Matters

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

Adjournment

Chairman Peterson announced that the meeting was adjourned at 11:25am.



COLORADO
Transportation Commission

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

DATE: September 18, 2014
 TO: Transportation Commission
 FROM: Kurtis Morrison, Office of Policy & Government Relations
 SUBJECT: FY 2015-16 Capital Development Committee (CDC) Requests

Purpose

To receive Commission approval for: (1) submission of a Department application to the General Assembly for capital development funds to support priority transportation projects; and (2) the Department's priority project list.

Action

Approval of a resolution stating the Department's priority requests for CDC funds for the next fiscal year using either the attached staff recommendation or another project list the Commission determines.

Background

Each year, the CDC prioritizes state departments' requests for funding to support facility maintenance and improvement projects. Projects receiving the CDC's recommendation are forwarded to the Joint Budget Committee for inclusion in the annual state budget bill (formally known as the Long Bill). Under state law, the Transportation Commission provides an annual capital construction request to the CDC, with a prioritized list of recommended state highway reconstruction, repair, and maintenance projects.¹

Details

This year, the Division of Transportation Development (DTD) developed a data-driven selection process to identify key projects worthy of CDC funds. The Regions submitted nine projects for consideration as potential CDC project requests. DTD and the Chief Financial Officer evaluated projects for variables such as cost, project timing, lack of existing funding sources, and other key factors, and developed a ranked list of projects. Table 1 summarizes the nine projects evaluated.

Table 1
 Potential CDC Project Applications

Project	Region	Project Type	Request
I-70 Genesee Bike Path Project	1	Multi-use pathway	\$556,000
Dry Creek Wildlife Mitigation Underpass	5	Game crossings	\$2,497,960
Mineral Palace Park Pedestrian Bridge	2	Multi-use pathway	\$4,900,000
Automated Avalanche Reduction Project (Loveland Pass, I-70, Vail Pass Narrows)	HQ	Other capital assets/Scientific equipment	\$2,700,000
US 85 Park and Ridges - Fort Lupton & Evans (Supplemental Funding)	4	Park-n-Rides/Transit Shelters	\$700,000
I-70 Wildlife Overpass	3	Game crossings	\$1,000,000
Region 5 Mountain Pass Critical Safety Needs	5	Luminaires/Road closure gates/Other capital assets	\$2,825,000
Maintenance Decision Support System (MDSS) Expansion	HQ	Other capital assets/Scientific equipment	\$3,100,000
Automatic Vehicle Location/Mobile Data Collection (AVL/MDC)	HQ	Other capital assets/Scientific equipment	\$3,100,000

¹ COLO. REV. STAT. § 2-3-1304(1)(a.5).



The project list was further narrowed by the Office of Policy & Government Relations accounting for factors such as available CDC funding, project interest to the General Assembly, and available funding sources or lack thereof. Table 2 summarizes the staff recommended priority list.

Table 2
Staff Recommendation

Priority	Project	Request	Region
1	Automated Avalanche Reduction Project (Loveland Pass, I-70, Vail Pass Narrows)	\$2,700,000	HQ
2	I-70 Genesee Bike Path Project	\$556,000	1
3	Dry Creek Wildlife Mitigation Underpass	\$2,497,960	5

Options and Recommendations

The Transportation Commission has the following options:

- Approve the staff recommended project applications (Table 2) as the Department's CDC requests;
- Approve some or all of the projects in need of funding (Table 1) as the Department's CDC Requests; or
- Do not approve any project applications and direct staff not to submit a Department CDC Request list this year.

The staff recommends that the Commission approve the three projects summarized in Table 2 as the Department's FY 2015-16 CDC requests.

Next Steps (if applicable)

If approved, the Chief Financial Officer and Legislative Liaison will present the Department's requests to the Capital Development Committee at its winter hearing.

Attachments

Resolution - Adopting a Request to the Capital Development Committee of the General Assembly for FY 2015-16 Capital Construction Funds

Resolution Number TC-
**Adopting a request to the Capital Development Committee of the
General Assembly for FY 2015-16 Capital Construction Funds**

WHEREAS, in accordance with C.R.S. 2-3-1304(1)(a.5) and C.R.S. 43-1-113(2.5), the Capital Development Committee of the General Assembly shall determine certain projects that may be funded with Capital Construction Fund monies for state highway reconstruction, repair, or maintenance projects; and

WHEREAS the Transportation Commission shall submit an annual request to the Capital Development Committee (CDC) for Capital Construction Fund monies; and

WHEREAS, such request shall consist of a prioritized list of recommended state highway reconstruction, repair, and maintenance projects based on statewide transportation improvement programs; and

WHEREAS, the Department developed a project list which can utilize Capital Construction Fund monies during Fiscal Year 2015-16; and

WHEREAS, the Commission recognizes that approval and funding of this project list are contingent upon available revenue and other statewide priorities for Capital Construction Fund monies as determined by the Governor and the General Assembly.

NOW THEREFORE BE IT RESOLVED, that the Commission approves a request of:

- Priority 1: \$2,700,000 for an Automated Avalanche Reduction Project (Loveland Pass, I-70, Vail Pass Narrows);
- Priority 2: \$556,000 for the I-70 Genesee Bike Path Project; and
- Priority 3: \$2,497,960 for the Dry Creek Wildlife Mitigation Underpass.

BE IT FURTHER RESOLVED, that Department staff is instructed to submit the request to the Capital Development Committee for consideration and approval for funding.



Resolution Number TC-[]

A Resolution of the Colorado State Transportation Commission Approving the Master Installment Purchase Agreement Between the Colorado Department of Transportation and the High Performance Transportation Enterprise

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

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

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

WHEREAS HPTE is specifically authorized, pursuant to Section 43-4-806(c)(I), C.R.S., to impose user fees on the travelling public for the privilege of using surface transportation infrastructure; and

WHEREAS CDOT and HPTE are working together to complete, implement and operate several surface transportation infrastructure projects across the State of Colorado that will include an express lanes component, including the I-25 North Express Lanes, the I-70 Peak Period Shoulder Lanes, and the C-470 Express Lanes Project (collectively, the “Projects” and each a “Project”); and

WHEREAS HPTE plans to implement a user-fee system on each of the Projects and, in furtherance of this effort, HPTE has requested that CDOT enter into an installment-purchase arrangement with HPTE to allow HPTE to finance the capital costs of the equipment, both hardware and software, needed to implement user-fee systems on each Project (“Tolling Equipment”); and

WHEREAS this installment-purchase arrangement for all the Projects has been documented in a Master Installment Purchase Agreement (“Master Installment Purchase Agreement”) and the Transportation Commission has reviewed the terms of the Master Installment Purchase Agreement; and

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

NOW THEREFORE BE IT RESOLVED, the Transportation Commission of Colorado approves and authorizes CDOT to enter into the Master Installment Purchase Agreement with HPTE in substantially the form presented to the Transportation Commission, which allows CDOT to purchase Tolling Equipment for each Project, allows HPTE to use and operate the Tolling Equipment, and requires HPTE to make installment payments in return; and

BE IT FURTHER RESOLVED, CDOT's total cost for the Tolling Equipment for all Projects combined shall not exceed \$5 million and the amount used for such purpose shall incur interest at the rate charged by the State Infrastructure Bank on the effective date of the Master Installment Purchase Agreement; and

BE IT FURTHER RESOLVED, the CDOT Chief Financial Officer is hereby delegated the authority to determine and approve any additional terms necessary to implement the Master Installment Purchase Agreement consistent with this Resolution.

Herman Stockinger, Secretary
Transportation Commission of Colorado

Date



MEMORANDUM

DATE: September 18, 2014
TO: Transportation Commission
FROM: Kyle Lester, Director of Maintenance
SUBJECT: Repair Action US 85 MP 244

Purpose

Region 4 Maintenance Section 1 has discovered a culvert on US 85 at MP 244 in the City of Fort Lupton, which requires immediate repairs to preserve the stability of this section of roadway, and thereby the mobility and safety of the travelling public.

Action

On September 5, Chief Engineer Josh Laipply received from Chairman Peterson verbal permission to move forward with this project due to its emergency nature. The Division of Maintenance is now circling back with the full Commission and asking for approval of the attached resolution for the repair project.

Background

Colorado Revised Statute 24-92-109 requires CDOT to submit any project which will be performed by CDOT forces costing between \$50,000 and \$150,000 to the Transportation Commission for approval. While PD 703.0, appendix D categories a project like this one as "Moderate Risk" and requiring only to inform the Transportation Commission, that is a mistake and PD 703.0 will be corrected to be consistent with state statute.

Region 4 Section 1 has made an estimate for this emergency project costing \$71,842.80, and requiring maintenance forces from from Region 4, Section 1.

Snap-Tite Liner and Freight	\$65,629.80
Grout (including pump and PVC piping)	\$4,800.00
CDOT Labor and Equipment	\$1,443.00
Total	\$71,842.80

Details

Staff Maintenance on behalf of Region 4 respectfully requests Transportation Commission approval for the performance of \$71,842.80 in necessary culvert repairs at US 85 MP 244. This culvert is located in the City of Fort Lupton. The repairs to the culvert are crucial.

Region 4 Greeley	Location Mile Post	Type	Estimated Cost
Highway	244	Culvert Repair	\$71,842.80
85		Total	\$71,842.80

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

Attachments

Resolution titled- Addition to Fiscal Year 2015 over \$50,000 project list approval



Resolution #TC-

Addition to Fiscal Year 2015 over \$50,000 project list approval

Approved by the Transportation Commission on: September 18, 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 this projects to be done in Fiscal Year 2015 as detailed in the memorandum entitled; Addition to FY 15 over \$50,000.00 project list dated August 21, 2014; and

WHEREAS, the funding for these projects are contained in the Fiscal Year 2015 Budget.

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



Region 4 - Greeley				
Highway	Begin MP	End MP	Type	Estimate
85	244	N/A	Culvert Repair	\$ 71,842.80
		Total - Greeley		\$ 71,842.80
		Statewide Total		\$ 71,842.80

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 Stockinger, Secretary
Transportation Commission of Colorado



COLORADO
Department of Transportation

Division of Accounting and Finance

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

MEMORANDUM

DATE: September 18, 2014
TO: Transportation Commission
FROM: Scott Richrath, Chief Financial Officer
SUBJECT: Third Supplement - FY 2015

This supplement budgets projects for FY 2015 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 current RAMP Partnership and Operations Master Summary Report is included with this supplement. **See Attachment 1.**

RAMP

Region 1

- \$33,639– *FY15 RAMP METERING*–**RAMP Operations**- This action requests additional construction funding for project award for installation of metering at various locations. (20202/ 1000...)

FY15 RAMP METERING

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Program Area	Current Budget	Third Supplement Action				Revised Budget	Expended Budget
			Year of Budget			Total Request		
			FY 2015	FY 2016	FY 2017			
Construction	<i>RAMP</i>	\$965,000	\$33,639	\$0	\$0	\$33,639	\$998,639	\$0
	Total Construction	\$965,000	\$33,639	\$0	\$0	\$33,639	\$998,639	\$0
Total Project Budget		\$965,000	\$33,639	\$0	\$0	\$33,639	\$998,639	\$0
			Year of Expenditure			Total Request		
			FY 2015	FY 2016	FY 2017	\$33,639		
			\$33,639	\$0	\$0	\$33,639		

This request is being brought before the Commission as the overall RAMP program has exceeded the threshold of 3.5% above the original estimate.

Division of Transit and Rail

Purpose

The Division of Accounting and Finance is recommending discontinuing the administrative process of “loaning” funds to the Division of Transit and Rail (DTR) via the Transportation Commission Contingency Reserve Fund (TCCRF) in expectation of Federal Transit Administration apportionments. In the past, the request for the loan was included in the budget supplement.

Action

Staff requests Transportation Commission approval to change this procedure to match the treatment of the Federal Highway Administration program.

Background

Both the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) programs are approved as part of the Colorado Department of Transportation Budget.

The FHWA program utilizes anticipated federal revenues to advance the construction program prior to receipt of actual apportionments or obligation limitation without further Transportation Commission action until the conclusion of the Federal Fiscal Year, when an adjustment to actual revenues is recorded.

Alternatively, current CDOT and DTR procedures require an additional step before administering the FTA program. A Transportation Commission “loan” is requested in the September or October Budget Supplement effectively reducing the amount of TCCRF funds available for other activities until such time the “loan” is repaid.

The previous “loan” amounts to DTR were \$13.4M in 2013 and \$5.3M in 2014.

Details

Under current procedures staff would request a “loan” and transfer of \$15.629M for Fiscal Year 2015 due to the following factors:

- In 2014 DTR agreed to lower the loan request in response to the Commission's need to make funds available for flood recovery by excluding capital expenses and by spending down older funds that were available. Due to expending their prior surpluses DTR will have very little such carryover to help with 2015 grants.
- In accordance with the provisions of MAP-21, administering the new Section 5339 formula capital program, both for rural and small urbanized areas.
- MAP-21 greatly increased funding levels for the Section 5310 program, and we agreed to administer the Section 5310 program for the Denver/Aurora area.

Under the proposed change, the liability to the Transportation Commission would be deferred and invoked only if FTA apportionments receipts are lower than anticipated. The Transportation Commission would only assume responsibility to compensate the DTR for any shortfall that could not be addressed by delaying or canceling projects or utilizing other revenue sources such as FASTER Transit.

Key Benefits

In effect, by granting a “loan” the Transportation Commission is already assuming liability AND temporarily redirecting their budget authority until the repayment period.

Under the recommended change in procedure, the Commission would defer any such transfer until a liability is actualized, keeping the TCCRF funds available for allocation and use where necessary.

This change would also reduce administrative procedures involving presentation to the Transportation Commission as part of the Budget Supplement.

Options and Recommendations

- 1) Utilize Colorado Department of Transportation Budget approval as authority to proceed with the FTA grants without requiring separate Transportation Commission “loan”, consistent with treatment of the FHWA program
-Staff Recommendation.
- 2) Utilize existing “loan” process and reduce TCCRF by \$15.629M until repaid.
- 3) No action, disallow DTR to proceed with FY 2015 grant program until actual apportionments received.

COLORADO DEPARTMENT OF TRANSPORTATION

STATE OF COLORADO

**Third
Supplement**

Fiscal year 2014-2015

Dated: September 18, 2014

COLORADO DEPARTMENT OF TRANSPORTATION

STATE OF COLORADO

RESOLUTION NO. TC –

**“BE IT RESOLVED, That the Third Supplement to the Fiscal Year 2014-2015
Budget be approved by the Commission”**

**Transportation Commission Contingency Reserve Fund Reconciliation
Third Supplement FY 2015 Budget**

Transaction Date	Transaction Description	Amount	Balance	Reference Document
June-14	<i>Final Balance 13S14</i>		\$63,398,117	
	state match for ER permanent repair projects	\$ 125,009		1000197455-1000198070
	to ER Cost Center for FEMA related expenses	\$ (265,096)		1000198056
	<i>FY15 Budget Allocation</i>	\$ 20,808,485		1000198107
	Transfer to Transportation Commission Legacy Fund	\$ (10,000,000)		1000198139
	US-50 near Parkdale embankment repair, bid adjustment	\$ (216,163)		1000198728
July-14	<i>Balance 1S15</i>		\$73,850,352	
	1S15 Walk-on loan Glenwood Canyon Bike Trail	\$ (400,000)		1000198921
	Repayment of FY14 DTR Loan	\$ 5,305,665		1000198674
	state match for ER permanent repair projects	\$ (748,169)		1000197455-1000199228
	Repayment of FY14 Civil Rights and On the Job Training	\$ 306,420		1000198382
	Return of unbudget US 24 funds from region 2	\$ 499,999		1000199268
	I-76 Emergency Culvert and Concrete Repair	\$ (1,800,000)		1000200298
August-14	<i>Balance 2S15</i>		\$77,014,267	
	Return of US550 Rockslide funds upon receipt of Federal Funds	\$ 912,005		1000200187
	Return of US24 Bid savings	\$ 504,637		1000199551;1000199612
	state match for ER permanent repair projects	\$ 2,727,999		1000199512-1000200326
	FY2014 Surplus Fund Reconciliation (Revenue and Cost Center Balances)	\$ 7,978,164		pending
September-14	<i>Balance 3S15</i>		\$89,137,072	

**Transportation Commission Contingency Snow & Ice Fund Reconciliation
Third Supplement FY 2015 Budget**

Transaction Date	Transaction Description	Amount	Balance	Reference Document
June-14	<i>Carry forward from FY 2014</i>		\$0	
	<i>FY 2015 allocation</i>	\$10,000,000		1000198107
July-14	<i>Balance 1S15</i>		\$10,000,000	

**Transportation Commission Transition Fund Reconciliation
Third Supplement FY 2015 Budget**

Transaction Date	Transaction Description	Amount	Balance	Reference Document
July-14	<i>Transfer from TCCRF</i>	\$10,000,000		1000198139
	<i>Balance 1S15</i>		\$10,000,000	
	Region 2 US 50 Granada Creek East of Granada	\$ (420,687)		1000200185
	Region 3 SH 82 AABCR Pedestrian Underpass	\$ (34,468)		1000200186
	Region 4 SH52 at WCR 59 Intersection	\$ (474,923)		1000200327
September-14	<i>Balance 3S15</i>		\$9,069,922	



FY 2015 Contingency Balance Projection

September FY 2015 TC Contingency Balance ⁽¹⁾	\$89,137,072	
FY 2015 State Match for Emergency Relief/Permanent Recovery	Low Estimate	High Estimate
	(\$5,000,000)	(\$13,000,000)
Federal Reimbursement of US24; Return of HPTE loans; and Other Impacts	Max Reimbursement Estimate	Min Reimbursement Estimate
	\$9,000,000	\$4,000,000
FY 2015 Contingency Estimate - Prior to FY 2015 TCCRF Funding Requests	High Balance	Low Balance
	\$93,137,072	\$80,137,072
Estimated FY2015 TCCRF Funding Requests (October through June)	(\$18,750,000)	(\$18,750,000)
Projected FY 2015 YE Contingency Balance	\$74,387,072	\$61,387,072
<i>TCCRF Fund Balance Adjustment to Reach \$50M Balance - Period 1 FY2016</i>	<i>(\$24,387,072)</i>	<i>(\$11,387,072)</i>

Estimated future railroad exposure not currently included - (\$10,000,000)

(1) Per Budget Memo September FY2015 TC balance includes pending FY14 reconciliation adjustment of + \$7,978,164



September FY 2015 Contingency Balance Reconciliation

August FY 2015 TC Contingency Balance	\$77,014,267
Emergency Relief Project Allocation - Permanent Restoration Return of state match due to Central Federal Lands projects qualifying for 100% federal	\$2,727,999
Return of US550 Rockslide funds upon FHWA ER funding allocation	\$912,005
US-24 Flood Mitigation Bid Savings	\$504,637
FY2014 Surplus Fund Reconciliation (pending)	\$7,978,164
September FY 2015 TC Contingency Balance	\$89,137,072

Partnership and Operations Projects - Status Through August 2014 TC Meeting

Public-Private Partnership

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

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

Tracking #	PCN	Project Name	Original TC Approved Total Project Cost	Current TC Approved Total Project Cost	** Total Project Cost Delta	Original TC Approved RAMP Request	Current TC Approved RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of August TC	
Group 1	N/A	19879	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
	1	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	\$0	\$7,000,000	\$0	

Tracking #	PCN	Project Name	Original TC Approved Total Project Cost	Current TC Approved Total Project Cost	** Total Project Cost Delta	TC Approved RAMP Request	Estimated RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of August TC
Group 2														None
		Staff Recommends Budgeting Funds (Group 2)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

Tracking #	PCN	Project Name	Original TC Approved Total Project Cost	Current TC Approved Total Project Cost	** Total Project Cost Delta	TC Approved RAMP Request	Estimated RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of August TC	
Group 3	1-2	18999	C-470 Managed Toll Express Lanes: Kipling to I-25	\$200,000,000	\$214,000,000	-\$14,000,000	\$100,000,000	\$100,000,000	\$0	\$10,000,000	\$5,500,000	\$0	\$84,500,000	\$0	Staff is continuing project development including Toll and Revenue studies. Staff plans for a recommendation for funding in the December Transportation Commission meeting.
	4-5a	19626	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	14276 18319 18357 18844	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	\$35,400,000	\$4,600,000	\$0	\$0	\$0	\$160,000,000	\$0	Staff Recommends Further Development: RAMP Funds Approved by TC in August thru Budget Supplement
4	Staff Recommends Further Development (Group 3)		\$1,440,000,000	\$1,454,000,000	-\$14,000,000	\$230,000,000	\$225,400,000	\$4,600,000	\$10,000,000	\$5,500,000	\$0	\$244,500,000	\$0		

4	SUB-TOTAL Public-Public Partnership Projects		\$1,495,000,000	\$1,509,000,000	-\$14,000,000	\$278,000,000	\$273,400,000	\$4,600,000	\$10,000,000	\$5,500,000	\$0	\$251,500,000	\$0	
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Tracking #	PCN	Project Name	Original TC Approved Total Project Cost	Current TC Approved Total Project Cost	** Total Project Cost Delta	TC Approved RAMP Request	Estimated RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of August TC
Group 4														None
		Projects that have been Withdrawn (Group 4)		\$0	\$0	\$0	\$0	\$0	\$0					

5	TOTAL Partnership Projects: HTPE P3 Projects		\$1,495,000,000	\$1,509,000,000	-\$14,000,000	\$278,000,000	\$273,400,000	\$4,600,000	\$10,000,000	\$5,500,000	\$0	\$251,500,000	\$0	
	Percentage over Transportation Commission Approved Amount				0.94%			-1.65%						

Partnership and Operations Projects - Status Through August 2014 TC Meeting

Public-Public Partnership

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

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

Tracking #	PCN	Project Name	Original TC Approved Total Project Cost	Current TC Approved Total Project Cost	** Total Project Cost Delta	Original TC Approved RAMP Request	Current TC Approved RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contribution	Local Delta	Other Funds	Other Funds Delta	Status as of August TC	
Group 1	1-7	17810	Eisenhower-Johnson Memorial Tunnels (EJMT) Fire Suppression System	\$25,000,000	\$25,000,000	\$0	\$9,000,000	\$9,000,000	\$0	\$5,000,000	\$0	\$0	\$11,000,000	\$0	RAMP Funding Approved by TC in February
	1-14	19970	SH 2 in Commerce City Widening and Devolution	\$20,800,000	\$18,700,000	\$2,100,000	\$13,600,000	\$13,600,000	\$0	\$5,100,000	\$0	\$0	\$0	-\$2,100,000	RAMP Funding Approved by TC in February
	1-15	19896	US 6 and 19th St. Intersection Grade Separation	\$25,000,000	\$25,000,000	\$0	\$20,000,000	\$20,000,000	\$0	\$5,000,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	1-19	17219	Colorado Blvd. in Idaho Springs Final Phase and Devolution	\$21,900,000	\$21,900,000	\$0	\$21,900,000	\$21,900,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	1-37	19957	Federal Blvd: 6th to Howard Reconstruction and Multimodal Improvements	\$29,203,881	\$29,181,821	\$22,060	\$23,363,105	\$23,341,821	\$21,284	\$5,840,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	1-46	19192	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	19964	SH 67 in Victor Devolution (cash payment)	\$307,702	\$307,702	\$0	\$307,702	\$307,702	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	2-5	19954	US 160 Turnouts	\$1,015,000	\$1,015,000	\$0	\$840,000	\$840,000	\$0	\$0	\$175,000	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	2-7	19965	US 24 Business Route Devolution (cash payment)	\$2,602,475	\$2,602,475	\$0	\$2,602,475	\$2,602,475	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	2-20	19906	US 50 / Dozier / Steinmeier Intersection / Signal Improvements (companion project to 2-9)	\$1,500,000	\$1,500,000	\$0	\$1,200,000	\$1,200,000	\$0	\$300,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	2-21	19039	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
	2-22	18367	I-25 Fillmore Interchange Diverging Diamond Interchange (DDI) Conversion	\$21,300,000	\$23,300,000	-\$2,000,000	\$11,000,000	\$11,700,000	-\$700,000	\$1,300,000	\$7,000,000	\$1,300,000	\$3,300,000	\$0	RAMP Funding Approved by TC in February
	2-23	19522	SH 21 / Old Ranch Rd. Interchange Completion	\$9,266,000	\$10,333,779	-\$1,067,779	\$600,000	\$600,000	\$0	\$8,600,000	\$0	\$600,000	\$1,133,779	\$467,779	RAMP Funding Approved by TC in February
	2-31	19205 19208 19408	I-25 Ilex to 1st St. in Pueblo (includes devolution match in RAMP request)	\$33,200,000	\$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	19056 19751	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	20087	SH 6/SH13 in Rifle Devolution	\$5,600,000	\$5,600,000	\$0	\$5,600,000	\$5,600,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	3-9	19094	I-70 Vail Underpass (Simba Run)	\$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	19930	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	19459	I-70 Eagle Interchange Upgrade	\$9,887,365	\$9,887,365	\$0	\$3,500,000	\$3,500,000	\$0	\$3,437,364	\$0	\$0	\$2,950,001	\$0	RAMP Funding Approved by TC in February
	3-24	19911	I-70 Exit 31 Horizon Drive	\$5,000,000	\$5,250,000	-\$250,000	\$4,000,000	\$4,200,000	-\$200,000	\$1,050,000	\$0	\$50,000	\$0	\$0	RAMP Funding Approved by TC in February
3-31	19874	US 40 Improvements in Fraser	\$1,950,390	\$2,145,320	-\$194,930	\$1,267,754	\$1,394,458	-\$126,704	\$750,862	\$0	\$68,226	\$0	\$0	RAMP Funding Approved by TC in February	
3-40	19910	SH 9 Grand County Safety Improvement Project	\$46,000,000	\$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	19893	US 34 in Estes Park Improvements and Devolution	\$16,000,000	\$16,005,000	-\$5,000	\$4,200,000	\$4,200,000	\$0	\$0	\$0	\$0	\$11,805,000	\$5,000	RAMP Funding Approved by TC in February	

Partnership and Operations Projects - Status Through August 2014 TC Meeting

Public-Public Partnership

		Tracking #	PCN	Project Name	Original TC Approved Total Project Cost	Current TC Approved Total Project Cost	** Total Project Cost Delta	Original TC Approved RAMP Request	Current TC Approved RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contribution	Local Delta	Other Funds	Other Funds Delta	Status as of August TC	
Group 1 (cont.)		4-20	12372 18401 19561	North College / US 287 Conifer to Laporte Bypass	\$36,000,000	\$36,157,682	-\$157,682	\$17,500,000	\$17,500,000	\$0	\$4,648,500	\$0	\$248,500	\$14,009,182	-\$90,818	RAMP Funding Approved by TC in February	
		4-25	19889	SH 14 / Greenfields Ct. - Frontage Rd. Relocation and Intersection Improvements	\$2,100,000	\$2,100,000	\$0	\$1,680,000	\$1,680,000	\$0	\$420,000	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in March
		4-28	19891	SH 392 & CR 47 Intersection Safety Improvements	\$3,685,180	\$3,685,180	\$0	\$1,842,590	\$1,842,590	\$0	\$1,842,590	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
		4-29	19890	US 34 & CR 49 Intersection Safety Improvements	\$2,200,000	\$2,200,000	\$0	\$1,500,000	\$1,500,000	\$0	\$700,000	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
		4-30	19892	SH 392 & CR 74 Intersection Safety Improvements	\$2,249,875	\$2,249,875	\$0	\$1,000,000	\$1,000,000	\$0	\$1,249,875	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
		4-34/51/52	19894 20204 20203	Turning Lanes at US 34 and County Road H / US 385 & YCR 33.6 / US 34 & YCR J	\$1,752,000	\$1,591,000	\$161,000	\$944,200	\$944,200	\$0	\$0	\$627,000	\$0	\$19,800	-\$161,000	RAMP Funding Approved by TC in February	
		4-54	18397	SH 119 Diagonal: 30th to Foothills Parkway Multi-modal Improvements Project	\$5,570,000	\$5,570,000	\$0	\$4,456,000	\$4,456,000	\$0	\$1,114,000	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
		4-58	19888	SH 119 Boulder Canyon Trail Extension	\$5,466,350	\$5,466,350	\$0	\$4,373,080	\$4,373,080	\$0	\$1,093,270	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in March
		5-6	19909	US 550 Sky Rocket Box Culvert Replacement	\$2,000,000	\$2,000,000	\$0	\$1,600,000	\$1,600,000	\$0	\$400,000	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
		5-8	19908	SH 172 / 151 Signalization	\$1,800,000	\$1,800,000	\$0	\$1,430,000	\$1,430,000	\$0	\$370,000	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
		5-10	19902	US 160 / Wilson Gulch Road Extension	\$6,400,000	\$6,400,000	\$0	\$4,288,000	\$4,288,000	\$0	\$2,112,000	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
		5-13	19397	SH 145 at CR P Safety Improvements	\$1,660,194	\$1,660,194	\$0	\$1,577,185	\$1,577,185	\$0	\$83,036	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
		5-14	18972	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	\$0	RAMP Funding Approved by TC in February
		5-15	19411	SH 62 Ridgway Street Improvements (pending approval of local match)	\$13,791,257	\$13,291,257	\$500,000	\$10,494,509	\$10,494,509	\$0	\$2,000,000	\$796,748	\$0	\$0	\$0	-\$500,000	RAMP Funding Approved by TC in February
	5-18	19643	US 24 Enhancement Project in Buena Vista	\$2,497,090	\$2,497,090	\$0	\$1,997,090	\$1,997,090	\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February	
38	TC Approved or Staff Recommends Budgeting Funds (Group 1)				\$587,232,188	\$588,153,187	-\$920,999	\$349,579,634	\$350,613,722	-\$1,034,088	\$92,333,497	\$13,532,233	\$2,266,726	\$131,673,762	-\$2,379,039		
	Tracking #	PCN	Project Name	TC Approved Total Project Cost	Estimated Total Project Cost	** Total Project Cost Delta	TC Approved RAMP Request	Estimated RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of August TC		
Group 2				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	None		
	Staff Recommends Budgeting Funds (Group 2)				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
	Tracking #	PCN	Project Name	TC Approved Total Project Cost	Estimated Total Project Cost	** Total Project Cost Delta	TC Approved RAMP Request	Estimated RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of August TC		
Group 3				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	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	\$588,153,187	-\$920,999	\$349,579,634	\$350,613,722	-\$1,034,088	\$92,333,497	\$13,532,233	\$2,266,726	\$131,673,762	-\$2,379,039		
	Tracking #	PCN	Project Name	TC Approved Total Project Cost	Estimated Total Project Cost	** Total Project Cost Delta	TC Approved RAMP Request	Estimated RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of August TC		
Group 4	2-27	-	I-25A Exit 18 NW Frontage Rd Devolution	\$110,544	\$110,544	\$110,544	\$110,544	\$110,545	\$110,544						Local Agency Withdrew Project in December 2013		
	2-29	-	I-25 Exit 11 SW Frontage Rd Devolution	\$155,307	\$155,307	\$155,307	\$155,307	\$155,307	\$155,307						Local Agency Withdrew Project in December 2013		
2	Projects that have been Withdrawn (Group 4)				\$265,851	\$265,851	\$265,851	\$265,851	\$265,852	\$265,851							
40	TOTAL Public-Public Partnership Projects				\$587,498,039	\$588,419,038	-\$655,148	\$349,845,485	\$350,879,574	-\$768,237	\$92,333,497	\$13,532,233	\$2,266,726	\$131,673,762	-\$2,379,039		
	Percentage over Transportation Commission Approved Amount						0.11%			0.22%							

Partnership and Operations Projects - Status Through August 2014 TC Meeting

Operations

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

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

Tracking #	PCN	Project Name	Original TC Approved Total Project Cost	Current TC Approved Total Project Cost	** Total Project Cost Delta	Original TC Approved RAMP Request	Current TC Approved RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Funds	Local Delta	Other Funds	Other Funds Delta	Status as of August TC	
Group 1	1-09	19474 19984 20306 20307 20308 20308	I-70 Eastbound Peak Period Shoulder Lanes	\$34,000,000	\$72,500,000	-\$38,500,000	\$20,000,000	\$31,598,000	-\$11,598,000	\$500,000	\$0	\$0	\$40,402,000	\$26,902,000	RAMP Funding Approved by TC in August thru Budget Supplement
	1-27	20063	SH-74 South of El Rancho Safety Shoulders	\$57,947	\$55,000	\$2,947	\$57,947	\$55,000	\$2,947	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	1-41	19978	State Highway Signal Upgrades: Phase I - Colfax Signals	\$2,495,000	\$3,246,557	-\$751,557	\$2,200,000	\$2,200,000	\$0	\$0	\$1,046,557	\$751,557	\$0	\$0	RAMP Funding Approved by TC in February
	1-42	19979	State Highway Signal Upgrades: Phase III - Denver Slipfit												
	1-44	19980	State Highway Signal Upgrades: Phase I - Santa Fe and Evans												
	1-51	20070	Continuous Flow Metering (CFM), Weight-in-Motion (WIM), and Relocated Portal Attendant Stations at Eisenhower-Johnson Memorial Tunnel (EJMT)	\$2,575,000	\$2,529,035	\$45,965	\$2,575,000	\$2,529,035	\$45,965	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	1-53	20182	New Traffic Signal Controllers for Congested Corridors in the Denver Metropolitan Area	\$1,060,000	\$1,060,000	\$0	\$1,060,000	\$1,060,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in March
	1-54	19958	I-76 at 88th Ave. Interchange Improvements (MP 10)	\$1,050,000	\$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	20071 20302	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
	1-63	20089	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
	1-77	20202	New Ramp Meters and Ramp Meter Upgrades	\$965,000	\$999,000	-\$34,000	\$965,000	\$999,000	-\$34,000	\$0	\$0	\$0	\$0	\$0	Staff recommends budgeting additional funds in September Budget Supplement: Original RAMP Funding Approved by TC in July Supplement (walk-on), which allowed for budgeting and advertisement of the project
	2-08	19905	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	19906	US 50 / Dozier Ave. Intersection Improvement (companion project Partnership 2-20)	\$1,000,000	\$1,000,000	\$0	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	2-10	19751	US 50 / Purcell and US 50 / McCulloch Intersection Improvement (companion project Partnership 2-33)	\$1,200,000	\$1,200,000	\$0	\$1,200,000	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	2-17	19884	US 50 / 32nd Ln., US 50 / Cottonwood Ave., US 50 / 34th Ln. Intersection Improvements	\$1,500,000	\$2,500,000	-\$1,000,000	\$1,500,000	\$1,500,000	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000	RAMP Funding Approved by TC in February
	3-33	19490	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	19875	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
	3-51	19086	US 40 Berthoud Pass Remote Avalanche Control System Pilot Program	\$1,000,000	\$1,275,000	-\$275,000	\$1,000,000	\$1,000,000	\$0	\$225,000	\$0	\$225,000	\$50,000	\$50,000	RAMP Funding Approved by TC in July through Budget Supplement: Local Partner has committed additional funds
	4-13	19960	Adaptive Signal Control - US 85 Greeley	\$750,000	\$750,000	\$0	\$600,000	\$600,000	\$0	\$0	\$150,000	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	4-35	19886	Loveland I-25 and Crossroads Blvd. Anti-Icing Spray System	\$250,000	\$250,000	\$0	\$200,000	\$200,000	\$0	\$50,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
4-36	19887	Loveland Road Weather Information System (RWIS) Update / Expansion	\$380,000	\$380,000	\$0	\$304,000	\$304,000	\$0	\$76,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February	
4-41	19959	Adaptive signals on US 34 Bypass in Greeley	\$500,000	\$500,000	\$0	\$400,000	\$400,000	\$0	\$0	\$100,000	\$0	\$0	\$0	RAMP Funding Approved by TC in February	
4-42	19963	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	
4-44/4-49	19961	Adaptive Signals on SH 119 Airport Rd. to Zlaten Dr. in Longmont / Adaptive Signals on SH 119: I-25 to WCR 3.5	\$1,850,000	\$1,850,000	\$0	\$1,680,000	\$1,680,000	\$0	\$0	\$170,000	\$0	\$0	\$0	RAMP Funding Approved by TC in February	

Partnership and Operations Projects - Status Through August 2014 TC Meeting

Operations

Tracking #	PCN	Project Name	Original TC Approved Total Project Cost	Current TC Approved Total Project Cost	** Total Project Cost Delta	Original TC Approved RAMP Request	Current TC Approved RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Funds	Local Delta	Other Funds	Other Funds Delta	Status as of August TC	
Group 1 (cont.)	4-50	19962	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	RAMP Funding Approved by TC in February	
	4-66	20059	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	\$600,000	-\$60,000	\$60,000	\$60,000	RAMP Funding Approved by TC in February
	5-03	20061	US 160 Corridor Signalized Intersection Improvements and Signal Coordination	\$3,757,844	\$3,753,865	\$3,979	\$3,757,844	\$3,753,865	\$3,979	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	O-01	20179	Fiber Optic Backbone - I-25 (Pueblo to Walsenburg); and US 285 (C-470 to Conifer)	\$7,000,000	\$7,000,000	\$0	\$3,500,000	\$3,500,000	\$0	\$0	\$0	\$0	\$3,500,000	\$0	RAMP Funding Approved by TC in February
	O-02	-	I-70 Mountain Corridor Wireless Improvement	\$5,300,000	\$5,300,000	\$0	\$1,700,000	\$1,700,000	\$0	\$0	\$0	\$0	\$3,600,000	\$0	RAMP Funding Approved by TC in February
	O-03	20378	CDOT ITS Information Kiosks- Pilot Project	\$480,000	\$480,000	\$0	\$480,000	\$480,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	O-04	20222	Regional Satellite Solar Powered Cameras (LiveView)	\$1,750,000	\$1,750,000	\$0	\$1,750,000	\$1,750,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	O-06	20181	Enhanced Traffic Incident Management Software - Phase I	\$3,700,000	\$3,700,000	\$0	\$3,000,000	\$3,000,000	\$0	\$0	\$0	\$0	\$700,000	\$0	RAMP Funding Approved by TC in February
	O-07	20234	Enhanced Incident Management Software - Phase II	\$2,000,000	\$2,000,000	\$0	\$2,000,000	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in June thru Budget Supplement
	O-08	20233	Integration of CAD Dispatch Systems - Phase I	\$250,000	\$250,000	\$0	\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in June thru Budget Supplement
	O-09	20249	Upgrade Snow Plows with Advanced Instrumentation	\$300,000	\$300,000	\$0	\$300,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in June thru Budget Supplement
	O-10	20251	Maintenance Decision Support System (MDSS)	\$250,000	\$250,000	\$0	\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in June thru Budget Supplement
	O-11	19782 20166	I-25: Expansion of Traffic and Weather Surveillance	\$2,200,000	\$5,200,000	-\$3,000,000	\$2,200,000	\$2,200,000	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000	RAMP Funding Approved by TC in June thru Budget Supplement
	O-12	20236	I-70: Expansion of Traffic and Weather Surveillance	\$2,500,000	\$2,500,000	\$0	\$2,500,000	\$2,500,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in June thru Budget Supplement
	O-13	20232	Enhancing Incident Detection Capabilities	\$300,000	\$300,000	\$0	\$300,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in June thru Budget Supplement
O-14	20238	Operation Data Integration	\$500,000	\$500,000	\$0	\$500,000	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in June thru Budget Supplement	
O-15	20250	On-Scene Incident Command Vehicles Communication Equipment	\$182,000	\$182,000	\$0	\$182,000	\$182,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in June thru Budget Supplement	
41	Staff Recommends Budgeting Funds (Group 1)		\$104,873,791	\$148,166,212	-\$43,292,421	\$75,572,791	\$86,936,655	-\$11,363,864	\$851,000	\$2,066,557	\$916,557	\$58,312,000	\$31,012,000		

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

Tracking #	PCN	Project Name	TC Approved Total Project Cost	Estimated Total Project Cost	** Total Project Cost Delta	TC Approved RAMP Request	Estimated RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of August TC
Group 3														None
	Staff Recommends Further Development (Group 3)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

41	SUB-TOTAL Operations Projects		\$104,873,791	\$148,166,212	-\$43,292,421	\$75,572,791	\$86,936,655	-\$11,363,864	\$851,000	\$2,066,557	\$916,557	\$58,312,000	\$31,012,000	
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Tracking #	PCN	Project Name	TC Approved Total Project Cost	Estimated Total Project Cost	** Total Project Cost Delta	TC Approved RAMP Request	Estimated RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Funds	Local Delta	Other Funds	Other Funds Delta	Status as of August TC
Group 4	1-59	20090	SH 86 Intersection Improvement at Crowfoot Valley Rd. (MP 101.53)	\$516,000	\$516,000	\$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	\$516,000	\$516,000	\$516,000	\$516,000	\$516,000						

42	TOTAL Operations		\$105,389,791	\$148,682,212	-\$42,776,421	\$76,088,791	\$87,452,655	-\$10,847,864	\$851,000	\$2,066,557	\$916,557	\$58,312,000	\$31,012,000	
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Percentage over Transportation Commission Approved Amount

40.59%

14.26%



4201 East Arkansas Avenue, Room 235
Denver, CO 80222

MEMORANDUM

TO: TRANSPORTATION COMMISSION
FROM: COLORADO STATE INFRASTRUCTURE BANK (SIB) COMMITTEE
DATE: SEPTEMBER 18, 2014
SUBJECT: SIB LOAN APPLICATION FOR GREELEY-WELD COUNTY AIRPORT

Purpose

To provide background information related to the Greeley-Weld County Airport SIB loan application and to review the SIB Committee's recommendation for approval.

Action

The TC is being asked to review and approve the Greeley-Weld County Airport \$1.0 million loan request.

Background

The Greeley-Weld County Airport Authority wants to upgrade its taxiways in the west area of the airport which houses 97 of 114 total hangers on the property. The hangers located in this area generate approximately 85% of the airport's total revenue through private lease contracts. The SIB loan will be used to improve the west area taxiways by fixing the storm water drainage system and replacing asphalt that is over 30 years old. The damage caused by poor drainage of storm water has impacted the subgrade and caused the asphalt to unravel at the joints creating a serious safety issue. Due to the nature and extent of the damage, cracking or fog sealing the surface is no longer an option to salvage the asphalt. These repairs will allow aircraft to enter and exit the taxiways with ease while reducing damage caused by asphalt debris. If approved, the project is expected to begin during the 2015 construction season.

Details

Revenue from oil and gas operations is identified as the primary source used to repay the SIB loan. This option for revenue generation has become popular, with both the Front Range Airport and Denver International Airport generating significant revenues from oil and gas leases. While oil & gas revenues are not typically used to secure aviation SIB loans, there are no SIB rules or guidelines that disallow pledging revenues of oil and gas leases. Given that these revenues are a relatively new source of income for other area airports, the SIB Committee's concern is that these are not long-term stable revenue streams since the production level of wells fluctuates over time.

In order to address this issue of volatility, the SIB Committee tentatively agreed to approve the Greeley-Weld County SIB loan application only if additional language is added to the application requiring the airport to maintain cash reserves equal to or in excess of the outstanding principal. The additional language would guarantee repayment of the SIB loan. Department staff will develop a process to analyze the cash balance versus the outstanding loan principal on a quarterly basis.



The airport currently has \$1.7 million in a capital reserve fund. While this could be used to build the taxiway project, the airport authority board is seeking the SIB loan in order to take a more conservative approach and keep the reserve fund intact. The Department staff views capital reserve funds as more than adequate coverage and consider the risk level no different from other airport loans that are subject to air carrier traffic fluctuation, fuel prices and changing economic conditions. The Greeley-Weld County Airport Authority is requesting a 5 year loan at the approved SIB interest rate of 2.75%.

Key Benefits

Funding the taxiway improvements in the west complex area of the Greeley-Weld County Airport will address an increasingly serious safety issue. By repairing the drainage system and replacing damaged asphalt, aircrafts will be able to enter and exit the taxiways with ease while reducing damage to the aircrafts that is caused by asphalt debris. In the long term, repairing this section of the taxiway will ensure that the hangers in the west complex area continue to be a primary source of revenue for the airport.

Options and Recommendation

1. Approve the \$1.0 million loan to Greeley-Weld County Airport contingent upon a written agreement that requires the airport to maintain cash reserves always equal to or in excess of the outstanding principal. SIB Committee recommendation.
2. Request additional information and delay for a future month.
3. Deny SIB loan request.

Next Steps

If the loan is approved, the application will be updated to include a written agreement that requires the airport to maintain cash reserves always equal to or in excess of the outstanding principal. Once the application has been updated, The Division of Accounting and Finance (DAF), Office of Financial Management and Budget (OFMB), will complete the loan process. The Department will work closely with the Greeley-Weld County Airport to develop a process to periodically review the cash balance versus the outstanding loan principal on a quarterly basis.



**Transportation Commission of Colorado
September 18, 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 Greeley-Weld County Airport (borrower), to borrow \$1,000,000 from the aviation account to correct drainage issues and resurface taxiways; and

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

WHEREAS, pursuant to 2 CCR 605-1, Rule VI, Section 4 the Colorado State Infrastructure Bank 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 (the agent) as the third party fiduciary, escrow, or administrative agent to confirm proper documentation from the borrower for loan draws, with the Department’s Division of Aeronautics, directly disbursing funds to the borrower upon receipt of the agent’s confirmation; and

WHEREAS, the Division of Aeronautics and the Colorado Aeronautic Board has technically approved this aviation project; and

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

NOW THEREFORE BE IT RESOLVED, the Transportation Commission authorizes the Department, under the guidance and direction of the Chief Financial Officer, to execute a loan agreement with the borrower in an amount of \$1,000,000 under the terms and provisions set forth in the adopted rules.

Herman Stockinger, Secretary
Transportation Commission of Colorado

Bridge Enterprise Board of Directors
Regular Meeting Agenda
Thursday, September 18, 2014
4201 East Arkansas Avenue
Denver, Colorado 80222

Ed Peterson, Chairman
Lakewood, District 2

Shannon Gifford
Denver, District 1
Gary M. Reiff
Englewood, District 3
Heather Barry
Westminster, District 4
Kathleen Gilliland
Livermore, District 5
Kathy Connell, Vice Chair
Steamboat Springs, District 6

Douglas E. Aden
Grand Junction, District 7
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 Board agenda are an estimate and subject to change. Generally, upon the completion of each agenda item, the Board will immediately move to the next item. However, the order of agenda items is tentative and, when necessary to accommodate the public or the Board's schedules, the order of the agenda items is also subject to change.

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

BRIDGE ENTERPRISE BOARD OF DIRECTORSTab 11

- 1:05 p.m. Call to Order and Roll Call
- 1:05 p.m. Audience Participation
Subject Limit: 10 minutes; Time Limit: 3 minutes
- 1:05 p.m. Act on Consent Agenda Bridge Enterprise 02
 - a) Resolution to Approve Regular Minutes from August 21, 2014 (Herman Stockinger)
- 1:10 p.m. Adjournment

**Bridge Enterprise Board
Regular Meeting Minutes
Thursday, August 21, 2014**

PRESENT WERE: Ed Peterson, Chairman, District 2
Kathy Connell, Vice Chairman, District 6
Shannon Gifford, District 1
Gary Reiff, District 3
Heather Barry, District 4
Kathy Gilliland, District 5
Sidny Zink, District 8
Les Gruen, District 9
Bill Thiebaut, District 10
Steven Hofmeister, District 11

EXCUSED: Doug Aden, Chairman, District 7

ALSO PRESENT: Don Hunt, Executive Director
Scot Cuthbertson, Deputy Executive Director
Debra Perkins-Smith, Director of Division of Transportation
Josh Laipply, Chief Engineer
Heidi Humphreys, Director of Admin & Human Resources
Barb Gold, Audit Director
Amy Ford, Public Relations Director
Scott McDaniel, Staff Services Director
Scott Richrath, CFO
Herman Stockinger, Director of Policy and Government Relations
Mike Cheroutes, Director of HPTE
Mark Imhoff, Director of Division of Transit and Rail
Ryan Rice, Director of the Operations Division
Kyle Lester, Maintenance Division
Tony DeVito, Region 1 Transportation Director
Karen Rowe, 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.

Chairman Peterson convened the meeting at 11:25am in the CDOT Headquarters building at 4201 E. Arkansas Avenue, Denver, CO.

Audience Participation

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

Act on Consent Agenda

Chairman Peterson entertained a motion to approve the Consent Agenda. Director Connell moved to approve the resolution, and Director Gruen seconded the motion. Upon vote of the Board the resolution passed unanimously.

Resolution #BE-166

Approval of Regular Meeting Minutes for July 17, 2014.

BE IT SO RESOLVED THAT, the Minutes for the July 2014, meeting of the Bridge Enterprise Board of Directors are hereby approved by the Bridge Enterprise Board as published in the Agenda for the August 20 & 21, 2014, meeting of the Bridge Enterprise Board of Directors.

Discuss and Act on the 2nd Budget Supplement for FY'2015

Scott Richrath stated that there was one project before the Board: US 50 at Grenada East and West. It came in 23% above the approved budget and, therefore, required Board approval.

Chairman Peterson entertained a motion for approval of the 2nd Budget Supplement for FY'2015. Director Gilliland moved for approval, and Director Gruen seconded the motion.

Executive Director Hunt asked staff to clarify if there were there at least three bids for the project in the supplement. Scott McDaniel stated that there were three bids, and the staff completed a Cost Justification to support the bids that were received for the project. Executive Director Hunt asked Scott McDaniel if the bids were clustered in such a way that they demonstrated that this would be market cost of the project. Scott McDaniel confirmed that the cost listed would be the cost of the project.

Upon vote of the Board, the resolution passed unanimously.

Resolution #BE-167

BE IT SO RESOLVED THAT, the 2nd Budget Supplement for FY'2015 is hereby approved by the Bridge Enterprise Board.

Monthly Progress Report

Scott McDaniel directed the Board to the Bridge Enterprise information in the Agenda Packet. He stated that the Board had a memo and a presentation with the Monthly Update. He stated that he wanted to point out two things. The first is that the SPI declined to .88. This decline was discussed a few months ago and was anticipated because Bridge Enterprise is not adding new projects to the program but only completing the more complex, difficult projects. A few design projects have been added, but those are unlikely to affect the overall SPI. Until the Bridge Enterprise program gets going again, it is likely that the SPI will continue to suffer slightly. He stated that the second item was that the Court of Appeals ruled in favor of CDOT over the TABOR Foundation on all issues.

Region 1 SH 58 over Ford Innovative Stainless Steel Rebar Presentation

Steve Sherman stated that he was the Design and Construction Project Engineer throughout the life of the project. This is the SH 58 over Ford Street project, and this is the first stainless steel reinforced bridge deck in Colorado. This was more a conclusion of a process rather than a premeditation. There was concrete falling off the bridge, which is why it needed to be replaced. Design started in October 2011. Bridge designers Mohamed Zaina and Andy Pott decided this would be a good trial run for the RLFD empirical design method. "Empirical Design employs the notion that the deck behaves more like a 'membrane' than a series of continuous beams." This means that there was significantly less steel. The "arching" in the deck creates strength, which mitigates for the smaller amount of steel. It is stainless steel because there are cracks in the deck and in the concrete. In conclusion, the stainless steel theoretically will save money on a deck rehab. In the future, if there are more stainless steel suppliers close by, the price could go down. There was half the amount of steel in the bridge deck, but it still cost more. If the price comes down, it will be approximately equal cost, and CDOT will get a longer life out of it. It is a trial run, so staff will continue to observe the deck and its performance.

Chairman Peterson thanked Steve Sherman for the very interesting presentation and the explanation of the value added of stainless steel.

Director Hofmeister stated that in a time of increasing construction costs, it was good to see that this project came in \$4.5 million under budget.

Adjournment

Chairman Peterson asked if there were any more matters to come before the Bridge Enterprise Board and hearing none, Chairman Peterson announced the adjournment of the meeting at 11:30am.



MEMORANDUM

TO: BRIDGE ENTERPRISE BOARD OF DIRECTORS
FROM: SCOTT RICHRATH, CHIEF FINANCIAL OFFICER
DATE: SEPTEMBER 18, 2014
SUBJECT: FY 2014 Q4 CBE BOND PROGRAM UPDATE

Purpose

The Bridge Enterprise (BE) team has prepared a Bond Program Update as of Q4 FY2014 for the Board of Directors information. No action is requested from the Board; for informational purposes only. Summarized below are the tables contained in this report.

Program Liability

- As found on “\$300M Bond Program Plan Q4 FY2014”, \$280.2M of bond funds have been expended.
- Total Bond and Future Funds (FASTER) liability is \$733.3M.
- The total liabilities of the bond program have increased from \$811.0M (March 31 update) to \$817.8M (June 30 update); a \$6.8M increase (Not shown on report).
- The net increase is primarily due to bid prices coming in higher than estimated and revised estimates.

Forecasted Bond Spending

- The attached “Status of Unexpended Bond Funds” document illustrates the program had a balance of \$48.0M as of March 31, 2014 as opposed to a balance of \$27.3M as of June 30, 2014, a reduction of \$20.7M.
- The \$27.3M balance includes the unexpended Net Bond Proceeds of \$17.2M plus \$10.1M of life-to-date interest earnings.
- The \$27.3M is expected to be substantially expended by the end of March 2015.
- Bridge Enterprise (BE) staff is expediting the release of bond balances from substantially complete projects and swapping out bond funds from slower spending projects to rebudget under quicker spending projects.
- During FY2014, \$26.9M of bond funds has been transferred to higher velocity bond spending projects.

Cash Flow

Attached is the “Colorado Bridge Enterprise Cash Flow Projection” that depicts all current available BE cash balances, forecasted revenues and forecasted expenditures for all currently programmed projects.

- Bridge Enterprise has included a forecasted \$162.0M use of cash on the I-70 Viaduct Design/Build project.



- BE has developed forecasted drawdown for the \$162.0M with an estimated duration from July 2016 through December 2017.

Summary

Based upon the above noted information, bond spending is forecasted to be substantially complete by the close of Q1 CY2015. BE staff is actively reallocating bond funds from substantially complete and slower spending projects to quicker spending projects. Total liabilities will be affected if the current trend of bids coming higher than the estimated construction budget continues.

As of June 30, 2014 there is \$309.8M of available cash and is forecasted to be at \$41.8M by December 31, 2017. The estimated use of \$162.0M of cash for the I-70 Viaduct Design/Build is only a forecast and may change once the I-70 Viaduct team submits a drawdown schedule and Bridge Enterprise has been able to determine the optimal funding scenario.

Recommendation

Based on the above financial and cash 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 the CBE may fund a project's preconstruction activities then "shelve" the project for a period until full funding becomes available to complete the construction. This will allow CBE to minimize the lead-time involved in programming new projects as well as gain the ability to spend available funds in a more efficient manner.

Attachments:

- \$300M Bond Program Plan Q4 FY2014
- Status of Unexpended Bond Funds
- Colorado Bridge Enterprise Cash Flow Projection





\$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	\$ 204,148,510	\$ 93,851,490
	Q4	\$ 39,875,105	\$ 244,023,615	\$ 53,976,385
2014	Q1	\$ 16,222,401	\$ 260,246,016	\$ 37,753,984
	Q2	\$ 20,674,636	\$ 280,920,651	\$ 17,079,349
	Q3	\$ 60,699,324	\$ 341,619,976	\$ (43,619,976)
	Q4	\$ 59,325,219	\$ 400,945,195	
2015	Q1	\$ 45,070,034	\$ 446,015,229	
	Q2	\$ 52,016,887	\$ 498,032,115	
	Q3	\$ 52,999,698	\$ 551,031,814	
	Q4	\$ 47,752,172	\$ 598,783,986	
2016	Q1	\$ 33,261,775	\$ 632,045,761	
	Q2	\$ 27,214,717	\$ 659,260,478	
	Q3	\$ 23,644,751	\$ 682,905,229	
	Q4	\$ 18,676,626	\$ 701,581,855	
2017	Q1	\$ 12,178,730	\$ 713,760,585	
	Q2	\$ 7,810,124	\$ 721,570,709	
	Q3	\$ 7,886,119	\$ 729,456,829	
	Q4	\$ 3,799,799	\$ 733,256,627	
Grand Total		\$ 733,256,627	\$ 733,256,627	

Other Funding,
 Primarily FASTER Bridge

Colorado Bridge Enterprise
Status of Unexpended Bond Funds
As of June 30, 2014
Amounts in Millions

Unexpended Bond Proceeds and Interest Earnings:	3.31.14	\$48.0
	6.30.14	\$27.3

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)	\$3.3
Older Substantially Complete Projects - Working with Regions to Swap Out Budget and/or Defund Project	\$1.0

Savings Transferred in FY 2014:
\$19.8 US 6 Design/Build
\$7.1 Arapahoe over Cherry Creek
\$26.9

Currently Programmed Project Budgets Expected to be substantially expended between December 2014 and March 2015:	\$23.0 *
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* Includes Savings Already Transferred to US 6 and Arapahoe over Cherry Creek

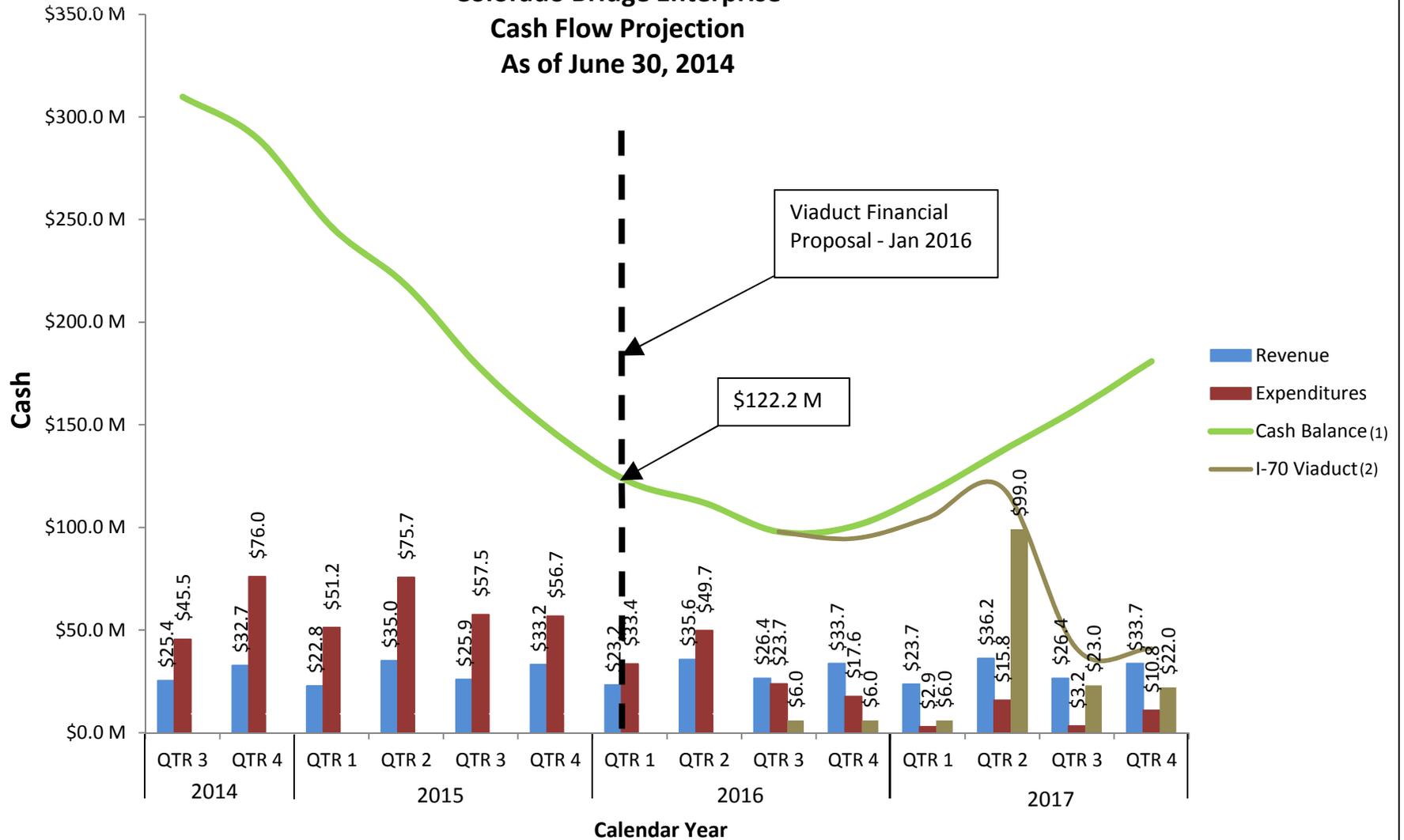
Additional Opportunities for the Transfer of Budget Savings:

- 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 between December 2014 and March 2015.



**Colorado Bridge Enterprise
 Cash Flow Projection
 As of June 30, 2014**



(1) Cash balance line includes the use of \$97.8 M of preconstruction activities for the I-70 Viaduct.
 (2) Estimated impact to cash - assuming \$162.0M cash contribution to I-70 Viaduct project through 2017.



MEMORANDUM

TO: Bridge Enterprise Board of Directors
FROM: Josh Laipply, Chief Engineer
DATE: September 18, 2014
SUBJECT: September 2014 Bridge Enterprise Progress Report

PURPOSE

The Bridge Enterprise (BE) team has prepared a progress report presentation to update the Board members of recent program initiatives, statistics and successes. No action from the Board is requested; for informational purposes only. Summarized below are the elements contained in the report:

PROGRAM SCHEDULE AND SPI:

The BE program schedule has been updated for work complete through August 2014. The August Schedule Performance Index (SPI) = 0.89, a 0.01 increase from prior month (July SPI = 0.88). Note: Program Goal SPI \geq 0.90. As noted in previous presentations, a flux in the index is expected as the remaining program projects are in various stages and/or face significant obstacles, e.g. railroad or utilities issues. Some factors affecting the current SPI both positively and negatively are:

- Over-performing projects: There are 4 projects with \$5.0M in combined Earned Value (EV) greater than planned which increases the overall program SPI by 0.011; a 0.002 increase from prior month.
- Under-performing projects: There are 13 Railroad projects with \$30.8M in combined lost EV which reduces overall program SPI calculation by 0.07; a 0.02 decrease from prior month. There is 1 non-Railroad project with lost EV of 0.010 or greater for this month; Region 4 SH14 over Cache La Poudre R. impacting program by 0.021, 0.003 increase from prior month.
- Baseline schedule change requests (BSCR) approved for 2 Railroad projects:
 - Region 1, E-17-DC/DU, I-76 East and West over UPRR
 - Region 3, F-11-AB/AC, I-70 East and West over US6, RR, Eagle River

MAJOR ACHIEVEMENTS:

The BE team continues to collaborate with CDOT in managing, monitoring and reporting on the progress and success of the program. Some recent program initiatives include:

- FY2014 Q3 report finalized and published
- FY2014 Q4 Bond Program Update
- FASTER Performance Audit (1410P) Research and Reporting
- 10-year Plan update to include I-70 E. Viaduct contribution
- Research and identification of 3 - 5 projects for design/shelve

FASTER Lawsuit Update / Further Details

On August 14, 2014 the Colorado Court of Appeals issued its decision in the TABOR Foundation's appeal of the trial court's decision in favor of the Colorado Bridge Enterprise and others on all issues. The Court of Appeals, in an opinion authored by Judge Casebolt, affirmed the trial court's judgment that (1) the bridge safety surcharge is a fee and not a tax, (2) the CBE is a business providing a government service for a fee; (3) the \$14.4 million that the



CBE received from the FHWA does not count towards the CBE’s state grant cap and does not preclude a finding that the CBE is an enterprise; and (4) the transfer of 56 bridges from CDOT to CBE does not constitute a state grant to the CBE. Specifically the Court of Appeals ruled that the trial court did not err in concluding that the CBE is an enterprise. Lastly, the Court denied the TABOR Foundation’s request for attorneys’ fees because the TABOR Foundation was not successful either at trial or on appeal.

Recent AD and RFP Activity

Region 2: K-16-S, SH 120 over UPRR; E. of Florence (Fremont County)

Region 2: L-27-S/L-28-C, US 50 E. of Lamar | US 50 over RR E. of Granada (Prowers County, 2 bridges - 1 project)

Region 2: I-25 Bridges over Ilex and UPRR Design-Build; All proposers over the GMP limit

Region 4: B-16-D, SH 14 over Cache La Poudre River; E. of US 287 (Larimer County)

TOTAL PROGRAM FINANCIAL PERFORMANCE

Expenditure and encumbrance data through July 31, 2014 summarized below:

- Projected Expenditures: Increased by \$10.5 M or 2.0%
- Actual Expenditures: Overall increased by \$2.5 M or 0.6% | Bond increased by \$0.8 M or 0.3%
- Encumbrance Balance: Overall decreased by -\$3.3 M or -1.9% | Bond decreased by -\$5.4 M or -19.97%

STATUS OF FASTER ELIGIBLE BRIDGES

There are currently 180 bridges eligible for the BE program.

Completed	105
In Construction	15
Design Complete	6
In Design	16
Remaining	22
No Action Proposed	16

STATUS OF \$300M BOND BRIDGES

There are currently 93 bridges in the BE bond program.

Completed	55
In Construction	15
Design Complete	6
In Design	16
No Action Proposed	1*

*deemed ineligible

STATUS OF 30 MOST DEFICIENT BRIDGES

The CBE has completed 28 of the 30 bridges originally identified as the most deficient and expects to complete the design and reconstruction of one of the remaining bridges by the end of calendar year 2015. The I-70 Viaduct will be the final original ‘30 worst’ bridge addressed.

DISADVANTAGED BUSINESS ENTERPRISE (DBE) PARTICIPATION

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

- 44 DBE Subcontracts Awarded* = \$7,022,652
- Overall DBE Participation on BE Contracts = 13.5%
- The current CDOT DBE goal is at 13.3%

*The 44 subcontracts went to 33 individual DBE firms

[Attachment: September 2014 Monthly Progress Report]





COLORADO

Department of
Transportation



Colorado Bridge Enterprise

September 2014 Monthly Progress Report
Board of Directors Meeting



Program Schedule

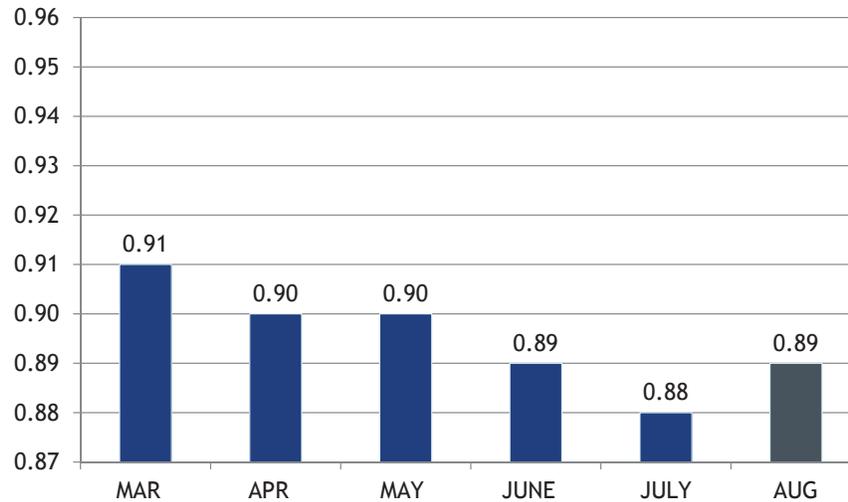
- Program schedule updated for work complete through August 2014
- August Schedule Performance Index (SPI) = 0.89; 0.01 INCREASE from prior month (July SPI = 0.88)
- Over-performing projects
 - 4 projects with \$5.0M in combined Earned Value (EV) greater than planned
 - INCREASES overall program SPI by 0.011; 0.002 INCREASE from prior month
- Under-performing projects
 - 13 Railroad projects with \$30.8M in combined lost EV
 - Reduces overall program SPI calculation by 0.07; 0.02 DECREASE from prior month
 - 1 non-Railroad project with lost EV of 0.010 or greater for this month
 - Region 4 SH14 over Cache La Poudre R. impacting program by 0.021, 0.003 INCREASE from prior month
 - BSCR approved for 2 Railroad projects:
 - Region 1, E-17-DC/DU, I-76 East and West over UPRR
 - Region 3, F-11-AB/AC, I-70 East and West over US6, RR, Eagle River

9/18/2014



Program Schedule

Program SPI by Month



Program Goal SPI \geq 0.90

9/18/14



Major Achievements

- **CURRENT PROGRAM INITIATIVES**
 - FY2014 Q3 report finalized and published
 - FY2014 Q4 Bond Program Update
 - FASTER Performance Audit (1410P) Research and Reporting
 - 10-year Plan update to include I-70 E. Viaduct contribution
 - Research and identification of 3 - 5 projects for design/shelve
- **RECENT AD / RFP ACTIVITY**
 - **Region 2**
 - K-16-S, SH 120 over UPRR; E. of Florence (Fremont County)
 - L-27-S/L-28-C, US 50 E. of Lamar | US 50 over RR E. of Granada (Prowers County, 2 bridges - 1 project)
 - I-25 Bridges over Ilex and UPRR Design-Build; All proposers over the GMP limit
 - **Region 4**
 - B-16-D, SH 14 over Cache La Poudre River; E. of US 287 (Larimer County)

9/18/14



Major Achievements

- **FASTER LAWSUIT UPDATE/FURTHER DETAILS**

On August 14, 2014 the Colorado Court of Appeals issued its decision in the TABOR Foundation’s appeal of the trial court’s decision in favor of the Colorado Bridge Enterprise and others on all issues:

- Bridge safety surcharge is a fee and not a tax
- CBE is a business providing a government service for a fee
- \$14.4 million CBE received from FHWA does not count towards the CBE’s state grant cap; does not preclude a finding that CBE is an enterprise
- Transfer of bridges from CDOT to CBE does not constitute a state grant to the CBE

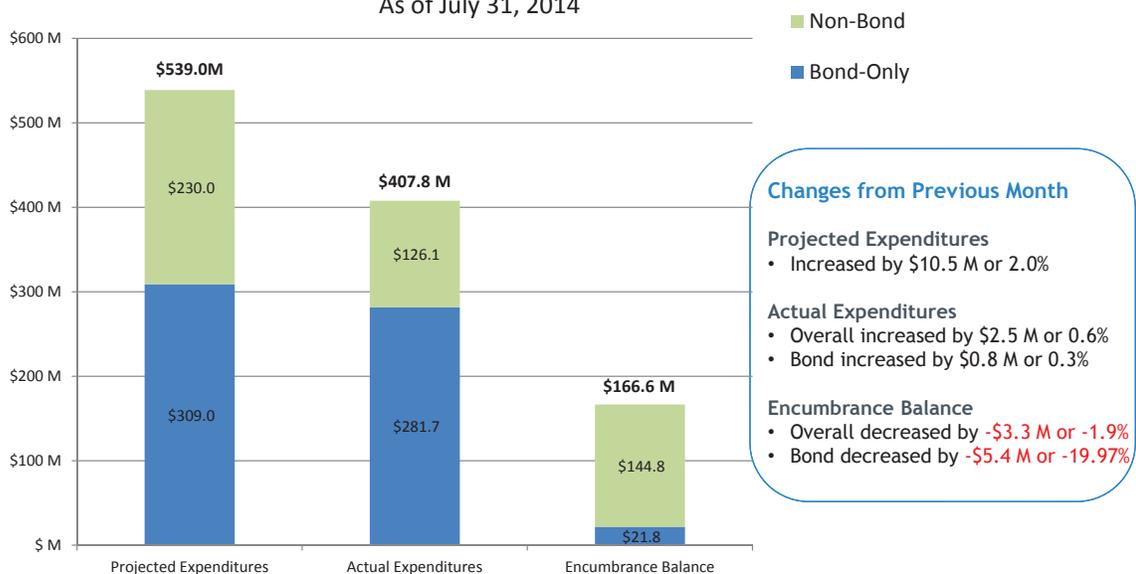
9/18/14



Total Program Financial Performance

Colorado Bridge Enterprise Total Program Performance

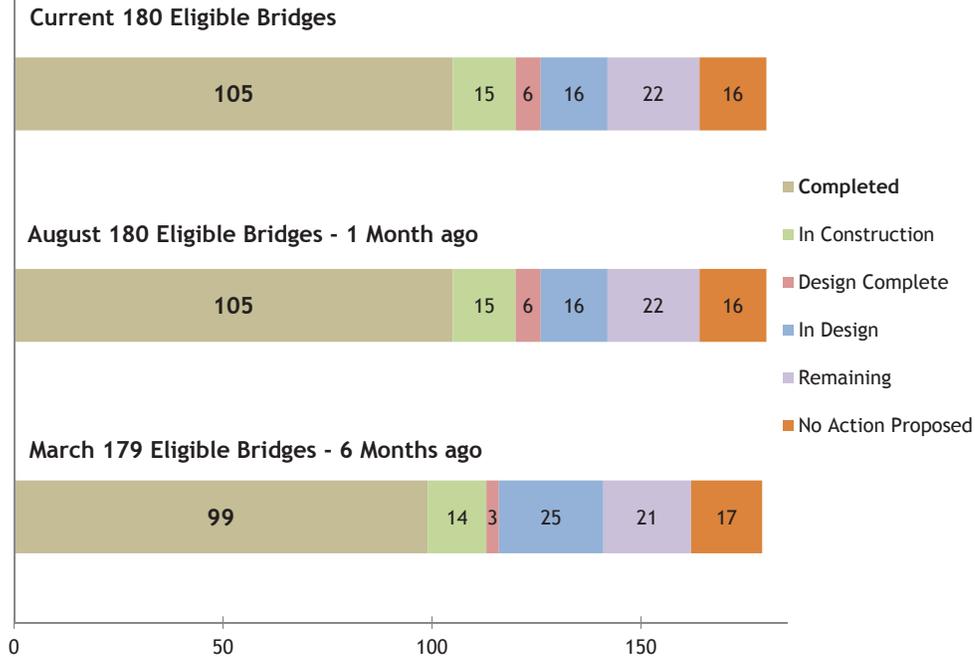
As of July 31, 2014



9/18/14



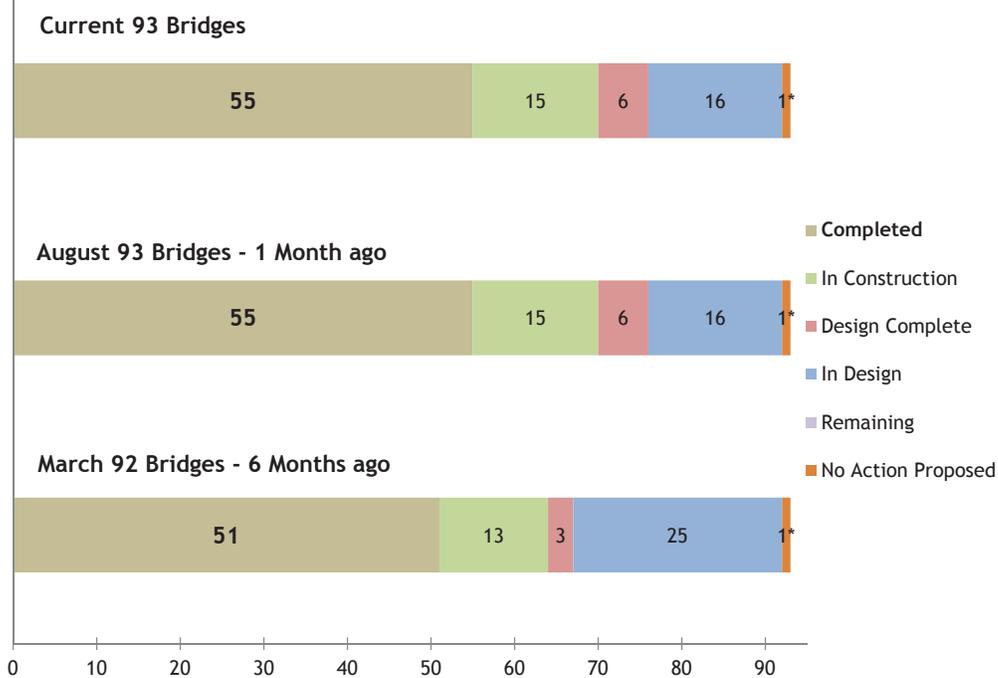
Status FASTER Eligible Bridges



9/18/14



Status \$300M Bond Bridges



*One project was determined ineligible

9/18/14



Status of 30 Most Deficient Bridges

	2014 Poor List Bridges Worst 30 Status	Original 128 Bridges Worst 30 Status
Complete	6	28
In Construction	5	0
Design Complete	2	0
In Design	10	2
Remaining	7*	0
Total Addressed	30	30

[No Changes from previous month]

[* Remaining / Not Programmed]

Bridge#	Region	Bridge(s)
E-17-EW/E-17-DF	1	I 70 ML EBND and WBND over UP RR; W of QUEBEC STREET
E-17-KR	1	I 270 ML EBND over I 70 ML
K-17-F	2	SH 96 ML over RUSH CREEK
D-13-A	3	US 34 ML over N FK COLORADO RIVER
F-10-L	3	I 70 ML EBND over US 6, RR, EAGLE RIVER
N-11-C	5	SH 112 ML over RIO GRANDE CANAL

9/18/14



DBE Participation (FFY 2014 (10/1/2013 - 7/31/2014))

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

- 44 DBE Subcontracts Awarded* = \$7,022,652
- Overall DBE Participation on BE Contracts = **13.5%**
- CDOT DBE goal at 13.3%

* The 44 subcontracts went to 33 individual DBE firms

9/18/14



FASTER Q & A

Questions & Answers

9/18/14



COLORADO
Department of Transportation

Division of Transportation Development

Multimodal Planning Branch
4201 E. Arkansas Ave., Room 262
Denver, CO 80222-3400

DATE: September 17, 2014

TO: Statewide Plan Committee of the Transportation Commission

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

SUBJECT: Regional and Statewide Transportation Plan Development Update

Purpose

The purpose of this memo is to provide a high-level update, including next steps, on the development of the Statewide Transportation Plan (SWP) and 10 Regional Transportation Plans (RTPs), including Policy Directive (PD) 14- Policy Guiding Statewide Plan Development.

Action

Information only.

Background

PD 14 guides the Statewide Planning process, the development of the Statewide Transportation Plan (SWP), and the distribution of resources to meet various performance objectives. The Commission engaged in multiple discussions on PD 14 last fall, with the last discussion occurring with the Statewide Plan Committee in January, 2014. In the coming months, staff will update the Commission on developments since January influencing PD 14, and will work with the Commission on finalizing PD 14 in time for adoption in December. PD 14 is a living document with additional refinement and revision anticipated after its initial adoption, as CDOT's Asset Management program and performance tracking matures.

The 2040 Statewide Transportation Plan is a "web-based plan" (see www.coloradotransportationmatters.com), using both traditional and current communication tools and technology. The SWP includes four main elements: 1 - *Colorado Transportation Story* (video); 2 - *Introduction and Planning Process* (interactive presentation), 3 - *Transportation Data, Needs & Revenues* (interactive presentations and written document), and 4 - *Plan Results, Moving Forward, and Implementation* (video and written document). The rural Regional Transportation Plans include a total of six chapters: 1 - Regional Transportation Story, 2 - State and National Trends, 3- Plan Purpose and Planning Process, 4 - Regional Priority Corridors, 5 -Transportation Needs and Revenue, and 6 -Implementation and Moving Forward.

Details

Policy Directive (PD 14)

Developments that have occurred since the Statewide Plan Committee last discussed PD 14 in January include:

- *Governor's Request to State Agencies:* The Governor's Office has asked CDOT and other departments to integrate principles from the book, *The Four Disciplines of Execution*, into performance measurement, including "lagging" and "leading" indicators. Staff is ensuring that PD 14 is aligned with this effort.
- *MAP-21 Rulemaking:* FHWA has proposed a nationwide definition of serious injuries. Previously each State determined its own definition. CDOT and other state DOTs have submitted comments on MAP-21 rulemaking about FHWA's proposal to use a five-year rolling average for measuring attainment of safety



objectives or targets. Using a five-year rolling average may make it difficult for states like Colorado that have had steep declines in serious injuries and fatalities to show continual improvement.

- *Other CDOT Plan Development:* To the extent possible, PD 14 Goal Areas, Measures and Objectives should be in alignment with other CDOT plans. Plans which have been developed that are either in draft or final form include the Risk-Based Asset Management Plan, Statewide Transportation System Management & Operations Plan, Statewide Transit Plan, Strategic Highway Safety, and Freight Plan.

Statewide Transportation Plan (SWP) and Regional Transportation Plans (RTPs)

It is anticipated that the Draft 2040 SWP and 10 RTPs will be released for public review and comment for a 30-day period on November 20, 2014. The TPRs have been reviewing the chapters and providing comments throughout the development process. Within the next couple of weeks, all the TPRs will receive a fully developed draft of their RTP for review and comment prior to public release.

Because the Statewide Transportation Plan is web-based and elements of the SWP are being developed in different media, the SWP will need to be viewed via the coloradotransportationmatters website. However, the Executive Summary of the Statewide Plan is a written document which can be made available via electronic or printed copies. Comments can be provided via the website, e-mail, letters, or by telephone. Staff will also employ a variety of approaches to inform and engage the public in the review process including: e-mail, post card mailings, radio advertisement (if not cost prohibitive), statewide press release, social media, public access TV, and an outbound telephone message from the Commission Chair.

Next Steps

Policy Directive (PD 14)

- *October Statewide Plan Committee:* Safety Goal Area - Discussion on new definition of serious injuries and revised and new objectives and measures. Possibilities include the addition of safety objectives for freight and bicycle/pedestrian.
- *November Statewide Plan Committee:* System Performance Goal Area - Discussion on a new measure of calculating System Performance for all traffic, including freight, and bicycle/pedestrian measures and objectives. The possibility of including Economic Vitality measures and objectives will also be discussed.
- *December Commission:* Adoption of PD 14.
- *January 2015 Commission:* Infrastructure Condition Goal Area - As discussed at the Asset Management Committee last month, the Asset Investment Management System (AIMS) will be used to refine the fiscally constrained and aspirational targets in the near future. If this results in additional Infrastructure Condition objectives, PD 14 can be updated.

Statewide Transportation Plan (SWP) and Regional Transportation Plans (RTPs)

- *October Commission:* Overview of Statewide Needs Estimate and Gap, key data findings, and prominent messages.
- *November Commission:* High-level overview of the 2040 SWP and Executive Summary.
- *December Statewide Plan Committee:* Recommend adoption of 2040 SWP.
- *January Commission:* Adoption of 2040 SWP.

Attachments

None.





COLORADO Transportation Commission

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

DATE: September 18, 2014
TO: Transportation Commission
FROM: Mark Imhoff, Director, Division of Transit & Rail
SUBJECT: Senate Bill 37 / CDOT Report to TLRC on Rail Abandonments and Possible Right of Way Acquisitions

Purpose

Required by law, the Executive Director makes a report to the TLRC by October each year.

Action

Information only, supporting the TC In responding to queries about CDOT's rail activities over the last year.

Background

During the last year, there have been one active abandonment request and three lines being watched for possible abandonment. The full report describes these (<http://www.colorado.dot.info/programs/transitandrail/report-to-the-transportation-legislation-review-committee-on-rail-abandonments-and-the-potential-for-rail-line-acquisitions-1/view>) and many other rail-related activities of CDOT with longer-term potentials for rail right-of-way preservation or acquisition:

Details

Towner Line: On December 1, 2011, CDOT received formal notice of intent from V&S to abandon 79.5 miles of the Towner Line, from N.A. Junction to Eads, Colorado. As required by 43-1 Part 13, CDOT notified the legislature of the availability of the line. The legislature chose not to exercise the State's right of first refusal. On May 14, 2014 V&S filed a notice of Exemption Abandonment with STB to abandon the remaining 39.5 miles from Eads to Towner, Colorado. STB rejected the petition on June 17, 2014 "because this transaction requires further scrutiny," based on filings made by interested parties claiming V&S has failed to meet all required legal requirements. V&S is eligible to apply for abandonment again in January 2015. If abandoned, CDOT's role is to ensure that rail crossings with public roadways are removed in such a manner to protect the safety of the highway-traveling public.

BNSF Railway 7300-Raton Pass Line: In late 2007, BNSF Railways ceased most freight operations on the Raton Pass line through southeastern Colorado and northeastern New Mexico, rerouting freight trains on the parallel Transcontinental Line. Diminished freight traffic on the BNSF Railway, Amtrak's host railroad for this segment, has made maintenance and especially repair and replacement of aging track, signals and bridges too costly for the railroad to justify without additional financial resources. The Colorado legislature created the Southwest Chief Commission to engage in discussions exploring the preservation and/or re-routing of the Amtrak service within Colorado via Pueblo and Walsenburg. CDOT is one of two non-voting members on the 7-member Commission. The other non-voting member is Amtrak. The TC had a full informational item in the August Commission materials.

Fort Collins Branch Line (UP): The Fort Collins Branch line is a line that runs southeast from Fort Collins to Milliken and Dent, then east to La Salle. It is identified as a Rail Corridor of State Significance since it connects Greeley and Fort Collins to the North I-25 corridor, and was identified as part of the preferred alternative in the North Front Range Transportation Alternatives Feasibility Study (NFRTAFS, March 2000). This line does not appear to be at risk of abandonment at this time. However, it should be noted this branch line was not included in the

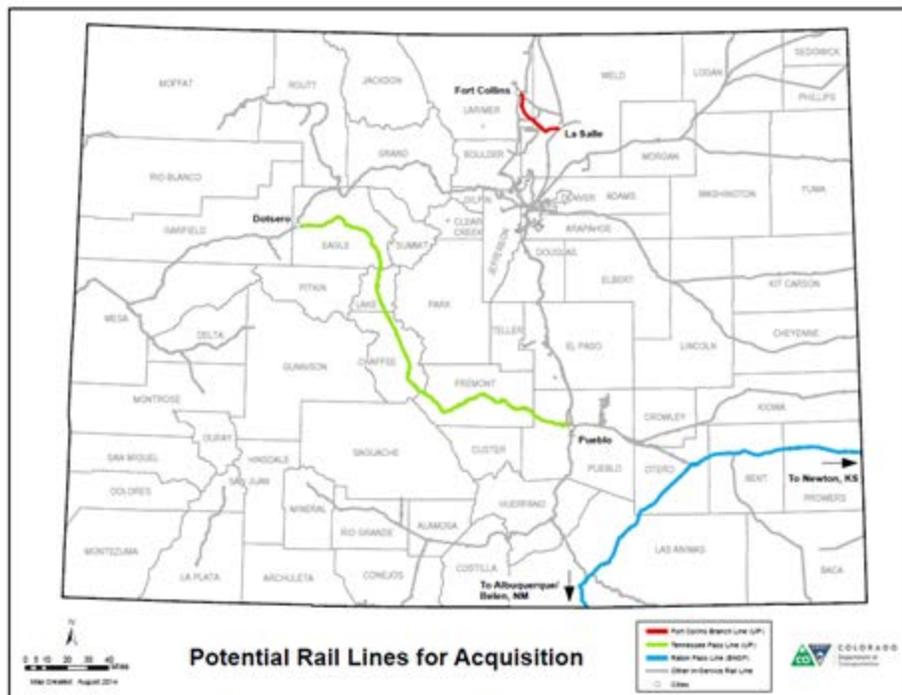


Preferred Alternative of the North I-25 Environmental Impact Statement (December 2011). The North I-25 EIS does, though, recommend a new commuter rail line connecting the commuter rail line in Longmont and the north end of the RTD FasTracks North Metro Line.

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

Recommendations

The first priority is to monitor the status of the BNSF Railway Raton Pass line (re: Amtrak Southwest Chief) and to participate in the Southwest Chief Commission. The second priority is to monitor the status of the UP Tennessee Pass line. The third priority is to monitor the status of the Fort Collins Branch line.



Next Steps

CDOT staff will continue to monitor and report on abandonment activity.





COLORADO
Transportation Commission

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

DATE: September 18, 2014
TO: Transportation Commission
FROM: Mark Imhoff, Director, Division of Transit & Rail
SUBJECT: Statewide Transit Plan - Regional

Purpose

To provide an update on the status of the Regional and Statewide Transit Plans.

Action

Information Only

Background

In April 2013, DTR began the process to develop CDOT's first Statewide Transit Plan as required in state statute. As part of this effort DTR, in coordination with nine of the 10 rural TPRs (South Central TPR prepared their own plan), is developing Regional Coordinated Transit and Human Services Plans per FTA requirements. These regional transit plans will be integrated into the Statewide Transit Plan and the Regional Transportation Plans for each TPR. DTR also conducted a statewide survey of the transportation needs of Colorado's Elderly and Disabled populations to be used in identifying transit needs.

Details

Following three transit working group meetings and two public open house meetings in each of the TPRs, draft transit plans were developed. These plans will be released for a 30-day public review/comment period in early September. At the end of the 30-day review period, any comments received will be addressed and plans will be finalized. Each TPR will adopt their transit plan for incorporation into their Regional Transportation Plan.

Concurrent with the development of the TPR Regional Transit Plans, is the development of the Statewide Transit Plan. A draft is currently in progress and will be provided to DTR for review around the end of August. Following DTR's review, the Statewide Steering Committee - created to assist with plan development - will review the plan. A final draft will be released for a 30-day public review/comment period in October. The plan should be final and ready for adoption by the Transportation Commission in December.

These plans provide information and analysis of existing transit services, transit needs and gaps, funding and financial situation, and identify strategies and implementation actions to address the needs. DTR will work with each TPR to develop projects for implementation to address identified strategies. The implementation strategies/actions cover short, mid and long-term timeframes. One key message heard in all regions was the need for more operating funds to provide service to a growing and aging population. For the rural areas this is particularly challenging when elderly residents live in very rural areas and want to age in place, and need transportation services for medical appointments and shopping.

The plans will be available at the following link: <http://coloradotransportationmatters.com/other-cdot-plans/transit/plan-documents>

Next Steps

DTR will finalize the Regional Transit Plans for adoption by the TPRs this fall, per their individual schedules. DTR will finalize the Statewide Transit Plan for adoption by the Transportation Commission in December.

Attachments

None

