Transportation Commission
Oct. 19 & 20, 2016
Meeting Schedule & Agenda
4201 East Arkansas Avenue
Denver, Colorado 80222

Gary M. Reiff, Chairman
Englewood, District 3

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

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

THE CHAIRMAN MAY ALTER THE ITEM SEQUENCE OR TIMES

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

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

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

Wednesday, Oct. 19, 2016

11:30 a.m. HPTE Board Meeting [Call to Order in Room 225]

1:05 p.m. HPTE Board Break

1:15 p.m. HPTE Board Meeting [Reconvenes in Auditorium]

12:30 p.m. Commission Lunch (Optional)[Commission Conference Room]

2:00 p.m. Transit Overview Workshop Part 2 (Mark Imhoff) P.4

2:30 p.m. Project Prioritization – Ten Year Development Plan and Freight Program (Deb Perkins-Smith) ..... P. 20

3:00 p.m. Budget Workshop (Maria Sobota)..... P. 37

3:30 p.m. Grand Avenue Bridge Maintenance IGA (Scott McDaniels) .....P. 158

3:35 p.m. EXECUTIVE SESSION – pursuant to C.R.S. Sections 24-6-402(3)(a)(II)-(III) and 24-72-204(3)(a)(IV) for the purpose of discussing confidential commercial and financial information, and receiving legal advice concerning an evaluation by HPTE under C.R.S. Section 43-4-806(7)(a). (David Spector)

4:05 p.m. Technology Committee ..... P. 177

4:35 p.m. Audit Committee ..... P. 196

5:05 p.m. Adjourn

TRANSPORTATION COMMISSION MEETING

Thursday, Oct. 20, 2016

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

9:30 a.m. 1. Call to Order, Roll Call

9:35 a.m. 2. Swearing in of New Commissioner

9:40 a.m. 3. Audience Participation; Subject Limit: 10 minutes; Time Limit: 3 minutes

9:45 a.m. 4. Comments of Individual Commissioners

9:50 a.m. 5. Executive Director's Report (Shailen Bhatt)

9:55 a.m. 6. Chief Engineer's Report (Josh Laipply)

10:00 a.m. 7. HPTE Director's Report (David Spector)

10:05 a.m. 8. FHWA Division Administrator Report (John Cater)

10:10 a.m. 9. STAC Report (Vincent Rogalski)

10:15 a.m. 10. Act on Consent Agenda

a) Resolution to Approve the Regular Meeting Minutes of Sept. 15, 2016 (Herman Stockinger) ..... P. 210
b) Policy Directive 14 Resolution (Debra Perkins Smith).....P. 231
c) Region 5 Property Disposal (Mike McVaugh).... P. 234
d) Region 4 Property Exchange (Johnny Olson) ... P. 237
e) Approval of Committee and Board Membership (Herman Stockinger)

10:20 a.m. 11. Discuss and Act on the 4th Budget Supplement of FY 2016-2017 (Maria Sobota) ..... P. 242

10:25 a.m. 12. HQ/R1/R2 Update (10 minutes) (Maria Sobota).... P. 249

10:35 a.m. 13. Central 70 Update (Tony Devito) ..... P. 252

10:40 a.m. 14. De-Federalization of Locally-Administered Pilot Projects (Joshua Laipply)..... ..... P. 261

10:45 a.m. 15. Request for condemnation authority for Americo Parcels (Joshua Laipply, Kathy Young) ..... P. 264

10:50 a.m. 16. Adopt new Commission Rules (Herman Stockinger)..... P. 282

10:55 a.m. 17. Other Matters

10:55 a.m. 18. Adjournment

The Bridge Enterprise Board of Directors meeting will begin immediately following the adjournment of the Transportation Commission Meeting. Estimated Start Time: 10:55 a.m.

BRIDGE ENTERPRISE BOARD OF DIRECTORS

10:55 a.m. 1. Call to Order and Roll Call

2. Audience Participation
   - Subject Limit: 10 minutes; Time Limit: 3 minutes

3. Act on Consent Agenda

   a) Resolution to Approve Regular Minutes from Sept. 15, 2016 (Herman Stockinger)

4. Adjournment

10:55 a.m. Flip room for E & A

11:00 a.m. – 12:30 p.m. Efficiency and Accountability Committee

COLORADO
Department of Transportation
Division of Transit & Rail

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

DATE: October 19, 2016
TO: Transportation Commission
FROM: Mark Imhoff, Director - Division of Transit & Rail
SUBJECT: Transit Program/Policy Overview (2 of 2)

Purpose

The purpose of this memo is to provide the Transportation Commission with a policy overview of the CDOT Transit Program, as requested at the September Transit Overview Workshop (1 of 2).

Action

No action is required.

Background

At the September Transportation Commission meetings a Transit Overview Workshop was given. A follow-up Workshop was requested to provide a more descriptive overview of the current CDOT transit policies.

The current CDOT Transit Program is structured around the guiding principles and policy direction given in the following documents:

- Division of Transit & Rail enabling legislation 9; SB09-094/CRS 43-1-117.5
- Statewide Transit Plan; adopted March, 2015. The Executive Summary is provided at: http://coloradotransportationmatters.com/other-cdot-plans/transit/plan-documents/
- Policy Directive 14 (Policy Guiding Statewide Plan Development); revised October, 2016 (pending)
- State Management Plan; revised draft submitted to FTA March, 2016 (approval pending): https://www.codot.gov/programs/transitandrail/transit/state-management-plan-draft-2015
- Colorado State Freight & Passenger Rail Plan, adopted March, 2012: https://www.codot.gov/projects/PassengerFreightRailPlan/SPRP-Final

SB09-094 assigns responsibility to CDOT/DTR for the transit elements of the statewide transportation system. The Statewide Transit Plan established the vision, policy context and framework for transit in Colorado. PD14 provides guidance for CDOT transit investment. The State Management Plan (SMP), a requirement of FTA, provides a structural framework for the administration and management of FTA program funds that flow through the state; CDOT opted to also include the FASTER Transit program in the SMP to have a comprehensive program document. The State Freight & Passenger Rail Plan, currently being updated, is required by FRA and also includes priorities and policy guidance for rail transit.

A summary of the current CDOT transit policies is provided in the attached table. The table is structured first by the categories (or values) as presented in the Statewide Transit Plan, and followed by other (or functional) categories. Each "value" or "functional" area is accompanied by an associated goal and objectives, relevant performance measures, current CDOT policies, and policy origins. The table is long, and is an attempt to compile all current policies. The discussion below attempts to group and summarize the CDOT transit philosophy and policy direction.

CDOT Transit Philosophy and Policy Direction

The CDOT transit mission, as captured in the Division of Transit & Rail enabling legislation (SB09-094/CRS 43-1-117.5), is to develop a statewide transit system. The Statewide Transit Plan and PD14 provide the policy framework and direction to

advance the mission. There are many funding pots (colors of money), both FTA programs and the FASTER Transit Program, and all of them relatively small with many eligible recipients. An overarching policy goal of the CDOT Transit Program is to view, portray and manage the program as a whole; and then to track and account for the "colors of money" to achieve compliance. The whole is greater than the sum of the parts is a core belief.

Local communities are responsible for their local transit systems. FTA funds are distributed, with CDOT as the conduit, to augment the local programs; FASTER Transit Local funds add to this effort. A policy practice is to balance the capital and operating needs of the local entities.

To complete the statewide transit system, CDOT policy direction is to deliver the interregional and regional network to connect and integrate the local systems and provide mobility throughout the state. Bustang is the interregional service, and the developing reconfiguration of the Rural Regional network (with FTA funds) is the core of the regional system, augmented by local systems that provide regional service. The table below shows the split of transit funds throughout the state for FY2016/17.

Revenue Use	FASTER Transit	FTA Programs	Combined
Program Administration	$1.0 M (6.7%)	$1.4 M (8.0%)	$2.4 M (7.5%)
Planning / Tech Assist	$0.3 M (2.0%)	$0.4 M (2.4%)	$0.7 M (2.2%)
Intercity, Inter-Regional, Regional, & Bustang Operating	$4.0 M (26.7%)	$1.7 M (10.0%)	$5.7 M (17.8%)
Capital Projects: Vehicles, Equipment, Park-and-Rides, other Transit Facilities	$9.7 M (64.7%)	$2.4 M (14.1%)	$12.1 M (37.8%)
Local Operating, Agency Administration, Mobility Mgmt, Coordinating Councils	$0 M (0.0%)	$11.1 M (65.3%)	$11.1 M (34.7%)
Totals	**$15.0 M**	**$17.0 M**	**$32.0 M**
Note: All numbers may vary slightly due to rounding, based on actual federal apportionments, and based on actual project-level decisions.			

The value categories captured in the Statewide Transit Plan include System Preservation & Expansion, Mobility & Accessibility, Partnership Development, Environmental Stewardship, Economic Vitality, and Safety & Security. The goals and associated policies from these values overlap and largely comprise the goals and policies associated with the functional categories as shown in the attached table.

Transit Fund Distribution. FTA and CDOT policy practice of fair and equitable distribution is the primary goal (5310/CRS 43-1-601; 5311/CRS 43-1-701; and 5304/CRS 43-1-901). A transparent process that provides a stable, sustainable base, provides for all eligible recipients and rewards performance is also encapsulated in the overarching distribution policy. The FASTER Distribution process was approved by the Commission in June, 2014 (TC Resolution 3167) and provides the relevant specific policies. The FTA Distribution processes and policy practices are very old and outdated; they are currently being evaluated with policy framework and criteria recommendations coming to the Commission next year.

Transit Program Efficiency and Effectiveness. This functional policy area strives for streamlined processes, stretching funds to reach all eligible recipients, leveraging state funds to secure additional federal funds, and efficient administration. The majority of these policy practices are covered in the State Management Plan. Commission action is required for the pursuit of additional federal funds; e.g. the North I-25 managed lanes TIGER VIII award includes a major Park & Ride with bus slip ramps.

Interregional and Regional Bus System. Bustang is CDOT's interregional express bus service, which was approved by the Commission in January, 2014 (TC Resolution 3133), and includes a number of policies and guidelines. Further policies were established with PD1605 (August, 2014) which outlines the roles and responsibilities of the Commission, the Transit & Intermodal Committee and the Division of Transit & Rail.

The CDOT transit mission (SB09-094) and Policy Directive 14 objectives and performance measures are guiding the development and reconfiguration of the Rural Regional bus network into a branded service to better integrate into the statewide network; planned implementation in 2018. FTA funds are currently being used for this service, and will continue to be used for the reconfigured service. Operating costs will be reduced by CDOT owning and providing the branded fleet (6 buses); SB228 project approved by the Commission in August, 2016.

Rail Transit. There are no formal CDOT policies regarding the advancement of rail transit initiatives, however the State Freight & Passenger Rail Study (updated every five years) identifies goals and priorities. The current policy practice is that rail transit implementation initiatives are largely on hold due to lack of funding. Rail transit planning efforts have been completed identifying needs, benefits, corridors and technologies. DTR continues to monitor and participate in corridor study efforts that include rail transit in the mix of alternatives, and to position CDOT for federal funds.

Non-Permanent State Funds. Periodically CDOT receives allotments of state funding from which transit gets a piece; the current example is SB228 with at least 10% for transit. Typically state funding pools, such as SB228, come with defined guidelines prescribing the intended use, and the Commission provides policy guidance. SB228 is to be used for projects of statewide or regional significance and projects, enhance mobility and economic vitality, and must be completed within five years. These policy guidelines were vetted with the Commission for the SB228 program as a whole, and included transit. The first years SB228 transit project list was approved by the Commission in August, 2016.

Attachment

CDOT Transit Policies Matrix

Statewide Transit Plan Category (Values) TC adopted March, 2015	Goal/Objective	Performance Measures	CDOT Policies	CDOT Policy Origin

System Preservation & Expansion	**Goal:** Establish public transit as an important element within an integrated multimodal transportation system.
	• Preserve existing infrastructure and protect future infrastructure and right-of-way
	• Expand transit services based on a prioritization process
	• Allocate resources toward both preservation and expansion
	• Identify grant and other funding opportunities to sustain and further transit services statewide
	• Develop and leverage private sector investments
		• Portion of CDOT grantees with Asset Management Plans in place for state or federally funded vehicles, buildings, and equipment by 2017
		• Percentage of vehicles in rural Colorado transit fleet in fair, good, or excellent condition, per FTA definitions
		• Annual revenue service miles of regional, interregional, and intercity passenger service
			• CDOT completion of a group transit asset management plan, with the involvement and participation of CDOT transit grantees, by December 2017
			• Maintain the percentage of vehicles in the rural Colorado transit fleet at no less than 65% operating in fair, good, or excellent condition, per FTA guidelines
			• Maintain or increase the total number of revenue service miles of CDOT-funded regional, interregional, and inter-city passenger service over that recorded for 2012.
				• Policy Directive 14 (revised October 2016)
				• Policy Directive 14 (revised October 2016)
				• Policy Directive 14 (revised October 2016)
				  ○ Bustang implementation; TC Resolution 3133
				  ○ Rural Regional reconfiguration (pending)

Mobility/Accessibility	**Goal:** Improve travel opportunities within and between communities.
	• Make transit more time competitive with automobile travel
	• Create a passenger-friendly environment, including information about available services
	• Support multimodal connectivity and services
	• Enhance connectivity among local, intercity and regional transit services and other modes
	• Strive to provide convenient transit opportunities for all populations
		• Percentage of rural population served by public transit
		• Annual revenue service miles of regional, interregional, and intercity passenger service
		• Percentage of agencies providing up-to-date online map/schedule information
		• Annual small urban and rural transit grantee ridership compared to five-year rolling average
			• No policy
			• Maintain or increase the total number of revenue service miles of CDOT-funded regional, interregional, and inter-city passenger service over that recorded for 2012.
			• No policy
			• Increase ridership of small urban and rural transit grantees by at least 1.5% per year, statewide over a five year period beginning in 2012
				• N/A
				• Policy Directive 14 (revised October 2016)
				  ○ Bustang implementation; TC Resolution 3133
				  ○ Rural Regional reconfiguration (pending)
				• N/A
				• Policy Directive 14 (revised October 2016)

Transit System & Partnerships Development	**Goal:** Increase communication, collaboration, and coordination within the statewide transportation network. • Meet travelers' needs • Remove barriers to service • Develop and leverage key partnerships • Encourage coordination of services to enhance system efficiency	• Percentage of grantee agencies reporting active involvement in local/regional coordinating councils or other transit coordinating agencies	• Governor's State Coordinating Council - policy development initiated	• Governor initiative

Environmental Stewardship	**Goal:** Develop a framework of a transit system that is environmentally beneficial over time.
	• Reduce auto vehicle miles traveled and greenhouse gas emissions
	• Support energy efficient facilities and amenities
		• Percentage of statewide grantee fleet using compressed natural gas, hybrid electric, or clean diesel vehicles or other low emission vehicles
		• Passenger miles traveled on fixed-route transit
			• Purchase Bustang clean diesel vehicles
			  ○ Purchase SB228 Rural Regional clean diesel buses
			• No policy
				• Bustang Implementation; TC Resolution 3133
				  ○ Rural Regional reconfiguration (pending)
				• N/A

Statewide Transit Plan Category (Values) TC adopted March, 2015	Goal/Objective	Performance Measures	CDOT Policies	CDOT Policy Origin

Economic Vitality	**Goal:** Create a transit system that will contribute to the economic vitality of the state, its regions, and its communities to reduce transportation costs for residents, businesses, and visitors.
	• Increase the availability and attractiveness of transit
	• Inform the public about transit opportunities locally, regionally, and statewide
	• Further integrate transit service into land use planning and development
		• Percentage of major employment and activity centers served by public transit	• Bustang to connect local transit systems
			  ○ Rural Regional to connect rural areas to urban centers
				• Bustang Implementation; TC Resolution 3133
				  ○ Rural Regional reconfiguration (pending)

Safety & Security	**Goal:** Create a transit system in which travelers feel safe and secure and in which transit facilities are protected. • Help agencies maintain safer fleets, facilities, and service • Provide guidance on safety and security measures for transit systems	• Percentage of vehicles in rural Colorado transit fleet in fair, good, or excellent condition, per FTA definitions • Number of fatalities involving transit vehicles per 100,000 transit vehicle miles • Percentage of grantees that have certified CDOT Safety and Security Plans that meet FTA guidance	• Maintain the percentage of vehicles in the rural Colorado transit fleet at no less than 65% operating in fair, good, or excellent condition, per FTA guidelines • No policy • Follow FTA Requirements	• Policy Directive 14 (revised October 2016) • N/A • State Management Plan (revised 2016)

Other Categories (Functional)	Goal/Objective	Performance Measure	CDOT Policies	CDOT Policy Origin

FASTER Transit Distribution	**Goal:** Fair and equitable distribution of Statewide and Local pools to further the goals & objectives of the Transit Plan
	• Create interregional service
	• Encourage regional service at the local level
	• Maximize the impact to rural transit agencies
	• Enhance a safe rural transit fleet
		• Implement FASTER distribution allocation and process
		• Percentage of rural population served by public transit
		• Annual revenue service miles of regional, interregional, and intercity passenger service
		• Percentage of vehicles in rural Colorado transit fleet in fair, good, or excellent condition, per FTA definitions
		• Portion of CDOT grantees with Asset Management Plans in place for state
			• Dedicate Bustang operating funds and regional operating funds to local agencies; create set-asides for RTD, Mountain Metro and TransFort
			• No Policy
			• Maintain or increase the total number of revenue service miles of CDOT-funded regional, interregional, and inter-city passenger service over that recorded for 2012.
			• Maintain the percentage of vehicles in the rural Colorado transit fleet at no less than 65% operating in fair, good, or excellent condition, per FTA guidelines
			• CDOT completion of a group transit asset management plan, with the involvement and participation of
				• FASTER Distribution; TC Resolution 3167
				• N/A
				• Policy Directive 14 (revised October 2016)
				  ○ Bustang implementation; TC Resolution 3133
				  ○ Rural Regional reconfiguration (pending)
				• Policy Directive 14 (revised October 2016)
				• Policy Directive 14 (revised October 2016)

Other Categories (Functional)	Goal/Objective	Performance Measure	CDOT Policies	CDOT Policy Origin
FASTER Transit Distribution (continued)		or federally funded vehicles, buildings, and equipment by 2017	CDOT transit grantees, by December 2017	
FTA Formula Fund Distribution	**Goal:** Fair and equitable distribution of FTA formula funds, assisting local agencies to further the goals & objectives of the Transit Plan. • Stable, sustainable annual base • Transparent process • Funds available for all eligible recipients • Reward performance	• Annual small urban and rural transit grantee ridership compared to five-year rolling average • Percentage of rural population served by public transit • Percentage of FTA formula funds awarded annually	• Increase ridership of small urban and rural transit grantees by at least 1.5% per year, statewide over a five year period beginning in 2012 • No Policy • Equitably distribute all available FTA funds to eligible recipients	• Policy Directive 14 (revised October 2016) • N/A • State Management Plan (revised 2016)

Transit Program Efficiency and Effectiveness	**Goal:** Manage the CDOT Transit Program as a whole, utilizing all available funding sources.
	• Streamline process for Grant Partners
	• Maximize pool coverage
	• Attain Grant Partner (customer) satisfaction
		• Percentage of all available FTA and FASTER funds awarded annually
		• Efficient administration
		• Leverage state funds to secure additional federal funds/grants
		• Define and meet annual contracts execution timeline
		• Pay invoices (aka reimbursement requests) in 30 days or less
			• Consolidated Call for Capital Projects & awards; biannual call for operating projects & awards
			• Local match required to maximize distribution pool
			  ○ 50/50 operating; 80/20 capital
			• DTR administration and technical assistance – 8% of FTA funds (10% allowable)
			• DTR administration - $1M/year FASTER Statewide
			• Pursue federal grant opportunities:
			  ○ TIGER VIII - North I-25 Managed Lanes; Kendall Parkway bus slip ramps and park & ride
			  ○ TIGER VII – La Junta/SWC
			  ○ CMAQ – US36 Managed Lanes; RTD BRT elements
			• Develop/utilize COTRAMS program management system
			• Develop/utilize COTRAMS program management system
				• State Management Plan (revised 2016)
				• Past practice (>6 years)
				• FASTER Distribution; TC Resolution 3167
				• Statewide Transit Plan; Statewide Freight & Passenger Rail Plan; Miscellaneous, project specific
				• DTR/DAF practice; evolving
				• 2 CFR 200 (aka SuperCircular, and aka Uniform Guidance); 30 day provision

Interregional Express (Bustang) Operations	**Goal:** Operate interregional express bus service providing mode choices to travelers along the I-25 and I-70 corridors. • Start small; establish success • Relieve peak period congestion • Privatize service • Do not compete with private operators	• Implement Bustang service	• Focus on commuter and essential service trip purposes • No local match required; connect local transit systems • Express service with few stops • Service expansion funded through fare revenues	• Bustang implementation; TC Resolution 3133

Other Categories (Functional)	Goal/Objective	Performance Measure	CDOT Policies	CDOT Policy Origin

Interregional Express (Bustang) Operations (continued)	• Meet or exceed industry standard for farebox recovery
	• High level of customer satisfaction
		• Bustang transparency and accountability
		• Farebox recovery of at least 20% within 2 years; strive for 40% thereafter
		• On-Time Performance, Cleanliness of Buses
		• Monitor expenses within annual budget
		• Annual revenue service miles of regional, interregional, and intercity passenger service
			• Park & Rides are CDOT Region assets or locally owned
			  ○ Local entity trash pick-up and plowing
			• Bustang roles & responsibilities
			  ○ TC – approve budget above annual allocation
			  ○ T&I – monitor & evaluate progress
			  ○ DTR - Bustang Quarterly Reporting
			• Farebox recovery above the industry standard
			• Maintain high level of customer satisfaction
			• Fixed budget of $3M/year FASTER Statewide funds
			• Maintain or increase the total number of revenue service miles of CDOT-funded regional, interregional, and inter-city passenger service over that recorded for 2012.
				• IX Express Bus Service Program; PD 1605
				• Lead/Lag measures
				• Lead/Lag measures
				• FASTER Distribution; TC Resolution 3167
				• Policy Directive 14 (revised October 2016)

Rail Transit (Statewide Freight & Passenger Rail Study, March, 2012; 5 year update in process)	**Goal:** The Colorado rail system will improve the movement of (*freight and*) passengers in a safe, efficient, coordinated and reliable manner. • Create a balanced transportation system • Provide for the safety of people, infrastructure, (*and goods*) • Expand rail infrastructure and (*freight and*) passenger rail services to meet future demand • Promote through education the energy efficiency, environmental and economic benefits of (*freight and*) passenger rail transportation • Use the efficiencies of (*freight and*) passenger rail to develop livable communities which enhance economic growth	• Enhancing existing Amtrak services and stations and preserve existing Amtrak trains in Colorado • Completion of RTD's commuter rail elements of FasTracks • Completion of the Interregional Connectivity Study (ICS), January 2014 • Completion of the Advanced Guideway System (AGS) Feasibility Study, August 2014 • Develop commuter rail service from the Denver Metro Area to Fort Collins • Remain eligible for future FRA funds • Maximize the use of existing infrastructure and monitor to ensure future corridor preservation	• House and serve as an advisor on the SW Chief Commission • Amtrak long distance trains are a federal responsibility; commit local match ($1M each) for local TIGER VII & VIII applications. • State Freight & Passenger Rail Plan - 2012 • Front Range High Speed Rail defined (Fort Collins to Pueblo); no funding available • AGS not financially feasible at this time; no funding available • North I-25 EIS preferred alternative (long range, no funding identified) • Update the Statewide Freight & Passenger Rail Plan every 5 years • ID and preserve rail corridors of state interest for future passenger (*and/or freight)* use	• Create SWC Commission; HB 14-1161 • TC Resolutions 15-5-1 (TIGER VII match) and 16-3-16 (TIGER VIII match) • Adopt SF&PRP; TC Resolution 2073 • TC/T&I Committee briefings January, March, April, & October 2014 • TC/T&I Committee briefings January, March, & April 2014 • DTR update to capital costs and right-of-way requirements, May 2015 • FRA requirement • Rail Corridor Preservation; PD 1607 • SB 37 / CRS 43-1-1303 Rail Abandonment Report to TLRC

COLORADO
Department of Transportation

CDOT Transit Policies Overview

October 19, 2016

COLORADO
Department of Transportation

CDOT TRANSIT POLICY GUIDING PRINCIPLES

- *Division of Transit & Rail Enabling Legislation*
  - *Senate Bill 09-094/CRS 43-1-117.5*
- *Statewide Transit Plan*
  - *Adopted March, 2015*
- *Policy Directive 14*
  - *Revised October, 2016*
- *State Freight & Passenger Rail Plan*
  - *Adopted March, 2012*

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CDOT TRANSIT POLICIES
Transit Fund Distribution

- *CDOT policy practices*
  - *Fair and Equitable (CRS 43-1-601,701,901)*
  - *Transparent Process*
  - *Stable, sustainable base*
  - *Rewards performance*
  - *Provides for all eligible recipients*
- *FASTER Distribution*
  - *TC Resolution 3167; June 2014*
- *FTA 5310/5311 Distribution*
  - *Redistribution Process on-going*
  - *Policy Framework/interim strategy; Spring 2017*
  - *Final criteria/redistribution methodology; Fall 2017*

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CDOT TRANSIT POLICIES
Efficiency & Effectiveness

- *CDOT Policy Practices*
  - *Streamlined processes*
    - *Consolidated annual calls for projects*
  - *Stretch funds to reach all eligible recipients*
    - *Local match required*
  - *Leverage state funds to secure federal funds*
    - *North I-25 Managed Lanes/Kendall Pkwy P&R and bus slip ramps*
  - *Efficient administration*
    - *COTRAMS program management tool*
    - *Contract execution tracking and reporting*
    - *Reimbursements within 30 days*

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CDOT TRANSIT POLICIES

Interregional & Regional Bus System

- *Bustang Interregional Express Bus Implementation*
  - *TC Resolution 3133; January 2014*
- *Roles & Responsibilities (TC, T&I Committee, DTR)*
  - *PD 1605; August 2014*
- *Rural Regional Reconfiguration*
  - *Implement 2018*
  - *Increase interregional/regional service miles; PD 14*
  - *Procure buses; SB 228 project, August 2016*

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CDOT TRANSIT POLICIES
Rail Transit

- ***State Freight & Passenger Rail Plan***
  - *Identifies goals and priorities*
  - *Adopted March 2012; update in progress*
- ***CDOT Policy Practices***
  - *Rail transit implementation initiatives on hold; lack of funding*
  - *Rail planning; corridors, needs, costs, benefits, technologies*
  - *Participate in corridor study efforts; position for federal funds*
- ***Preserve Rail Corridors of State Significance***
  - *PD 1607 Rail Corridor Preservation*
  - *SB 37 report to TLRC annually; October 2016 latest*

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CDOT TRANSIT POLICIES
Non-Permanent State Funds

- *SB 228 - Current Example*
  - *At least 10% for transit*
  - *Statewide or regional significance*
  - *Enhance mobility*
  - *Enhance economic vitality*
  - *Complete within 5 years*
  - *FY 2016/17 projects approved August 2016*

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CDOT TRANSIT POLICIES

Current Initiatives

- *Bustang Service Enhancements*
  - *West Route; second run addition Vail – DUS; September 11*
  - *Bustang to Broncos Pilot; October 9 & 30*
  - *DUS – Grand Junction; Co-Brand w/ Greyhound (in negotiation)*
  - *Not exploring winter Ski Service???*
- *5310/5311 Redistribution Methodology*
  - *Redefined Process (Oct. 3 memo to TC)*
  - *Policy Framework & Interim plan; TC Winter 2017*
  - *Final Plan; TC Fall 2017*
- *Rural Regional Reconfiguration*
  - *Implement; Winter 2018*
  - *Local Partnership Routes; planning on-going; TC Summer 2017*
- *SB228 Project Development/Implementation*
  - *FY2016/17 projects approved; TC August 2016*
  - *FY2017/18 program planning on-going; TC Summer 2017*

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CDOT TRANSIT POLICIES

Questions???

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

DATE: October 19, 2016
TO: Transportation Commission
FROM: Debra Perkins-Smith, Director, Division of Transportation Development
SUBJECT: Development Program and Project Selection

Purpose
To update the Transportation Commission on progress of the Development Program and discuss next steps in project selection for Senate Bill (SB) 09-228 and other funding opportunities.

Action
Transportation Commission input on next steps.

Background
The Development Program is an inventory of major investment needs identified through the transportation planning process to support the prioritization of major investment needs for future planning. Staff developed the initial inventory of major investment needs during the winter of 2016 based on the Regional Transportation Plans (RTPs), and other plans and existing project lists. The most current Development Program inventory includes roughly 130 highway projects representing more than $9 billion in funding need, and roughly 100 transit projects representing more than $2 billion in funding need. Additional bicycle and pedestrian investment needs will be incorporated in the future.

Over the summer, CDOT staff worked with planning partners to further discuss and vet priorities. The result of this outreach is the 10-Year Development Program, a smaller subset of the Development Program, identifying those major investment needs that are a higher priority over the next 10 years (see Attachment A). Funding needs in the Development Program are divided into two tiers- Tier 1 and Tier 2. Projects with Tier 1 funding make up the 10-Year Development Program, and are highlighted in yellow. Other projects included in the Development Program inventory but not identified as a 10-Year Development Program priority are identified as Tier 2. Some projects may be phased, with some phases identified as Tier 1, and some as Tier 2. Although still a priority, a project identified as Tier 2 is likely a lower priority for funding over the next 10 years compared to a 10-Year Development Program project, or it is a phase of a project that is likely to follow later, after completion of a Tier 1 phase. The priorities identified in the 10-Year Development Program reflect the transportation planning process and are consistent with the RTPs and other plans.

The Development Program and the subset 10-Year Development Program are tools to track needs and support planning and project selection processes, including the development of the federally required four year program of projects – the Statewide Transportation Improvement Program (STIP), and the identification of priorities for funding including SB 09-228, the new National Highway Freight Program (formula freight program), and discretionary grant programs such as FASTLANE (see Attachment B).

Details
Development Program Projects
Major investment needs in the Development Program are identified in the following areas:

- *Highway* - 49 projects totaling $2.5 billion were identified as higher priority 10-Year Development Program (Tier 1) projects, 23 projects were phased across Tier 1 and Tier 2, and 61 projects were identified as Tier 2.
- *Transit* - Most of the roughly 100 transit projects included in the Development Program were identified as important facilities through the Statewide Transit Plan and through other efforts since the Statewide Transit Plan was completed in 2015. 64 projects totaling roughly $0.5 billion were identified as higher priority 10-Year Development Program (Tier 1) projects, and 25 projects were identified as Tier 2. The Division of Transit & Rail is continuing to add to and refine the transit projects included in the Development Program.

- *Other Transportation Needs* - Additional transportation needs were identified by the Division of Transportation Systems Management & Operations, Division of Transportation Development, and other parts of CDOT. These represent a variety of statewide or programmatic projects, including freight, operations, and technology projects. Staff are continuing to add to and refine other transportation needs included in the Development Program.
- *Bicycle and Pedestrian* - CDOT is currently conducting a statewide inventory of bicycle and pedestrian assets on or adjacent to the state highway system. We are also completing a strategic plan to guide additional investments in our non-motorized counting program, to improve data on the use of these assets. The outcome of the statewide inventory, additional data analysis, and planning partner and stakeholder input will be used to identify bicycle and pedestrian investment needs to be added to the Development Program. Additionally, many of the already identified highway and transit projects include bicycle and pedestrian elements.

Project Selection
Staff is now looking at next steps, including how to build on the Development Program in identifying priorities for funding with SB 09-228, the National Highway Freight Program, and discretionary grant programs. The 10-Year Development Program provides a solid foundation by focusing in on higher priority projects that have been vetted by planning partners and are consistent with RTPs. It should be emphasized that the focus of the subsequent project selection discussion is on highway projects. Transit priorities for SB 09-228 were already identified through a separate process led by the Division of Transit & Rail (DTR) over the summer months (see July and August Transportation Commission packets). Standalone bicycle and pedestrian projects are not eligible under these programs, although bicycle and pedestrian elements of a larger project may be eligible.

Staff has developed some initial draft eligibility and evaluation criteria for SB 09-228 and for the National Highway Freight Program (see Attachments C and D). A variation of these criteria could also be used in identifying priorities for 2017 FASTLANE grants. Although not expressed as criteria, geographic equity is assumed to be a key principle in project selection. The importance of geographic equity in project selection has been expressed on numerous occasions in recent months by the Transportation Commission, STAC, and other planning partners. The two sets of criteria have different eligibility criteria. Evaluation criteria are similar, but with one set of criteria targeting freight more specifically. Evaluation criteria are based on the Statewide Transportation Plan / Policy Directive 14 goal areas of Safety, Mobility, Maintaining the System, and Economic Vitality. Additional criteria have been added based on previous input from the Transportation Commission and Statewide Transportation Advisory Committee (STAC) and include resiliency and redundancy, and leveraging funds/building on prior funding/phases. In developing these criteria, staff sought to strike a balance between quantitative and qualitative measures, using quantitative measurement where feasible, and qualitative where data was not available or calculation proved unreasonably difficult. We continue to develop our capabilities in data-driven project selection processes, and anticipate that as we conduct similar exercises in the future some of these qualitative measures will transition to more quantitative measures.

Using the 10-Year Development Program and the draft criteria provided as a starting point, staff proposes to conduct a project selection process over the next several months to identify priorities the National Highway Freight Program, discretionary grants, and possibly SB 09-228. This process would likely include:

- Refinement of project selection criteria and identification of appropriate weighting of criteria with Transportation Commission, STAC, and Freight Advisory Council (FAC) input
- Region-level evaluation and prioritization of 10-Year Development Program projects based on criteria; consideration of need to evaluate any other projects not included in 10-Year Development Program
- Statewide evaluation of projects prioritized at Region level
- Examination of opportunities to combine/leverage funding across sources

Availability of Funds
The first SB 09-228 transfer, totaling $199.2 million, was received by CDOT on June 30, 2016. The second SB 09-228 transfer, totaling $158 million, will be received by CDOT on June 30, 2017, absent new legislation to eliminate or reduce the transfer. An additional $225 to $333 million is anticipated in years three and four, depending on the forecast. FY 2019-20 is the fifth and final year of SB 09-228 transfers. A full transfer in year five would result in approximately an additional $200 million. Excluding the first year of funding (given the previously made commitment to the Central 70 project), forecasted funds available range from roughly $383-$491 million through FY 2018-19, or $583-$691 million through FY 2019-20. In order to be prepared and to demonstrate the need for funding, staff recommends identifying projects at least up to the low forecast through FY 2018-19. As a reminder, the Transportation Commission previously committed $130 million in state or federal funding to I-25 North as part

of the I-25 North TIGER application (see March and April Transportation Commission packets). Although the commitment did not specify a source, there are limited options beyond SB 09-228 for fulfilling such a large commitment.

September 2016 Forecasts (in millions)				
	FY 2015-16 (final)	FY 2016-17 (final)	FY 2017-18 (forecast)	FY 2018-19 (forecast)
OSPB	$199.2	$158.0	$109.3	$115.2
Leg Council	$199.2	$158.0	$217.7	$114.9

The National Highway Freight Program provides approximately $15 million annually to Colorado, beginning in FY 16. Beginning in December 2017, projects must be identified in a State Freight Plan in order to be eligible for funding. The Multimodal Freight Plan and State Freight Passenger Rail Plan, both currently in development, will identify a long-term freight investment strategy and project priorities. However, given that these plans will not be complete until the end of 2017, staff is recommending that projects be identified for the first two years of funding as part of the process described here.

Staff further recommends that priorities be identified for FY 17 FASTLANE grants. States are allowed to submit up to three applications. Since a large match commitment is required in order to be competitive, it is likely that priorities for FASTLANE grants will follow from SB 09-228 and/or National Highway Freight Program priorities, and leverage those funds as match.

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

1. Does the 10-Year Development Program provide a good foundation for moving forward with these project selection processes?
2. Should staff proceed with next steps in project selection as described? Would the Transportation Commission like to see changes to the approach?
3. Do the proposed criteria provide a good framework for project selection? Are there criteria that should be added or modified?
4. Should SB 09-228 projects be identified up to the potential maximum remaining amount of transfers (approximately $700 million) or for a lesser amount?

Next Steps
Staff will determine next steps based on TC input. If proceeding with further prioritization and project selection, staff will refine approach and criteria based on TC input, and on input from the STAC and FAC at their October meetings. Depending on TC direction, we anticipate working with the Regions to conduct initial assessment of projects against eligibility and evaluation criteria and plan on returning for a subsequent workshop.

Attachment

- Attachment A: Draft 2016 Development Program
- Attachment B: Summary of FAST Act Freight Programs
- Attachment C: SB 09-228 Draft Eligibility and Evaluation Criteria
- Attachment D: National Highway Freight Program Draft Eligibility and Evaluation Criteria

DRAFT 2016 DEVELOPMENT PROGRAM
10/4/2016

10-Year Development Program Project

	Project Summary					Project Funding Need							SWP Goal Areas				Plan / STIP Status		Key Project / Corridor Attributes								Potential Funding Opportunities					
Line	Project ID	Region	TPR	Project Name	Project Description	Tier I $ Funding Need	Tier I $ Total	Tier II $ Funding Need	Tier II $ Total	Tier I/II $ Funding Need	Tier I/II $ Total	Other Funding Sources	Maintain the System	Mobility	Safety	Economic Vitality	Project/ Related Phase in STIP	Included in 2040 Plan	NHS Corridor	Freight Corridor	Con-gressional Corridor	Alt Fuels Corridor	Energy Corridor	Congested Corridor	Federal Lands Access	Multi-Modal	Tolling, P3, or Innovative Financing	SB 228	National Highway Freight Program (formula freight)	FASTLANE (Discretion-ary Grant)	TIGER	FLAP
1	1	1	Greater Denver Area, Pikes Peak Area	I-25: Monument to C-470	Corridor mobility and safety improvements from Monument to C-470 as outlined in the PEL currently underway.	$ 270.00	$ 270.00	$ -	$ -	$ 270.00	$ 270.00			X	X	X	X	P	X	X	X	Tier 1		X			X	X	X	X		
2	2	1	Greater Denver Area	I-25: Santa Fe to Alameda	Completion of the Alameda Interchange on I-25 including reconstruction of Lipan, reconstruction of the Alameda Bridge over the South Platte and finalization of ramp configurations.	$ 3.00	$ 30.00	$ -	$ -	$ 3.00	$ 30.00	Assumes $27 M commitment from the City of Denver.	X	X	X	X	X	P	X	X	X	Tier 1		X				X	X	X		
3	3	1	Greater Denver Area	I-25: Valley Highway Phase 3.0: Santa Fe to Bronco Arch (including bridges)	Replacement of bridges and interchanges and roadway widening. Congestion relief, safety, and mobility improvements.	$ 60.00	$ 60.00	$ -	$ -	$ 60.00	$ 60.00		X	X	X	X	X	p	X	X	X	Tier 1		X				X*	X	X		
4	4	1	Greater Denver Area	I-25 North: US 36 to 120th	Improvements on I-25 between US 36 and 120th Potential improvements include: auxiliary lanes, additional lane between 84th Ave and Thornton Parkway and reconstruction of 88th Ave Bridge.	$ 35.00	$ 55.00	$ 40.00	$ 40.00	$ 75.00	$ 95.00	Potential of $10 M from RTD and $10 M from locals	X	X	X	X	X	P	X	X	X	Tier 1	X	X		X		X	X	X		
5	5	1	Greater Denver Area	I-25 North: TEL Expansion	Expansion of Tolled Express Lanes (TELs) from current planned end at E-470 to SH 7. Project would need to be combined with local funds to rebuild I-25 / SH 7 Interchange.	$ 30.00	$ 70.00	$ -	$ -	$ 30.00	$ 70.00	Assumes $40 M contribution from locals to reconstruct I-25/SH 7 interchange	X	X	X	X	X	P	X	X	X	Tier 1	X	X			X	X	X	X		
6	6	1	Greater Denver Area	I-70 West: Westbound Peak Period Shoulder Lanes (PPSL)	Construction of Peak Period Shoulder Lanes (PPSL) on westbound side from Twin Tunnels to Empire Junction.	$ 40.00	$ 40.00	$ 130.00	$ 130.00	$ 170.00	$ 170.00			X		X		p	X	X	X	Tier 1		X	X		X	X		X		
7	119	1	Greater Denver Area	I-70 Transit Center and Slip Ramp-Improvements	Ramp and Interchange improvements to facilitate access for bus service to proposed Transit Center in Downtown Idaho Springs.	$ 10.00	$ 35.00			$ 10.00	$ 35.00	Assumes local match and DTR funding		X	X	X	X	N/A								X						
8	7	1	Greater Denver Area	I-70 West: Floyd Hill	Reconstruction of westbound Bridge at US 6 (MP 244) and construction of third lane westbound down Floyd Hill to bridge. Construction of third lane to Twin Tunnels- either Peak Period Shoulder Lanes (PPSL) or permanent.	$ 120.00	$ 190.00	$ 60.00	$ 60.00	$ 180.00	$ 250.00	Assumes $70 M from Bridge Enterprise	X	X		X		P	X	X	X	Tier 1		X	X		X	X	X	X		
9	8	1	Greater Denver Area	I-70: Kipling Interchange	Reconstruction of interchange to reduce congestion and improve operational performance and safety.	$ -	$ -	$ 60.00	$ 60.00	$ 60.00	$ 60.00		X	X					X	X	X	Tier 1		X					X			
10	10	1	Greater Denver Area	I-225: I-25 to Yosemite	Complete NEPA and final design for $3 million. Construction involves removing bottleneck at Yosemite by splitting traffic going to northbound and southbound I-25 with two lanes for each direction. Current DTR on-ramp would serve northbound I-25 only with a braided ramp under I-225 to I-25 northbound that will connect to the right side of the I-225 to I-25 southbound lanes. Includes replacement of Ulster bridge.	$ 60.00	$ 60.00	$ -	$ -	$ 60.00	$ 60.00		X	X	X	X		p	X	X				X				X*	X	X		
11	11	1	Greater Denver Area	I-270: Widening from I-76 to I-70	Reconstruction to improve capacity, safety, and economic competitiveness. Capacity improvements, replacement of gridges, and reconstruction of concrete pavement.	$ 100.00	$ 280.00	$ -	$ -	$ 100.00	$ 280.00	Assumes tolls/3P for partial funding	X	X	X	X	X	p	X	X			X	X			X	X*	X	X		
12	12	1	Greater Denver Area	C-470: I-25 to Kipling	Complete ultimate buildout identified in the C-470 Corridor Revised EA. Ultimate buildout will add an additional toll lane westbound from Colorado to Wadsworth and eastbound from Wadsworth to I-25. Two toll lanes will also be constructed from Wadsworth to Kipling for both directions.	$ -	$ -	$ 165.00	$ 165.00	$ 165.00	$ 165.00			X		X	X	p	X	X		Tier 2		X			X	X	X	X		
13	13	1	Greater Denver Area	US 6: Wadsworth Interchange	Reconstruction of the interchange at US 6 and Wadsworth.	$ 60.00	$ 60.00	$ -	$ -	$ 60.00	$ 60.00		X	X	X			p	X	X								X	X	X		
14	120	1	Greater Denver Area	US 36: Bike Path-88th/Sheridan and US 36/Church Ranch	Significant enhancement to the US 36 bike path that includes construction of a bike/pedestrian path and grade separated crossings in the vicinity of 88th/Sheridan and Church Ranch (104th Ave)/US36.	$ 8.00	$ 8.00			$ 8.00	$ 8.00			X	X	X		N/A								X						
15	14	1	Greater Denver Area	US 85: Louviers to Meadows Widening	Reconstruction of two lane roadway to four lanes with a divided median and acceleration/ decelaration lanes. Includes a 10 foot trail.	$ 20.00	$ 20.00	$ 35.00	$ 35.00	$ 55.00	$ 55.00		X		X			P	X	X						X				X		
16	15	1	Greater Denver Area	US 85/Vasquez: I-270 to 62nd Ave. Interchange	Reconstruction of the interchange at I-270 and intersection at 60th Ave. to improve the safety and capacity by making the geometric configuration more intuitive for drivers, adding grade separation, and improving access points based on a PEL study recommendation.	$ 60.00	$ 60.00	$ -	$ -	$ 60.00	$ 60.00		X	X	X	X		P	X	X		Tier 1		X				X	X	X		
17	121	1	Greater Denver Area	US 85: 104th Grade Separation	Construction of a grade separated interchange at 104th & US 85. The project will also grade separate 104th at the UPRR crossing just east of US 85.	$ 62.00	$ 62.00			$ 62.00	$ 62.00			X	X	X	X		X	X		Tier 1	X					X*	X	X		
18	122	1	Greater Denver Area	US 85: 120th Grade Separation	Construction of a grade separated interchange at 120th & US 85. The project will also grade separate 120th at the UPRR Crossing just east of US 85.	$ 20.00	$ 45.00			$ 20.00	$ 45.00	Assumes local contribution		X	X	X	X		X	X		Tier 1	X					X*	X	X		

TBD

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19	16	1	Greater Denver Area	US 285: Richmond Hill to Shaffer's Crossing	Widening of roadway to four lanes with median and construction of grade separated interchange at King's Valley.	$ 20.00	$ 20.00	$ 20.00	$ 20.00	$ 40.00	$ 40.00			X	X			P	X	X		Tier 2							X	X		
20	123	1	Greater Denver Area	Devolutions			$ 45.00			$ -	$ 45.00																					
32	22	2	Central Front Range, Pikes Peak Area	US 24 East: Widening Garrett/Dodge to Stapleton Rd. (US 24 East PEL in Progress)	Widening of roadway to four lanes from Garett/Dodge Rd. to Stapleton Rd. (MP 318.3-323.6)	$ -	$ -	$ 35.00	$ 35.00	$ 35.00	$ 35.00		X	X	X	X	X	P	X	X								X*	X	X		
33	101	2	Central Front Range	US 24 East: Elbert Rd. to El Paso County Line Turn and Passing Lanes (US 24 East PEL in Progress)	Addition of turn and passing lanes on US 24 from Elbert Rd. to El Paso County line. (MP 325.5-350.5)	$ -	$ -	$ 32.00	$ 32.00	$ 32.00	$ 32.00		X	X	X	X	X	P	X	X					X				X	X		
34	102	2	Central Front Range	US 50: Salida to Canon City Passing Lanes	Addition of passing lanes between Salida and Canon City. (MP 223-277)	$ -	$ -	$ 25.00	$ 25.00	$ 25.00	$ 25.00		X	X	X	X	X	P	X	X		Tier 2							X	X		
38	99	2	Central Front Range	US 285: Fairplay to Richmond Hill	Addition of passing lanes and shoulder widening. (MP 183 - 234)	$ 15.00	$ 15.00	$ -	$ -	$ 15.00	$ 15.00		X		X	X	X	P	X	X		Tier 2						X	X	X		
40	103	2	Central Front Range	SH 9: Breckenridge to Alma, Shoulders and Safety Improvements	Addition of shoulders and safety improvements from Breckenridge to Alma. (MP 71-86)	$ -	$ -	$ 18.00	$ 18.00	$ 18.00	$ 18.00		X	TBD	X	X	X	P							X				TBD			
48	29	2	Central Front Range	SH 67: Divide to Victor Shoulder Widening and Safety Improvments	Shoulder widening and safety improvments. (MP 45.5-69.5)	$ 25.00	$ 25.00	$ -	$ -	$ 25.00	$ 25.00		X			X	X	P							X							X
49	139	2	Central Front Range	SH 115 Widening and Passing Lanes, shoulder and intersection improvements	Add passing lanes, shoulders, and improved bicycle and pedestrian safety at intersections (MP 0-8)	$ -	$ -	$ 10.00	$ 10.00	$ 10.00	$ 10.00		X	X		X	X	P							X							X
50	100	2	Central Front Range	SH 115: Rock Creek Bridge Replacement and Widening	Bridge replacement on SH 115 over Rock Creek Bridge and widening for approximately 1.5 miles south. (MP 37-39)	$ 10.00	$ 10.00	$ -	$ -	$ 10.00	$ 10.00		X	X	X	X	X	P							X							
26	126	2	Pikes Peak Area	I-25: HOV lanes (I-25 EA through Colorado Springs)	Eight Lane HOV expansion on I-25 between Lake/Circle and Briargate. Widening of overpasses. (MP 137.5-152.0)	$ -	$ -	$ 65.00	$ 65.00	$ 65.00	$ 65.00		X	X	X	X	X	p	X	X	X	Tier 1		X	X				X	X		X
27	19	2	Pikes Peak Area	I-25: Widening S. Academy to Circle/Lake (I-25 EA through Colorado Springs)	Widening of roadway to six lanes. (MP 135.0-138.0)	$ 45.00	$ 45.00	$ -	$ -	$ 45.00	$ 45.00		X	X	X	X	X	P	X	X	X	Tier 1		X	X			X*	X	X		X
28	1	2	Pikes Peak Area	I-25: Monument to C-470 (I-25 North PEL in Progress)	Widening I-25 From Monument to Castle Rock/C-470 based on PEL Study currently being developed. (MP 160.5-180.0/194.5)	$ 35.00	$ 35.00			$ 35.00	$ 35.00		X	X	X	X		P	X	X	X	Tier 1		X			X					
30	21	2	Pikes Peak Area	US 24 West: 8th St. to 31st St. (Phase of the US 24 West EA)	Intersection Improvments and widening of roadway from four to six lanes. (MP 300.4-303.4)	$ -	$ -	$ 105.00	$ 105.00	$ 105.00	$ 105.00		X	X	X	X	X	P	X					X				X*		X		
31	127	2	Pikes Peak Area	US 24 West: I-25 to Ridge Rd. (Phase of the US 24 West EA)	Expand US 24 from I-25 to Ridge Road. Includes the US 24/I-25 Flyover. (US 24 MP 299.7-303.7)	$ -	$ -	$ 270.00	$ 270.00	$ 270.00	$ 270.00		X	X	X	X	X	P	X	X	X			X	X				X	X		X
42	26	2	Pikes Peak Area	SH 21: Widening (Phase of the SH 21 EA)	Widening from Milton E. Proby Pkwy. to East Fountain Blvd. (MP 139.5-139.5)	$ -	$ -	$ 13.00	$ 13.00	$ 13.00	$ 13.00		X	X	X	X	X	P	X	X									X	X		
43	116	2	Pikes Peak Area	SH 21: Interim Intersection Improvements- Constitution to North Carefree (ReEval of SH 21 EA needed)	Construction of Continuous Flow Intersection (CFI) along SH 21 at Constitution and North Carefree. (MP 143.5-145.3)	$ 40.00	$ 40.00	$ -	$ -	$ 40.00	$ 40.00		X	X	X	X	X	P	X	X				X				X*	X	X		
44	28	2	Pikes Peak Area	SH 21: Research Pkwy. Interchange (Phase of the SH 21 Woodmen to SH 83 EA)	Construction of new grade-separated interchange at SH 21 and Research Pkwy. (MP 149.6-150.5)	$ 30.00	$ 30.00	$ -	$ -	$ 30.00	$ 30.00		X	X		X	X	P	X	X								X	X		
45	129	2	Pikes Peak Area	SH 21: (Powers Blvd) North Expansion (North EA)	Construction of SH 21 (Powers Blvd.) from SH 83 to I-25 as a six lane freeway including four interchanges at SH 83, Flying Horse Club Drive, Voyager Parkway and I-25. (MP 153.8- 156.9)	$ -	$ -	$ 145.00	$ 175.00	$ 145.00	$ 175.00	$30 to $60 Million from Urban Renewal Tax.	X	TBD	X	X	X	p	X	X									TBD			
46	130	2	Pikes Peak Area	SH 21: (Powers Blvd) North Expansion (North EA)	Construction of SH 21 (Powers Blvd.) Woodmen Rd. to SH 83 from a four lane freeway to a six lane freeway. (MP 149.0 - 153.8)	$ -	$ -	$ 30.00	$ 30.00	$ 30.00	$ 30.00		X	X	X	X	X	p	X	X									X	X		
47	131	2	Pikes Peak Area	SH 21: (Powers Blvd) Central Freeway (Central EA)	Reconstruction of SH 21 (Powers Blvd.) to a six to eight lane freeway including construction of 11 interchanges and three overpasses between Milton E. Proby Pkwy. and Dublin Blvd. (MP 137.5-148.0)	$ -	$ -	$ 924.00	$ 924.00	$ 924.00	$ 924.00		X	X	X	X	X	p	X	X									X	X		
29	20	2	Pikes Peak Area	US 24 West: I-25 to Woodland Park	Drainage and intersection improvements on US 24 from I-25 to Woodland Park. (MP 283.0-303.8)	$ 15.00	$ 15.00	$ -	$ -	$ 15.00	$ 15.00		X	X	X	X	X	P	X						X					X		X
22	17	2	Pueblo Area	I-25: City Center Drive to 13th St. (Phase of the New Pueblo Freeway EIS)	Complete reconstruction and widening, construction of a split-diamond interchange between City Center Drive and 13th St. with additional exit ramps near 6th St., and construction of one-way frontage roads between the ramps. (MP 99.5-100.0)	$ 130.00	$ 130.00	$ -	$ -	$ 130.00	$ 130.00		X	X	X	X	X	p	X	X	X	Tier 1		X					X	X		
23	18	2	Pueblo Area	I-25: 29th St. Section (Phase of the New Pueblo Freeway EIS)	Part of the Phase 1 of the New Pueblo Freeway. Widening of the interstate from two to three lanes in each direction and relocation of interchange ramps and construction of frontage roads. (MP 99.0-101.0)	$ -	$ -	$ 59.00	$ 59.00	$ 59.00	$ 59.00		X	X	X	X	X	P	X	X	X	Tier 1						X	X	X		
24	124	2	Pueblo Area	I-25: US 50 Interchange with I-25 (Phase of the New Pueblo Freeway)	Reconstruction of the US 50 Bypass Interchange and the US 50 Bridge over Fountain Creek. Includes widening I-25 from 13th St. to US 50B Interchange. (MP 99.5-100.5)	$ -	$ -	$ 103.00	$ 103.00	$ 103.00	$ 103.00		X	X	X	X	X	p	X	X	X	Tier 1								X		
25	125	2	Pueblo Area	I-25: Dillon Blvd. Extension (Phase of the New Pueblo Freeway)	Construct Dillon Drive (four-lanes) from 26th St. to US 50 B.	$ -	$ -	$ 13.00	$ 13.00	$ 13.00	$ 13.00		X	X	X	X	X	p	X	X		Tier 1										
35	23	2	Pueblo Area	US 50: West of Pueblo Westbound (Phase of the US 50 West EA)	Widening of the divided highway from two lanes to three lanes. (MP 307-313)	$ 25.00	$ 25.00	$ 25.00	$ 25.00	$ 50.00	$ 50.00		X	TBD		X	X	p	X	X		Tier 2		X				X	TBD			

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Line	Project ID	Region	TPR	Project Name	Project Description	Tier I $ Funding Need	Tier I $ Total	Tier II $ Funding Need	Tier II $ Total	Tier I/II $ Funding Need	Tier I/II $ Total	Other Funding Sources	Maintain the System	Mobility	Safety	Economic Vitality	Project/ Related Phase in STIP	Included in 2040 Plan	NHS Corridor	Freight Corridor	Con-gressional Corridor	Alt Fuels Corridor	Energy Corridor	Congested Corridor	Federal Lands Access	Multi-Modal	Tolling, P3, or Innovative Financing	SB 228	National Highway Freight Program (formula freight)	FASTLANE (Discretion-ary Grant)	TIGER	FLAP
36	24	2	Pueblo Area, Southeast	US 50B: East Widening (Phase of the US 50 East Tier I EIS)	Implement Tier II projects along the US 50 Corridor (MP 318.5-467.5) per the Tier I FEIS/ROD. Likely projects include widening US 50 to four lanes, shoulders, passing lanes, and other safety improvments along the US 50 Corridor.	$ 50.00	$ 50.00	$ -	$ -	$ 50.00	$ 50.00		X	TBD		X	X	P	X	X	X	Tier 2							TBD		
21	123	2	South Central	I-25: SH 10/ SH 160 Interchange Reconstruction at Walsenburg	Reconstruction of I-25/SH 10/SH 160 Interchange. (MP 50)	$ 15.00	$ 15.00	$ -	$ -	$ 15.00	$ 15.00		X	X	X	X	X	C	X	X		Tier 1						X	X	X		
37	98	2	South Central	US 160: Mobility Improvements	Addition of passing lanes and shoulder widening. (La Veta Pass to I-25)	$ 15.00	$ 15.00	$ -	$ -	$ 15.00	$ 15.00				X		X	C	X	X		Tier 2			X			X	X	X		X
41	128	2	South Central	SH 12 or SH 69 Improvements	Shoulder widening, safety improvements, and passing lanes. (SH 12 MP 0-70, SH 69 MP 0-59)	$ -	$ -	$ 15.00	$ 15.00	$ 15.00	$ 15.00		X	X	X	X	X	C					X		X							
39	25	2	Southeast	US 287: Lamar Reliever Route (EA)	Phase I of the Reliever Route ($30 M). Realignment of US 50 to the South - needed for future US50/US 287 Interchange. (US 50 MP 433-435). Phase II is the construction of the new two lane reliever route ($140 M). (US 287: MP 73-80.5)	$ 30.00	$ 30.00	$ 140.00	$ 140.00	$ 170.00	$ 170.00		X	X	X	X	X	C	X	X	X	Tier 1						X	X	X		
51	30	3	Grand Valley	I-70: Business Loop	Reconstruction of First and Grand intersection to improve operations and safety, meet current geometric design standards, and improve pedestrian safety.	$ 16.00	$ 20.00	$ -	$ -	$ 16.00	$ 20.00	RPP, FASTER Safety	X	X	X	X	X	P	X	X	X		X			X		X	X	X		
52	31	3	Grand Valley	I-70: Palisade to Debeque	Reconstruction with realignment of curves and other safety improvements.	$ 20.00	$ 20.00	$ 25.00	$ 25.00	$ 45.00	$ 45.00		X	X	X	X	X	P	X	X	X	Tier 1	X		X			X*	X	X		X
62	39	3	Grand Valley	US 6: Improvements Mesa County	Completion of intersection studies and preliminary engineering for safety and mobility throughout the corridor. Intersection, shoulders, and other safety and mobility Improvements at problem locations throughout the corridor.	$ 5.00	$ 8.00	$ 52.00	$ 52.00	$ 57.00	$ 60.00	RPP, FASTER Safety	X	X	X	X	X	P	X	X			X		X	X			X	X		X
75	135	3	Grand Valley	SH 141B: Mesa County	Upgrade to roadway template for safety and congestion reduction.	$ -	$ -	$ 20.00	$ 20.00	$ 20.00	$ 20.00		X	X		X		p		X			X			X			X			
76	136	3	Grand Valley	SH 330: Safety Improvements	Safety improvements including adding/widening paved shoulders.	$ -	$ -	$ 20.00	$ 20.00	$ 20.00	$ 20.00		X	X	X	X		p					X		X	X			TBD			X
77	51	3	Grand Valley	SH 340: Safety and Capacity improvements	Construction of a roundabout and other safety improvements including adding/widening paved shoulders and intersection improvements.	$ 9.00	$ 9.00	$ 25.00	$ 25.00	$ 34.00	$ 34.00		X	X	X	X	X	p							X	X						X
67	43	3	Gunnison Valley	US 50: Little Blue Canyon	Reconstruction and widening of existing roadway template to meet current geometric design standards and improve roadside safety, drainage and access along the corridor. Addition of passing lanes and mitigation of geohazard land-slide within the project limits. Can be implemented in phases.	$ -	$ -	$ 35.00	$ 42.50	$ 35.00	$ 42.50	FLAP	X	X	X	X	X	C	X	X		Tier 2			X				X	X		X
73	49	3	Gunnison Valley	SH 92: Safety Improvements	Safety improvements including reconstruction of the surface, addition of 4-8' paved shoulders across Rogers Mesa, and other safety improvements including access and intersection improvements.	$ 5.00	$ 5.00	$ 45.00	$ 45.00	$ 50.00	$ 50.00		X	X	X	X	X	C					X		X							X
78	137	3	Gunnison Valley	US 550: Safety Improvements	PEL/EA study to review potential intersection improvements, bicycle and pedestrian mobility, and improved wildlife mitigation. Funding amount reflects US 550 in Region 3 only, but could be completed for entire corridor.	$ 1.50	$ 1.50			$ 1.50	$ 1.50		X	X	X	X		C	X	X		Tier 2	X						X	X		
53	32	3	Intermountain	I-70: Garfield County Interchange Improvements (Silt)	Upgrade of current 4-way stop with a roundabout concluded to be necessary from a recently completed corridor study for I-70.	$ -	$ -	$ 15.00	$ 15.00	$ 15.00	$ 15.00		X	X	X	X	X	C	X	X	X	Tier 1	X		X				X	X		X
54	132	3	Intermountain	I-70: Garfield County Interchange Improvements (New Castle)	Upgrade of current 4-way stop with a roundabout concluded to be necessary from a recently completed corridor study for I-70.	$ 15.00	$ 15.00			$ 15.00	$ 15.00		X	X	X	X		C				Tier 1										
55	133	3	Intermountain	I-70: Glenwood Canyon Bridge Rail	Address critical safety need by removing old defecient rail and replacing with Type 8 Special.	$ 24.00	$ 24.00			$ 24.00	$ 24.00		X		X			C	X	X	X	Tier 1								X		
56	33	3	Intermountain	I-70: Edwards Spur Rd.	Improvements to sourthern half of the Edwards Spur Rd. starting north of the roadway bridge and ending with connection to US 6 to the south. Improvements anticipated to include road and bridge widening, intersection improvements, and pedestrian mobility improvements.	$ 25.00	$ 35.00	$ -	$ -	$ 25.00	$ 35.00	RPP, FASTER Safety	X	TBD		X	X	C								X		X	TBD		
57	34	3	Intermountain	I-70 West: Dowd Canyon Interchange	Reconstruction and upgrade of I-70 Dowd Canyon Interchange for safety and operations.	$ 22.00	$ 22.00	$ -	$ -	$ 22.00	$ 22.00		X	TBD	X	X	X	C	X	X	X	Tier 1			X			X	TBD	X		X
58	35	3	Intermountain	I-70 West: Vail Pass Auxiliary Lanes and Wildlife Overpass	Completion of NEPA and preliminary engineering for permanent water quality features and recommended third lane (both directions) to increase safety and mobility. Installation of permanent water quality features, relocation of bike path, and completion of three miles of roadway widening.	$ 5.00	$ 7.50	$ 67.50	$ 67.50	$ 72.50	$ 75.00	RPP, FASTER Safety	X	X	X	X		C	X	X	X	Tier 1			X			X	X	X		X

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Line	Project ID	Region	TPR	Project Name	Project Description	Tier I $ Funding Need	Tier I $ Total	Tier II $ Funding Need	Tier II $ Total	Tier I/II $ Funding Need	Tier I/II $ Total	Other Funding Sources	Maintain the System	Mobility	Safety	Economic Vitality	Project/ Related Phase in STIP	Included in 2040 Plan	NHS Corridor	Freight Corridor	Con-gressional Corridor	Alt Fuels Corridor	Energy Corridor	Congested Corridor	Federal Lands Access	Multi-Modal	Tolling, P3, or Innovative Financing	SB 228	National Highway Freight Program (formula freight)	FASTLANE (Discretion-ary Grant)	TIGER	FLAP
59	36	3	Intermountain	I-70 West: Exit 203 Interchange Improvements	Conversion of single lane roundabout at the Exit 203 ramp termini to a double lane, consideration of addition of through lane over existing structure and bridge expansion. This will correct traffic back ups on westbound I-70 in peak periods and weave from an auxiliary lane east of the ramp.	$ 6.20	$ 6.20	$ -	$ -	$ 6.20	$ 6.20		X	X	X	X		C	X	X	X	Tier 1			X			X	X	X		X
60	37	3	Intermountain	I-70 West: Frisco to Silverthorne Auxiliary Lane	Construction of eastbound auxiliary lane from MP 203 to 205. Identified in the Silverthorne Interchange PEL as a safety improvement for eastbound I-70. Minimal widening required.	$ 10.00	$ 11.20	$ -	$ -	$ 10.00	$ 11.20	RPP, FASTER Safety	X		X	X		C	X	X	X	Tier 1			X	X		X		X		X
61	38	3	Intermountain	I-70 West: Silverthorne Interchange	Reconstruction of Exit 205 (Silverthorne) interchange including construction of a Diverging Diamond Interchange, extensive paving, curb, drainage. All four ramps affected, including new capacity on westbound on ramps.	$ 19.00	$ 20.00	$ -	$ -	$ 19.00	$ 20.00	RPP, FASTER Safety	X		X	X		C	X	X	X	Tier 1			X	X		X		X		X
63	40	3	Intermountain	US 24: Minturn	Safety, capacity, and pedestrian crossing improvements, including traffic calming, curb and gutter, and road platform adjustment.	$ -	$ -	$ 13.00	$ 13.00	$ 13.00	$ 13.00		X	X	X	X	X	c							X							X
68	44	3	Intermountain	SH 9: Frisco North	Completion of corridor including minimal widening, water quality and drainage improvements, and improvements to two intersections including the potential for the replacement of a signal with a roundabout.	$ 9.00	$ 10.00	$ -	$ -	$ 9.00	$ 10.00	RPP, FASTER Safety	X	X	X	X		C	X						X			X*		X		X
69	45	3	Intermountain	SH 13: Rifle North	Reconstruction of NHS and high volume truck route to add shoulders, game fence and wildlife underpasses.	$ 52.00	$ 60.00	$ -	$ -	$ 52.00	$ 60.00	RPP, FASTER Safety	X	X	X	X	X	c	X	X			X		X			X	X	X		X
72	48	3	Intermountain	SH 82: Safety Improvements	Mobility improvements in Glenwood Springs, completion of entrance to Aspen, expansion of transit, bicycle and pedestrian mobility, and improved wildlife mitigation.	$ -	$ -	$ 100.00	$ 100.00	$ 100.00	$ 100.00		X	X	X	X	X	C	X				X		X					X		X
64	41	3	Northwest	US 40: Fraser to Winter Park	Construction of capacity improvements on US 40 between Fraser and Winter Park, likely widening to a four lane facility.	$ -	$ -	$ 11.00	$ 11.00	$ 11.00	$ 11.00		X	X	X	X		C	X	X		Tier 2	X					X	X	X		
65	134	3	Northwest	US 40: Kremmling East and West	Addition of shoulders and passing lanes on 14 miles. Can be implemented in phases. (MP 178-184) and (186-194).	$ 56.00	$ 56.00			$ 56.00	$ 56.00		X	X	X	X		C	X	X		Tier 2			X	X			X	X		X
66	42	3	Northwest	US 40: Steamboat Springs to Steamboat II	Widening of roadway and addition of intersection turn lanes and dedicated bus lane.	$ -	$ -	$ 28.00	$ 28.00	$ 28.00	$ 28.00		X	X	X	X	X	C	X	X		Tier 2	X			X			X	X		
70	46	3	Northwest	SH 13: Rio Blanco South to County Line Shoulders and Passing Lanes	Addition of shoulders and passing lanes. Can be implemented in phases.	$ 20.00	$ 20.00	$ -	$ -	$ 20.00	$ 20.00			X		X	X	C	X	X			X		X				X			X
71	47	3	Northwest	SH 13: Wyoming South	Reconstruction of NHS and high volume truck route to add shoulders, game fence and wildlife underpasses. Can be implemented in phases.	$ 33.00	$ 38.00	$ -	$ -	$ 33.00	$ 38.00	RPP, FASTER Safety	X	X	X	X	X	C	X	X			X		X				X	X		X
74	50	3	Northwest	SH 139: Little Horse South	Safety improvements including reconstruction of the surface and addition of 4-8' paved shoulders.	$ 14.00	$ 14.00	$ -	$ -	$ 14.00	$ 14.00		X	X			X	C					X		X							X
81	53	4	Eastern	I-70: ASR Pavement Replacement and Safety Improvements	Replacement of Akali-Silica Reactivity (ASR) pavement and associated safety improvements.	$ -	$ 3.48	$ 55.52	$ 55.52	$ 55.52	$ 59.00	Surface Treatment	X		X		X	C	X	X	X	Tier 1						X*	X	X		
82	109	4	Eastern	I-70: East Spot Repairs-Flagler East and Cedar Point West	Replacment of distressed concrete pavement for 3 miles (Cedar Point West) and 5 miles (Flagler to Kansas State Line).	$ -	$ -	$ 30.00	$ 30.00	$ 30.00	$ 30.00		X					C	X	X	X	Tier 1						X*	X	X		
83	110	4	Eastern	I-70: Genoa-East and West HMA Replacement	Overlay/reconstruction of failing HMA pavement for 11.3 miles.	$ -	$ -	$ 42.50	$ 42.50	$ 42.50	$ 42.50		X					C	X	X	X	Tier 1						X*	X	X		
84	111	4	Eastern	I-70: Arriba-East and West HMA Failure	Overlay/reconstruction of failing Hot Mix Asphalt (HMA) pavement for 15.1 miles.	$ -	$ -	$ 56.50	$ 56.50	$ 56.50	$ 56.50		X					C	X	X	X	Tier 1						X*	X	X		
85	112	4	Eastern	I-70: Seibert-West ASR Replacement	Replacement of Akali-Silica Reactivity (ASR) pavement and associated safety improvements.	$ -	$ -	$ 17.50	$ 17.50	$ 17.50	$ 17.50		X		X			C	X	X	X	Tier 1						X*	X	X		
86	113	4	Eastern	I-70: Burlington-West HMA Replacement	Overlay/reconstruction of failing HMA pavement for 8.9 miles.	$ -	$ -	$ 33.50	$ 33.50	$ 33.50	$ 33.50		X					C	X	X	X	Tier 1						X*	X	X		
100	66	4	Eastern	US 385: Intersection, Shoulders, and Other Safety Improvements at Problem Locations	Intersection, shoulders, and other safety Improvements at problem locations.	$ 16.70	$ 20.24	$ 944.76	$ 944.76	$ 961.46	$ 965.00	RPP		X	X		X	C	X	X			X			X			X	X		
102	141	4	Greater Denver Area	SH 42: Safety and Intersection improvements	Safety and intersection improvements in Lousville and Lafayette.			$ 10.00	$ 10.00	$ 10.00	$ 10.00		X	X	X		X									X						
105	70	4	Greater Denver Area	SH 66: Corridor Improvements West	Widening, safety, and intersection improvements.	$ -	$ 1.50	$ 98.50	$ 98.50	$ 98.50	$ 100.00	RPP		X	X		X	p	X					X		X				X		
109	74	4	Greater Denver Area	SH 119: Managed Lanes	Construction of managed lanes.	$ 9.65	$ 9.65	$ 65.35	$ 65.35	$ 75.00	$ 75.00	RPP							X	X				X		X	X		X	X		
110	75	4	Greater Denver Area	SH 119 / SH 52 Interchange	Construction of new interchange.	$ -	$ -	$ 30.00	$ 30.00	$ 30.00	$ 30.00							p	X	X				X		X				X		
108	73	4	Greater Denver Area, Eastern	SH 86: I-25 Castle Rock East to I-70	Surface treatment and intersection improvements.	$ -	$ -	$ 35.00	$ 35.00	$ 35.00	$ 35.00	RPP	X	X			X	C	X							X						
89	58	4	North Front Range	US 34 / US 85 Interchange Reconfiguration	Improvements to the safety and capacity of interchange by making the geometric configuration more intuitive to drivers, adding grade separations, and improving access points. Due to its complexity this interchange has come to be known by locals as Spaghetti Junction.	$ 33.00	$ 34.00	$ 66.00	$ 66.00	$ 99.00	$ 100.00	RPP					X		X	X		Tier 1	X	X		X		X				
91	56	4	North Front Range	US 34: Widening Denver Ave. to LCR 3	Widening of roadway to six lanes.	$ -	$ -	$ 25.00	$ 25.00	$ 25.00	$ 25.00	STP-Metro		X			X	P	X	X		Tier 1	X	X		X			X	X		

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Line	Project ID	Region	TPR	Project Name	Project Description	Tier I $ Funding Need	Tier I $ Total	Tier II $ Funding Need	Tier II $ Total	Tier I/II $ Funding Need	Tier I/II $ Total	Other Funding Sources	Maintain the System	Mobility	Safety	Economic Vitality	Project/ Related Phase in STIP	Included in 2040 Plan	NHS Corridor	Freight Corridor	Con-gressional Corridor	Alt Fuels Corridor	Energy Corridor	Congested Corridor	Federal Lands Access	Multi-Modal	Tolling, P3, or Innovative Financing	SB 228	National Highway Freight Program (formula freight)	FASTLANE (Discretion-ary Grant)	TIGER	FLAP
92	57	4	North Front Range	US 34: Widening, Interchanges, and Operational Improvements	Widening of roadway from four to six lanes, construction of three interchanges, and operational improvements.	$ -	$ -	$ 170.00	$ 170.00	$ 170.00	$ 170.00			X				p	X	X		Tier 1	X			X			X	X		
95	61	4	North Front Range	US 287: Widening Fort Collins	Widening of roadway from four to six lanes.	$ -	$ -	$ 25.00	$ 25.00	$ 25.00	$ 25.00			X				P	X	X				X		X			X	X		
96	62	4	North Front Range	US 287: SH 14—Ted's Place	Intersection improvements.	$ -	$ -	$ 1.60	$ 1.60	$ 1.60	$ 1.60	RPP		X			X	P	X	X				X		X			X	X		
101	67	4	North Front Range	SH 14: Widening I-25 to Riverside	Widening of roadway from four to six lanes.	$ -	$ -	$ 30.00	$ 30.00	$ 30.00	$ 30.00			X					X	X						X			X	X		
112	77	4	North Front Range	SH 402: Widening, Intersection and Safety Improvements	Widening, safety, and intersection improvements.	$ -	$ -	$ 45.00	$ 45.00	$ 45.00	$ 45.00			X	X			P						X		X						
80	52	4	North Front Range, Greater Denver Area	I-25 North: SH 7 to SH 14	Addition of one Tolled Express Lane in each direction, interchange reconstruction, mainline reconstruction, safety, and Intelligent Transportation System (ITS) improvements from SH 7 to SH 14.	$ 350.00	$ 450.00	$ 1,050.00	$ 1,050.00	$ 1,400.00	$ 1,500.00	Tolling ($50 M), local ($25 M), TIGER ($15 M), $10 M (CDOT TSMO/DTR)	X	X	X		X	P	X	X	X	Tier 1		X		X	X	X	X	X		
87	54	4	Upper Front Range	I-76: Fort Morgan to Brush: Phase 4	Reconstruction of roadway and interchanges between Ft. Morgan and Brush.	$ 41.50	$ 41.50	$ -	$ -	$ 41.50	$ 41.50		X					P	X	X	X	Tier 1	X			X		X*	X	X		
88	114	4	Upper Front Range	I-76: Fort Morgan to Brush Phase 5	Reconstruction of roadway and interchanges between Ft. Morgan and Brush.	$ 58.50	$ 58.50	$ -	$ -	$ 58.50	$ 58.50		X						X	X	X	Tier 1	X			X		X*	X	X		
90	55	4	Upper Front Range	US 34/US 36 Intersection in Estes Park	Intersection improvements.	$ -	$ -	$ 2.00	$ 2.00	$ 2.00	$ 2.00								X			Tier 2				X				X		
93	59	4	Upper Front Range	US 36: Estes Park to Boulder County Line	Mobility improvements including widening, and construction of passing lanes and pullots.	$ -	$ -	$ 8.00	$ 8.00	$ 8.00	$ 8.00			X				P	X			Tier 1				X						
98	64	4	Upper Front Range	US 287: CR 72 (Owl Canyon Road)	Intersection improvements.	$ -	$ -	$ 2.00	$ 2.00	$ 2.00	$ 2.00			X				P	X	X						X			X	X		
99	65	4	Upper Front Range	US 287: LCR 80C (West)	Intersection improvements.	$ -	$ -	$ 0.60	$ 0.60	$ 0.60	$ 0.60			X				p	X	X						X			X	X		
104	69	4	Upper Front Range	SH 52 Interchange in Hudson	Reconstruction of interchange.	$ 20.03	$ 25.00	$ -	$ -	$ 20.03	$ 25.00	RPP	X				X	P	X	X			X			X			X	X		
107	72	4	Upper Front Range, Eastern	SH 71 Super 2	Reconstruction of corridor to Super 2 configuration.	$ 16.70	$ 17.49	$ 82.51	$ 82.51	$ 99.21	$ 100.00	RPP		X			X	C	X	X	X				X			X	X		X
103	68	4	Upper Front Range, Greater Denver Area	SH 52: SH 119 to US 85 Corridor Improvements	Widening, safety, and intersection improvements.	$ -	$ -	$ 80.00	$ 80.00	$ 80.00	$ 80.00			X	X				X	X			X	X		X			X	X		
106	71	4	Upper Front Range, Greater Denver Area	SH 66: Corridor Improvements East	Safety and intersection improvements.	$ -	$ -	$ 50.00	$ 50.00	$ 50.00	$ 50.00	RPP		X	X		X		X				X		X	X				X		X
111	76	4	Upper Front Range, North Front Range	SH 392: Corridor Improvements	Widening, safety, and intersection improvements.	$ -	$ -	$ 110.00	$ 110.00	$ 110.00	$ 110.00			X	X			P							X	X						X
94	60	4	Upper Front Range, North Front Range, Greater Denver Area	US 85: Corridor Improvements	Safety, intersection and interchange improvements.	$ -	$ 2.75	$ 197.25	$ 197.25	$ 197.25	$ 200.00	RPP		X	X		X	P	X	X		Tier 1	X	X	X	X			X	X		X
97	63	4	Upper Front Range, North Front Range	US 287: Ted's Place to Wyoming Border	Construction of passing lanes and other safety improvements.	$ -	$ -	$ 20.00	$ 20.00	$ 20.00	$ 20.00			X	X			P	X	X						X			X	X		
129	93	5	Gunnison Valley	US 550: Ridgeway to Ouray Shoulder Widening	Shoulder widening between Ridgway and Ouray.	$ -	$ -	$ 11.45	$ 15.00	$ 11.45	$ 15.00	RPP, FASTER Safety	X	X	X		X	C	X	X		Tier 2			X	X		X	X	X		X
130	94	5	Gunnison Valley	US 550: Shoulder Improvements, Deer Fencing and Animal Underpasses between Uncompahgre River and Colona (Billy Creek)	Addition of shoulders between Uncompahgre River and Colona (Billy Creek). Construction of deer fencing and animal underpasses.	$ 14.72	$ 14.72	$ 12.28	$ 12.28	$ 27.00	$ 27.00		X		X			C	X	X		Tier 2			X			X	X	X		X
133	97	5	Gunnison Valley	SH 145: Safety and Mobility Improvements between Sawpit and Keystone Hill (Shoulder Widening and/or Passing Lanes)	Shoulder widening and/or addition of passing lane between Sawpit and Keystone Hill.	$ -	$ -	$ 5.80	$ 9.70	$ 5.80	$ 9.70	RPP, FASTER Safety	X	X	X	X	X	C	X	X				X	X	X			X	X		X
113	78	5	San Luis Valley	US 24: Safety and Mobility Improvements on Trout Creek Pass- Phase II	Shoulder widening/bike facilities and addition of passing lanes and bike facilities on Trout Creek Pass.	$ -	$ -	$ 8.00	$ 8.00	$ 8.00	$ 8.00		X	X	X	X	X	P	X	X				X	X	X			X	X		X
114	79	5	San Luis Valley	US 50: Safety and Mobility Improvements between Salida and Coaldale (Passing Lanes and Vehicle Turn-outs)	Addition of passing lanes and vehicle turnouts.	$ 4.60	$ 6.60	$ -	$ -	$ 4.60	$ 6.60	FASTER Safety	X	X	X	X	X	P	X	X		Tier 2			X			X	X	X		X
121	85	5	San Luis Valley	US 160: Wolf Creek Pass East Mobility and Safety Improvements	This is the final project outlined in the US 550 East of Wolf Creek Pass EA. The design includes the addition of passing opportunities, mobility improvements, and safety Improvements including shoulder widening, curve corrections, rock excavation and rockfall protection, chain station reconstruction, and fiber optic backbone installation.	$ -	$ -	$ 70.42	$ 70.42	$ 70.42	$ 70.42		X	X	X	X			X	X		Tier 2			X				X	X		X
122	86	5	San Luis Valley	US 160: Alamosa	Improvements to Rio Grande bridge, realignment of roadway, and addition of bike and pedestrian facilities in Alamosa (4th Street to SH 17).	$ -	$ -	$ 10.00	$ 10.00	$ 10.00	$ 10.00		X	X	X	X		p	X	X		Tier 2				X			X	X		

TBD

	Project Summary					Project Funding Need							SWP Goal Areas				Plan / STIP Status		Key Project / Corridor Attributes								Potential Funding Opportunities					
Line	Project ID	Region	TPR	Project Name	Project Description	Tier I $ Funding Need	Tier I $ Total	Tier II $ Funding Need	Tier II $ Total	Tier I/II $ Funding Need	Tier I/II $ Total	Other Funding Sources	Maintain the System	Mobility	Safety	Economic Vitality	Project/ Related Phase in STIP	Included in 2040 Plan	NHS Corridor	Freight Corridor	Con-gressional Corridor	Alt Fuels Corridor	Energy Corridor	Congested Corridor	Federal Lands Access	Multi-Modal	Tolling, P3, or Innovative Financing	SB 228	National Highway Freight Program (formula freight)	FASTLANE (Discretion-ary Grant)	TIGER	FLAP
123	88	5	San Luis Valley	US 285: Safety and Mobility Improvements between Center to Saguache (Widen Shoulders)	Shoulder widening from Center to Saguache.	$ -	$ -	$ 7.00	$ 7.00	$ 7.00	$ 7.00		X	TBD	X	X	X	P	X	X					X	X		X	X	X		X
124	89	5	San Luis Valley	US 285: Safety and Mobility Improvements between Buena Vista and Poncha Springs (Turn Lanes/Passing Lanes)	Addition of turn lanes/passing lanes between Buena Vista and Poncha Springs and addition of wildlife fencing.	$ -	$ -	$ 0.05	$ 5.00	$ 0.05	$ 5.00	FASTER Safety			X	X	X	P	X	X		Tier 2			X				X	X		X
131	95	5	San Luis Valley	SH 17: Safety and Mobility Improvements North of Mosca (Widen shoulders)	Shoulder widening north of Mosca.	$ -	$ -	$ 6.00	$ 7.00	$ 6.00	$ 7.00	RPP	X	X	X		X	P	X	X					X	X			X	X		X
115	80	5	Southwest	US 160: Reconstruction and Shoulder Widening MP 0 to MP 8	Full depth reconstruction of the existing paved surface and shoulder widening.	$ -	$ -	$ 16.00	$ 16.00	$ 16.00	$ 16.00		X		X	X	X	C	X	X		Tier 2	X		X	X			X	X		X
116	81	5	Southwest	US 160: Towaoc Passing Lanes	Addition of passing lanes and vehicle turnouts.	$ 9.10	$ 9.10	$ -	$ -	$ 9.10	$ 9.10		X	X	X	X	X	p	X	X		Tier 2	X	X	X			X	X	X		X
117	82	5	Southwest	US 160: Wildlife Mitigation	Wildlife mitigation from Mancos to Pagosa Springs.	$ -	$ -	$ 10.00	$ 10.00	$ 10.00	$ 10.00		X		X	X		p	X	X		Tier 2	X		X				X	X		X
118	138	5	Southwest	US 160: Elmore's East	Completion of improvements consistent with the EIS and ROD, which includes widening, access improvements, and wildlife mitigation.	$ 5.50	$ 5.50	$ 16.00	$ 16.00	$ 21.50	$ 21.50		X	X	X	X		C	X	X		Tier 2	X			X		X	X	X		X
119	83	5	Southwest	US 160: Dry Creek Passing and Mobility Improvements	Addition of passing opportunities and mobility improvements including an intersection relocation at CR 223. The project also includes shoulder widening and access consolidation.	$ -	$ -	$ 21.50	$ 21.50	$ 21.50	$ 21.50		X	X	X	X	X	C	X	X		Tier 2	X	X	X				X	X		X
120	84	5	Southwest	US 160: Pagosa Reconstruction and Multi-Modal Improvements	Reconstruction to correct wheel rutting and addition of pedestrian facilities for safety.	$ 27.00	$ 30.95	$ -	$ -	$ 27.00	$ 30.95		X	TBD	X	X		C	X	X		Tier 2	X	X	X	X		X*	TBD	X		X
125	90	5	Southwest	US 550 South: Sunnyside	Major reconstruction requiring widening to a four lane roadway, including earthwork, drainage, irrigation, utilities, HMA paving, pedestrian bridge, sound wall, small and large mammal crossings.	$ 7.00	$ 7.00	$ 19.60	$ 19.60	$ 26.60	$ 26.60		X	X	X	X	X	p	X	X		Tier 2	X	X	X	X	X	X	X	X		X
126	91	5	Southwest	US 550 South: Gap	Reconstruction to four lanes, including drainage, utilities, large and small mammal crossings, and intersection improvements.	$ 27.30	$ 30.00	$ -	$ -	$ 27.30	$ 30.00	RPP	X		X	X	X	P	X	X		Tier 2	X	X	X	X	X	X				X
127	92	5	Southwest	US 550/US 160 Connection	Completion of the connection of US 550 to US 160 at the Grandview Interchange. Phase 1 ($71 M) provides 2 lane configuration. Phase 2 ($20 M) provides for additional 2 lanes.	$ 70.00	$ 71.00	$ 20.00	$ 20.00	$ 90.00	$ 91.00	RPP	X	X	X	X	X	P	X	X		Tier 2	X	X	X	X	X	X	X	X	X	X
128	92	5	Southwest	US 550/US 160 Connection - Finalize Pre-Construction	Purchase ROW required for US160-CR302, complete the final design for the connection and prepare the project for advertisement.	$ 10.50	$ 10.50	$ -	$ -	$ 10.50	$ 10.50		X	X	X	X	X	P	X	X		Tier 2	X	X	X	X		X	X	X		X
132	96	5	Southwest	SH 140: New Mexico State Line to Hesperus	Widen shoulders and rehab/reconstruct three bridges.	$ -	$ -	$ 10.00	$ 10.00	$ 10.00	$ 10.00		X		X	X	X	p					X		X							X
					TOTAL - HIGHWAY	$ 2,549.50	$ 3,144.88	$ 6,621.69	$ 6,672.59	$ 9,171.19	$ 9,817.47																					
													Transit Projects																			
134	T1	1	Greater Denver Area	Castle Rock Park-n-Ride	CDOT contribution to construction of Park-n-Ride in Castle Rock.	$ 10.00	$ 10.00	$ -	$ -	$ 10.00	$ 10.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
135	T2	1	Greater Denver Area	Idaho Springs Park-n-Ride	CDOT contribution to construction of Park-n-Ride/Structure in Idaho Springs.	$ 20.00	$ 20.00	$ -	$ -	$ 20.00	$ 20.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
136	T3	1	Greater Denver Area	Denver Tech Center Park-n-Ride		$ 10.00	$ 10.00	$ -	$ -	$ 10.00	$ 10.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
137	T4	1	Greater Denver Area	Castle Rock Park-n-Ride		$ 10.00	$ 10.00	$ -	$ -	$ 10.00	$ 10.00			TBD					N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
138	T5	2	Pikes Peak Area	Woodmen Rd. Park-n-Ride Relocation	Relocation of Woodman Rd. Park-n-Ride in Colorado Springs.	$ 3.00	$ 6.00	$ -	$ -	$ 3.00	$ 6.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
139	T6	2	Pikes Peak Area	I-25 Monument Interchange Park-n-Ride	Add northbound Park-n-Ride to I-25 Slip Ramp	$ 3.80	$ 3.80	$ -	$ -	$ 3.80	$ 3.80								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
140	T7	2	Pikes Peak Area	Monument / SH 105 Park-n-Ride Expansion	The existing park-n-ride accommodates approx. 240 cars. The project would expand the capacity by another 100-120 spaces.	$ 1.20	$ 1.20	$ -	$ -	$ 1.20	$ 1.20								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
141	T8	2	Pikes Peak Area	Tejon Park-n-Ride Expansion and Reconstruction	The existing park-n-ride accommodates approximately 100 cars. The project would expand parking to as much as 200 spaces, improve access / egress for both cars and buses, and leverage the site's potential for additional connections with regional and intercity buses. The project would also improve safety and security of the parking under this section of I-25 with lighting and other measures.	$ 5.00	$ 5.00	$ -	$ -	$ 5.00	$ 5.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
142	T9	2	Pueblo Area	Pueblo Park-n-Ride	Construction of a new Park-n-Ride in Pueblo.	$ 10.00	$ 10.00	$ -	$ -	$ 10.00	$ 10.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A			X	N/A	N/A		N/A

	Project Summary					Project Funding Need							SWG Goal Areas				Plan / STIP Status		Key Project / Corridor Attributes								Potential Funding Opportunities					
Line	Project ID	Region	TPR	Project Name	Project Description	Tier I $ Funding Need	Tier I $ Total	Tier II $ Funding Need	Tier II $ Total	Tier I/II $ Funding Need	Tier I/II $ Total	Other Funding Sources	Maintain the System	Mobility	Safety	Economic Vitality	Project/ Related Phase in STIP	Included in 2040 Plan	NHS Corridor	Freight Corridor	Con-gressional Corridor	Alt Fuels Corridor	Energy Corridor	Congested Corridor	Federal Lands Access	Multi-Modal	Tolling, P3, or Innovative Financing	SB 228	National Highway Freight Program (formula freight)	FASTLANE (Discretion-ary Grant)	TIGER	FLAP
143	T10	2	Southeast	Convert existing La Junta depot to accommodate a rail/bus/park-and-ride facility	Area providers	$ -	$ -	$ -	$ -	$ -	$ -			TBD					N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
144	T11	2	Southeast	Convert existing Lamar depot to accommodate a rail/bus facility	Area providers	$ -	$ -	$ -	$ -	$ -	$ -								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
145	T12	3	Gunnison Valley	Construct a PnR in Montrose (SH 145)	Area providers	$ -	$ -	$ -	$ -	$ -	$ -								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
146	T13	3	Gunnison Valley	Need to replace or add on to current maintenance facility	Mountain Express	$ -	$ -	$ -	$ -	$ -	$ -								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
147	T14	3	Gunnison Valley	Plan and Construct a regional transit center (including vehicle bays and fuel stations) - cost unknown	All Points Transit	$ -	$ -	$ -	$ -	$ -	$ -								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
148	T15	3	Intermountain	New Castle Park-n-Ride	Construction of New Castle Park-n-Ride to support RFTA regional services and Bustang interregional services.	$ 0.80	$ 0.80	$ -	$ -	$ 0.80	$ 0.80								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
149	T16	3	Intermountain	27th street pedestrian crossing	City of Glenwood Springs	$ 5.00	$ 5.00	$ -	$ -	$ 5.00	$ 5.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
150	T17	3	Intermountain	Aspen Maintenance Facility Phase IV Upgrades- CNG Fueling	Pitkin County	$ 5.00	$ 5.00	$ -	$ -	$ 5.00	$ 5.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
151	T18	3	Intermountain	Bus stop reconstruction (2) - Meadow Ranch and Snowmass Chapel	Town of Snowmass Village	$ 0.30	$ 0.30	$ -	$ -	$ 0.30	$ 0.30								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
152	T19	3	Intermountain	Catherine store park and ride renovation/expansion 50 spaces @ $10,000 each	Garfield County	$ 0.50	$ 0.50	$ -	$ -	$ 0.50	$ 0.50								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
153	T20	3	Intermountain	CMC park and ride renovation/expansion	RFTA	$ 0.40	$ 0.40	$ -	$ -	$ 0.40	$ 0.40								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
154	T21	3	Intermountain	Frisco Transit Center - Phases 1-6 Facility improvements including expansion of bus bays and addition of a training and conference room	Summit County	$ 17.50	$ 20.00	$ -	$ -	$ 17.50	$ 20.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
155	T22	3	Intermountain	Glenwood maintenance facility expansion	RFTA	$ 20.00	$ 20.00	$ -	$ -	$ 20.00	$ 20.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
156	T23	3	Intermountain	Local circulator bus infrastructure in Carbondale	Town of Carbondale	$ 2.00	$ 2.00	$ -	$ -	$ 2.00	$ 2.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
157	T24	3	Intermountain	Merge with ski area will require a new bus storage facility	Town of Breckenridge	$ 5.50	$ 5.50	$ -	$ -	$ 5.50	$ 5.50								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
158	T25	3	Intermountain	Mixed-use parking structure at Tiger Dredge lot	Town of Breckenridge	$ 8.00	$ 8.00	$ -	$ -	$ 8.00	$ 8.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
159	T26	3	Intermountain	New Castle park and ride construction	RFTA	$ 0.60	$ 0.60	$ -	$ -	$ 0.60	$ 0.60								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
160	T27	3	Intermountain	Old Snowmass bus stop improvements	Pitkin County	$ 0.35	$ 0.35	$ -	$ -	$ 0.35	$ 0.35								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
161	T28	3	Intermountain	Owl Creek Road roundabout bus stops	Town of Snowmass Village	$ 1.50	$ 1.50	$ -	$ -	$ 1.50	$ 1.50								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
162	T29	3	Intermountain	Park and ride expansion	Town of Carbondale	$ 2.00	$ 2.00	$ -	$ -	$ 2.00	$ 2.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
163	T30	3	Intermountain	Park and ride expansion	Town of Silt	$ 2.00	$ 2.00	$ -	$ -	$ 2.00	$ 2.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
164	T31	3	Intermountain	Park and ride relocation	Town of Rifle	$ 2.00	$ 2.00	$ -	$ -	$ 2.00	$ 2.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
165	T32	3	Intermountain	Parking structure to access the Westin Gondola and Main Street	Town of Avon	$ 8.00	$ 8.00	$ -	$ -	$ 8.00	$ 8.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
166	T33	3	Intermountain	Sagewood bus stop reconstruction	Town of Basalt	$ 0.40	$ 0.40	$ -	$ -	$ 0.40	$ 0.40								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
167	T34	3	Intermountain	SH 133 pedestrian bridge (along the Rio Grande trail)	Town of Carbondale	$ 5.00	$ 5.00	$ -	$ -	$ 5.00	$ 5.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
168	T35	3	Intermountain	SH 6 Streetscape	Town of New Castle	$ 8.00	$ 8.00	$ -	$ -	$ 8.00	$ 8.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
169	T36	3	Intermountain	Two Rivers Road park and ride renovation/expansion	Pitkin County	$ 0.30	$ 0.30	$ -	$ -	$ 0.30	$ 0.30								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
170	T37	3	Intermountain	West Glenwood Springs park and ride sidewalk/ regional trail connection	RFTA	$ 0.44	$ 0.44	$ -	$ -	$ 0.44	$ 0.44								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
171	T38	3	Intermountain	Wood Road roundabout bus stop reconstruction	Town of Snowmass Village	$ 2.00	$ 2.00	$ -	$ -	$ 2.00	$ 2.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
172	T39	3	Intermountain	Brush Creek intercept lot transit joint development	Pitkin County	$ 9.00	$ 9.00	$ -	$ -	$ 9.00	$ 9.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
173	T40	3	Intermountain	Build multimodal regional and local bus station	Town of Snowmass Village	$ 40.00	$ 40.00	$ -	$ -	$ 40.00	$ 40.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
174	T41	3	Intermountain	Carbondale administrative and maintenance facility renovation and expansion	RFTA	$ 25.00	$ 25.00	$ -	$ -	$ 25.00	$ 25.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
175	T42	3	Intermountain	Construct transportation facility at park and ride lot in Edwards with indoor facilities	ECO Transit	$ 0.80	$ 0.80	$ -	$ -	$ 0.80	$ 0.80								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A

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Line	Project ID	Region	TPR	Project Name	Project Description	Tier I $ Funding Need	Tier I $ Total	Tier II $ Funding Need	Tier II $ Total	Tier I/II $ Funding Need	Tier I/II $ Total	Other Funding Sources	Maintain the System	Mobility	Safety	Economic Vitality	Project/ Related Phase in STIP	Included in 2040 Plan	NHS Corridor	Freight Corridor	Con-gressional Corridor	Alt Fuels Corridor	Energy Corridor	Congested Corridor	Federal Lands Access	Multi-Modal	Tolling, P3, or Innovative Financing	SB 228	National Highway Freight Program (formula freight)	FASTLANE (Discretion-ary Grant)	TIGER	FLAP
176	T43	3	Intermountain	I-70 corridor transportation preferred alternative design and construction (scope and cost TBD)	RFTA	$ -	$ -	$ -	$ -	$ -	$ -			TBD					N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
177	T44	3	Intermountain	I-70/SH 82 transit connection alternatives analysis/ design	RFTA	$ 50.00	$ 50.00	$ -	$ -	$ 50.00	$ 50.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
178	T45	3	Intermountain	Mixed-use parking structure/transit station Gondola lots	Town of Breckenridge	$ 21.00	$ 21.00	$ -	$ -	$ 21.00	$ 21.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
179	T46	3	Intermountain	Regional bus stop improvements	RFTA	$ 6.00	$ 6.00	$ -	$ -	$ 6.00	$ 6.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
180	T47	3	Intermountain	SH 6 and 24 Main Street Streetscape Improvements	Town of Parachute	$ 0.90	$ 0.90	$ -	$ -	$ 0.90	$ 0.90								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
181	T48	3	Intermountain	Snowmass bus storage facility	Town of Snowmass Village	$ 9.00	$ 9.00	$ -	$ -	$ 9.00	$ 9.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
182	T49	3	Intermountain	Snowmass Mall Transit Plaza/Regional Transit Terminus Redevelopment	Town of Snowmass Village	$ -	$ -	$ -	$ -	$ -	$ -								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
183	T50	3	Intermountain	Structured park and ride reconstruction (Basalt, Carbondale, Brush Creek)	RFTA	$ 20.00	$ 20.00	$ -	$ -	$ 20.00	$ 20.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
184	T51	3	Intermountain	Terminal connection to BRT	Pitkin County	$ 4.00	$ 4.00	$ -	$ -	$ 4.00	$ 4.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
185	T52	3	Intermountain	Basalt Avenue pedestrian crossing Velocirfta BRT pedestrian crossing	Town of Basalt	$ 5.00	$ 5.00	$ -	$ -	$ 5.00	$ 5.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
186	T53	3	Intermountain	Buttermilk pedestrian crossing Velocirfta BRT pedestrian crossing	Pitkin County	$ 5.00	$ 5.00	$ -	$ -	$ 5.00	$ 5.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
187	T54	3	Intermountain	27th street pedestrian crossing Velocirfta BRT pedestrian crossing	City of Glenwood Springs	$ 5.00	$ 5.00	$ -	$ -	$ 5.00	$ 5.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
188	T55	3	Northwest	Build a park-n-ride facility in Hayden	City of Steamboat Springs Transit (SST)	$ 1.50	$ 1.50	$ -	$ -	$ 1.50	$ 1.50								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
189	T56	3	Northwest	Remodel existing transit facilities to increase storage and improve efficiency	City of Steamboat Springs Transit (SST)	$ 1.00	$ 1.00	$ -	$ -	$ 1.00	$ 1.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
190	T57	4	Greater Denver Area	Carbon Valley (SH 52 / I-25) Park-n-Ride	CDOT contribution to construction of Park-n-Ride in the Carbon Valley.	$ 1.00	$ 2.00	$ -	$ -	$ 1.00	$ 2.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
191	T58	4	Greater Denver Area	SH 119 / Longmont Expansion Park-n-Ride		$ 5.00	$ 5.00	$ -	$ -	$ 5.00	$ 5.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
192	T59	4	Greater Denver Area	SH 7 / Broomfield/Thornton Park-n-Ride		$ 10.00	$ 10.00	$ -	$ -	$ 10.00	$ 10.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
193	T60	4	North Front Range	Harmony Rd. Park-n-Ride Expansion	Expansion of exisitng Harmony Rd. Park-n-RIde at Harmony Rd. and I-25.	$ 1.50	$ 1.50	$ -	$ -	$ 1.50	$ 1.50								N/A	N/A	N/A	N/A	N/A	N/A	N/A			X	N/A	N/A		N/A
194	T61	4	North Front Range	SH 402 Park-n-Ride Improvements	Rehab and expansion of existing Park-n-Ride at SH 402 and I-25.	$ 2.00	$ 2.00	$ -	$ -	$ 2.00	$ 2.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A			X	N/A	N/A		N/A
195	T62	4	North Front Range	Harmony Road Transit Center Park-n-Ride		$ 3.00	$ 5.00	$ -	$ -	$ 3.00	$ 5.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
196	T63	4	North Front Range	Kendall Parkway/US 34/ Loveland Park-n-Ride		$ 15.00	$ 20.00	$ -	$ -	$ 15.00	$ 20.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
197	T64	4	North Front Range	Hwy 56 / Berthoud Park-n-Ride		$ 10.00	$ 10.00	$ -	$ -	$ 10.00	$ 10.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
198	T65	4	Upper Front Range	Invest in new bus facility	Berthoud Area Transit System (BATS)	$ 0.40	$ 0.40	$ -	$ -	$ 0.40	$ 0.40								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
199	T66	5	Gunnison Valley	SH 145 Park-n-Ride Lawson/Telluride/San Miguel County Park-n-Ride	Construction of a new Park-n-Ride on county owned property outside of Telluride near the intersection of SH 145 and Society Dr.	$ 1.00	$ 2.50	$ -	$ -	$ 1.00	$ 2.50								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
200	T67	5	Gunnison Valley	Construct a PnR in Nucla/Naturita area	Area providers	$ -	$ -	$ -	$ -	$ -	$ -								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
201	T68	5	Gunnison Valley	Construct a PnR in Ridgway	Area providers	$ -	$ -	$ -	$ -	$ -	$ -								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
202	T69	5	Gunnison Valley	Need more and safer bus pullouts and park and rides	Town of Telluride	$ -	$ -	$ -	$ -	$ -	$ -								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
203	T70	5	Gunnison Valley	Remodel and expand facilities	Town of Telluride	$ 0.50	$ 0.50	$ -	$ -	$ 0.50	$ 0.50								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
204	T71	5	Gunnison Valley	Add gondola parking and maintenance facility	Town of Mountain Village	$ 1.00	$ 1.00	$ -	$ -	$ 1.00	$ 1.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
205	T72	5	San Luis Valley	Establish park and ride and intermodal facility in Buena Vista	Area providers	$ -	$ -	$ -	$ -	$ -	$ -								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
206	T73	5	San Luis Valley	Establish park and ride and storage facility in Salida	Area providers	$ -	$ -	$ -	$ -	$ -	$ -								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
207	T74	5	San Luis Valley	Establish park and ride at Loaf-n-Jug site in Alamosa	Area providers	$ -	$ -	$ -	$ -	$ -	$ -								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
208	T75	5	San Luis Valley	Establish park and ride in Blanca	Area providers	$ -	$ -	$ -	$ -	$ -	$ -								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A

	Project Summary					Project Funding Need							SWP Goal Areas				Plan / STIP Status		Key Project / Corridor Attributes								Potential Funding Opportunities					
Line	Project ID	Region	TPR	Project Name	Project Description	Tier I $ Funding Need	Tier I $ Total	Tier II $ Funding Need	Tier II $ Total	Tier I/II $ Funding Need	Tier I/II $ Total	Other Funding Sources	Maintain the System	Mobility	Safety	Economic Vitality	Project/ Related Phase in STIP	Included in 2040 Plan	NHS Corridor	Freight Corridor	Con-gressional Corridor	Alt Fuels Corridor	Energy Corridor	Congested Corridor	Federal Lands Access	Multi-Modal	Tolling, P3, or Innovative Financing	SB 228	National Highway Freight Program (formula freight)	FASTLANE (Discretion-ary Grant)	TIGER	FLAP
209	T76	5	San Luis Valley	Establish park and ride in Fort Garland	Area providers	$ -	$ -	$ -	$ -	$ -	$ -								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
210	T77	5	San Luis Valley	Establish park and ride, bus pull-out in Conejos	Area providers	$ -	$ -	$ -	$ -	$ -	$ -								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
211	T78	5	San Luis Valley	Establish park and ride, bus pull-out in Del Norte	Area providers	$ -	$ -	$ -	$ -	$ -	$ -								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
212	T79	5	San Luis Valley	Establish park and ride, bus pull-out in Monte Vista	Area providers	$ -	$ -	$ -	$ -	$ -	$ -								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
213	T80	5	San Luis Valley	Establish park and ride, bus pull-out in Walsenburg	Area providers	$ -	$ -	$ -	$ -	$ -	$ -								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
214	T81	5	Southwest	Build a Transportation Center in Pagosa Springs	Archuleta County	$ -	$ -	$ -	$ -	$ -	$ -								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
215	T82	5	Southwest	Build Bus Barn	Southern Ute Community Action Programs	$ -	$ -	$ -	$ -	$ -	$ -								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
216	T83	5	Southwest	Build bus/vehicle shelter	Dolores	$ -	$ -	$ -	$ -	$ -	$ -								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
217	T84	5	Southwest	Central bus shelter with dispatch office	Dolores County Senior Services	$ 0.25	$ 0.25	$ -	$ -	$ 0.25	$ 0.25								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
218	T85	5	Southwest	Establish park and ride utilizing existing parking infrastructure where possible	Archuleta County	$ -	$ -	$ -	$ -	$ -	$ -								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
219	T86	5	Southwest	Establish park and ride utilizing existing parking infrastructure where possible	Cortez	$ -	$ -	$ -	$ -	$ -	$ -								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
220	T87	5	Southwest	Establish park and ride utilizing existing parking infrastructure where possible	Dolores	$ -	$ -	$ -	$ -	$ -	$ -								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
221	T88	1, 4	Greater Denver Area	North I-25 Commuter Rail Right of Way (ROW)	Purchase of ROW to facilitate development of commuter rail services in the North I-25 Corridor.	$ 38.00	$ 38.00	$ -	$ -	$ 38.00	$ 38.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A			X	N/A	N/A		N/A
222	T89	SW	Multiple	(14) 30-40 Passenger Capacity Over the Road (OTR) Coaches	Purchase of 14 OTR 30-40 passenger capacity coaches to support the expansion of Bustang and develop the CDOT Rural/Regional bus network.	$ 6.00	$ 6.00	$ -	$ -	$ 6.00	$ 6.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
					TOTAL - TRANSIT	$ 468.44	$ 483.44	$ -	$ -	$ 468.44	$ 483.44																						
					Bike/Ped Projects																											
					TBD																											
					TOTAL - BIKE/PED	$ -	$ -	$ -	$ -	$ -	$ -																					
					Other Transportation Projects																											
223	O1	SW	SW	Traffic Incident Management (TIM) Program	Expansion of TIM program throughout the state including staffing, vehicles, operations, maintenance, and vendor contracts.																											
224	O2	SW	SW	Traffic Management Operations Centers (TMOC)	Updates and modernizations to existing TMOCs, and potential new TMOCs in Regions 4 and 5.																											
225	O3	SW	SW	ITS Progammatic Improvements	Replacement and expanson of ITS including addiioanl ramp metering, expansion of communications networks, expanded app and software development to support public information, roadway weather management and information, and other new technologies.																											
226	O4	SW	SW	Corridor Operations Plan Development and Implementation	Development and implementation of Corridor Operations Plans. Improvements include maintenance turn around areas, chain up stations, and managed roadway technologies.																											
227	O5	SW	SW	Planning, Performance, and Transportation Demand Management (TDM)	TSMO planning and coordination, including expansion of TDM program, and support for corridor coalitions.																											
228	O6	SW	SW	RoadX Connected/Autonomous Vehicles Technology	Development of data platform to support connected/autonmous vehicles technology and RoadX corridor projects.																											
229	O7	SW	SW	Truck Parking	Implement recommendations of truck parking study, including potential acquisition, design, and construction of new truck parking facilities												P															
230	O8	SW	SW	Truck Parking Information Management System (TPIMS)	Develop TPIMs for Colorado on key freight corridors, integrating with systems in other States												P															
231	O9	SW	SW	Chain Up Stations	Implement improvements to chain up stations and add additional chain up stations																											
					TOTAL - OTHER	$ -	$ -	$ -	$ -	$ -	$ -																					

Highways	$ 2,550	$ 3,145	$ 6,622	$ 6,673	$ 9,171	$ 9,817
Transit	$ 468	$ 483	$ -	$ -	$ 468	$ 483
Bike/Ped	$ -	$ -	$ -	$ -	$ -	$ -
Other	$ -	$ -	$ -	$ -	$ -	$ -
TOTAL - DEVELOPMENT PROGRAM	$ 3,018	$ 3,628	$ 6,622	$ 6,673	$ 9,640	$ 10,301

Summary of FAST Act Freight Programs

National Highway Freight Program

Program Description

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

Program Goals

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

Eligible Projects

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

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

Funding Requirements

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

Nationally Significant Freight and Highway Projects (FASTLANE)

Program Description

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

Program Goals

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

Eligible Projects

- A highway freight project on the National Highway Freight Network (NHFN)
- A highway or bridge project on the National Highway System (NHS), including:
  - A project to add capacity to the Interstate system to improve mobility; or
  - A project in a national scenic area;
- A freight project that is:
  - A freight intermodal or freight rail project; or
  - A project within the boundaries of a public or private freight rail, or intermodal facility and that is a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility,
  - provided that the project will make a significant improvement to freight movements on the NHFN and that the Federal share of the project funds only elements of the project that provide

public benefits, and that the total assistance for these projects does not exceed $500 million over the period 2016-2020; or

- A railway-highway grade crossing or grade separation project.

Project Requirements

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

Eligible Project Costs

- Financial assistance received for a project may be used for:
    - development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities; and
    - construction, reconstruction, rehabilitation, acquisition of real property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements directly related to improving system performance.

Funding Requirements

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

Senate Bill 228
Draft Eligibility and Evaluation Criteria
October 2016

Eligibility Criteria				
E1. Is a "strategic" project (a project of regional or statewide significance serving regional or statewide travel needs, recognized as a high priority at the regional or statewide level, and representing a significant cost or long-term investment.)				
E2. Is identified in the 10-Year Development Program (i.e. is Tier I)				
E3. Is identified as a high priority at the project or corridor level in a Regional Transportation Plan or other Plan (i.e. State Highway Freight Plan, Transit Plan)				
E4. Is ready to go to advertisement by December 2018.				
Evaluation Criteria				
Criteria and Measures	**Low Score**	**Medium Score**	**High Score**	**Weighting**
1. Safety				TBD
1.1 Fatalities reduced	Number of fatalities reduced per year			
1.2 Serious injuries reduced	Number of serious injuries reduced per year			
1.3 Property damage only reduced	Number of property damage only reduced per year			
2. Maintaining the System				TBD
2.1 Pavement Drivability Life Index improvement	Drivability Life Index x Lane Miles Improved			
2.2 Bridge improvement	Improvement in bridge condition and function, as measured by improvements in structural deficiency scale, sufficiency rating, elimination of load restrictions, or low vertical clearances, or other improvements to bridge metrics identified in the Risk-Based Asset Management Plan.			
2.3 Other asset improvement	Project provides little to no upgrades to culverts, signs, pavement markings, tunnel improvements, or other roadway and roadside features that comprise the whole highway infrastructure network, from right-of-way line to right-of-way line	Project provides moderate upgrades and enhancements to culverts, signs, pavement markings, and other roadway and roadside features that comprise the whole highway infrastructure network, from right-of-way line to right-of-way line	Project provides significant upgrades and enhancements to culverts, signs, pavement markings, and other roadway and roadside features that comprise the whole highway infrastructure network, from right-of-way line to right-of-way line	
3. Mobility				TBD
3.1 Reliability or Travel Time	Project provides little or no reliability or travel time benefit	Project provides some reliability or travel time benefit	Project provides significant reliability or travel time benefit	
3.2 Modal choice	No modal choices provided by project	Project provides some modal choice for two of pedestrian, cycling, or transit modes	Project provides excellent modal choice for pedestrian, cycling, AND transit	
3.3 Connectivity and Accessibility	No improved accessibility or connectivity provided by project	Project provides some improved accessibility or connectivity to regionally-important centers	Project provides substantially improved accessibility or connectivity to regionally-important centers	
4. Economic Vitality				TBD
4.1 Economic Impact	Estimation of project economic impacts (using economic analysis tool such as TREDIS or AASHTO EconWorks, or qualitative assessment if data is unavailable for analysis)			
5. Other Considerations				TBD
5.1 Resiliency	Project does not improve the resilience of transportation infrastructure.	Project will somewhat improve the resilience of transportation infrastructure by incorporating betterments that mitigate the risks of economic, social, or environmental impacts.	Project will significantly improve the resilience of transportation infrastructure by incorporating betterments that mitigate the risks of economic, social, or environmental impacts.	
5.2 Redundancy	Project improves a corridor segment with a high level of redundancy	Project improves a corridor segment with a medium level of redundancy	Project improves a corridor segment with a low level of redundancy or adds redundancy	
5.3 Builds on Other Funding or Phases	Project does not build on recent prior phases or corridor investments, or leverage other funds.	Project builds on recent prior phases or corridor investments, *or* leverages other funds	Project builds on recent prior phases or corridor investments *and* leverages other funding.	
6. Estimated Project Cost				

National Highway Freight Program
Draft Eligibility and Evaluation Criteria
October 2016

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

COLORADO
Department of Transportation
Division of Accounting and Finance

4201 East Arkansas Avenue, Room 262
Denver, CO 80222

MEMORANDUM

TO: TRANSPORTATION COMMISSION
FROM: MARIA SOBOTA, CHIEF FINANCIAL OFFICER (CFO)
DATE: OCTOBER 19, 2016
SUBJECT: FY 2015-16 REVENUE RECONCILIATION AND FY 2016-17 TRANSPORTATION COMMISSION CONTINGENCY RESERVE FUND (TCCRF) RECONCILIATION

Purpose

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

Action

The Division of Accounting and Finance (DAF) is asking the Transportation Commission (TC) to review surplus fund balances from FY 2015-16. Funding considerations that are reviewed will be vetted through the normal monthly supplement process. The TC is also being asked to engage in a policy discussion regarding the uses of the TCCRF.

Background & Details

At the close of each fiscal year, DAF compares the forecasted revenues to the actual revenues and recommends a course of action to the TC for any surpluses or deficits.

FY 2015-16 Unaudited Revenue Reconciliation

The final FY 2015-16 revenue reconciliation was drafted using supplemental documents provided by the Colorado Department of Revenue (DOR) and the Federal Highway Administration (FHWA). Given that the federal fiscal year ended September 30, 2016, FY 2015-16 reconciling amounts have changed since they were first presented at the September TC Budget Workshop. CDOT is eligible to receive an increase in the annual allocation known as Federal Redistribution. The amount available to states varies each year. For FY 2014-15, CDOT received $27.8 million. In FY 2015-16, CDOT has been notified that the amount is $48.0 million. This surplus allows the Department to increase its budget authority in the current fiscal year.

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

- CDOT had previously estimated revenues for the FY 2015-16 budget of $1.497 billion, while actual FY 2015-16 revenues totaled $1.577 billion, creating a surplus of $80.5 million. This includes the additional federal obligation authority (FY 2015-16 redistribution). The FY 2015-16 surplus is primarily due to higher than forecasted State Highway User Tax Fund revenues ($26.1 million), as well as CDOT receiving more Federal Redistribution funds than anticipated ($48.0 million).

- The Colorado High Performance Transportation Enterprise (HPTE) estimated revenues for FY 2015-16 of $2.6 million, and received actual revenue in the amount of $4.7 million, leaving a surplus of $2.1 million. This surplus is primarily due to higher than forecasted I-70 Mountain Express Lane toll revenue and sales of switchable transponders for the US36 corridor.

- The Colorado Statewide Bridge Enterprise estimated revenues for the FY 2015-16 of $124.1 million, and received actual in the amount of $124.4 million, creating a surplus of $0.3 million. This surplus is primarily due to higher than forecasted FASTER Safety Bridge Surcharge revenues.

Final FY 2015-16 revenue may change after the October 2016 TC meeting. Any changes will be noted, if necessary, during the November 2016 TC meeting.

Transportation Commission Contingency Reserve Fund (TCCRF) Surplus Fund Reconciliation

Last month, DAF provided a preliminary FY 2016-17 Surplus Fund Reconciliation using revenue estimates during the budget workshop. The following reconciliation has been updated from September to reflect the final FY 2015-16 Highway User Tax Fund (HUTF) year-end revenue distribution from the State Department of the Treasury.

After September's TC meeting, there was a $148.8 million balance in the TCCRF, of which $80.1 million comes from FY 2015-16 Surplus balances, and $68.6 million from the existing TCCRF balance. In addition to the October 2016 budget supplement item for $881,823, staff has reserved and noted necessary funding needs totaling $48.0 million (including State Match for Emergency Relief, Right of Way Acquisitions, and Miscellaneous), bringing the projected contingency balance down to $99.9 million by June 2017. Staff has also noted possible future funding initiatives in Table 1 (below), totaling $46.3 million, which would reduce the TCCRF to $53.7 million by June 2017, absent other allocations.

In September, DAF provided potential uses of the TCCRF balance for October, with the expectation of asking for TC approval on numerous initiatives in the October budget supplement. However, based on recent economic forecasts, the state budget for FY 2016-17 is expected to be in deficit by upwards of $226.5 million, according to the Office of State Planning and Budgeting (OSPB). Reasons for this deficit include lower expectations for sales and use taxes and corporate income tax collections. Because of the statewide deficit, it is in the best interests of the TC to wait until more information is available regarding potential Senate Bill (SB) 09-228 funding for FY 2016-17 and beyond before making funding decisions.

Table 1: Cost Center & Revenue Reconciliation

FY 2015-16 Cost Center & Revenue Reconciliation		
FY 2015-16 Roll Forwards to TC Contingency:		
Estimated Remaining Cost Center Fund Balances		$ 53,239,168
Automatic Roll Forwards (State Highway Fund)		$ (44,997,114)
Total Approved Roll Forward Requests:		$ (3,949,972)
· Roll Forward Requests Approved by TC - August	$ (2,630,000)	
· Roll Forward Requests Approved by Executive Management Team - August	$ (1,319,972)	
Remaining Balance after Roll Forwards		$ 4,292,082
Estimated State and Federal Flexible Fund Revenue over the FY 2015-16 Budget		$ 34,604,887
Federal Obligation Redistribution Estimate for FY 2015-16 Budget		$ 48,047,076
Damage Recovery, Sale of Property and CDC Funds (Applied Directly to Cost Centers Facilitating Highway Repairs)		$ (6,735,325)
Estimated FY 2015-16 Surplus to TC Contingency		**$ 80,208,720**
FY 2016-17 Transportation Commission Contingency Reserve Fund (TCCRF) Reconciliation		
Estimated FY 2015-16 Surplus to TC Contingency		**$ 80,057,099**
FY 2016-17 October Beginning TCCRF Balance		**$ 68,578,306**
FY 2016-17 October Beginning TCCRF Balance (with FY 2015-16 Roll Forwards)		**$ 148,787,026**
FY 2016-17 October Pending Budget Supplement Items:		$ (881,823)
· State Match & Advance Funding for ER and Permanent Flood Repairs	$ (881,823)	
FY 2016-17 October TCCRF Balance		**$ 147,905,203**
Reserved Funding for Anticipated Funding Needs (For TC Consideration):		
· Allocation of Federal ER Funds for FY15 Flood		$ -
· FY 2016-17 State Match for Emergency Relief/Permanent Recovery		$ (9,500,000)
· FY 2016-17 Right of Way Acquisitions		$ (20,000,000)
· FY 2016-17 State Match for Spring 2015 Floods		$ (2,500,000)
· Estimated Miscellaneous TCCRF Funding Requests (8 months)		$ (16,000,000)
Projected Contingency Balance - June, 2017		**$ 99,905,203**
Possible Future Funding Considerations* (To Be Determined)		$ (46,250,000)
· Striping Initiative	$ (1,000,000)	
· Maintenance Resurfacing Program Initiative	$ (10,000,000)	
· RoadX	$ (13,750,000)	
· TSM&O	$ (11,500,000)	
· Asset Management	$ (10,000,000)	
Projected Contingency Balance (with Future Funding Initiatives) - June, 2017		**$ 53,655,203**

*Possible future funding considerations do not include all possible future needs, such as Permanent Recovery Funding (as presented in the "Rake" presentation from October), which will be discussed further in November.

Key Benefits

Due to the FY 2015-16 reconciliation, an increase in final expected revenue will allow the TC to allocate additional resources to important priorities in FY 2016-17 and beyond. Enhancement of TCCRF use policies will enable the TC and Department staff to clearly outline available flexible funding for TC disbursement.

Options and Recommendations

N/A

Next Steps

During FY 2016-17, DAF will provide a list of FY 2016-17 funding requests recommended by Department staff for TC review and approval through the monthly Budget Supplement process. FY 2017-18 Decision Item requests will be presented to the TC in January 2017 as part of DAF's Work Plan Budget process.

Attachments

Attachment A – FY 2015-16 Final Revenue Reconciliation

Attachment A: Colorado Department of Transportation
FY 2015-16 Final Revenue Reconciliation*

	REVENUE SOURCE	FY 2015-16 March 2016 Amended Budget (FAST Act)	FY 2015-16 Actuals	Comparison Actuals - Forecast	NOTES
1	**STATE FUNDS**				
2	HUTF Revenue to CDOT	412,477,300	438,529,305	26,052,005	
3	CDOT Miscellaneous Revenue	19,200,000	27,249,908	8,049,908	$6,235,325 already distributed to cost centers. $1,814,582 left to allocate.
4	General Fund Revenue to CDOT	199,200,000	199,700,000	500,000	Includes Capital Construction funds ($500,000), which have already been budgeted to a project.
5	State Infrastructure Bank	500,000	396,767	(103,233)	
6	State Safety Education Funds	3,000,000	3,303,474	303,474	
7	Aeronautics Funds	19,444,747	15,248,508	(4,196,239)	Result of two significant tax filing adjustments from Department of Revenue.
8	**TOTAL STATE FUNDS**	**653,822,047**	**684,427,962**	**30,605,914**	
9	**FASTER FUNDS**				
10	FASTER Safety - State Share to CDOT	106,300,000	107,318,330	1,018,330	
11	FASTER Safety - Local Share for Rail and Transit	5,000,000	5,000,000	0	
12	**TOTAL FASTER FUNDS**	**111,300,000**	**112,318,330**	**1,018,330**	
13	**FEDERAL FUNDS**				
14	Federal Highway Administration - Flexible	380,910,776	380,913,750	2,974	
15	Federal Highway Administration - Inflexible	117,108,534	117,420,890	312,356	
16	Federal Transit Administration	20,108,125	18,917,399	(1,190,726)	
17	National Highway Traffic Safety Administration	7,640,000	9,121,613	1,481,613	
18	Federal Aviation Administration	0	255,105	255,105	
19	**TOTAL NON- EMERGENCY FEDERAL FUNDS**	**525,767,435**	**526,628,757**	**861,322**	
20	**LOCAL MATCHING FUNDS**				
21	Local Match for FHWA Funding	21,153,486	21,153,623	137	
22	Local Match for FTA Funding	10,213,973	10,160,038	(53,935)	
23	**TOTAL LOCAL MATCHING FUNDS**	**31,367,459**	**31,313,661**	**(53,798)**	
24	**Total Colorado Department of Transportation Revenue**	**1,322,256,941**	**1,354,688,710**	**32,431,768**	
	ADDITIONAL FEDERAL OBLIGATION AUTHORITY - PERMANENT RECOVERY & REDISTRIBUTION				
25	Federal Highway Administration - Permanent Recovery	174,500,000	174,500,000	0	
26	Federal Highway Administration - Redistribution	0	48,047,076	48,047,076	
27	**TOTAL ADDITIONAL FEDERAL OBLIGATION AUTHORITY**	**174,500,000**	**222,547,076**	**48,047,076**	
28	**Total Colorado Department of Transportation Revenue & Obligation Authority**	**1,496,756,941**	**1,577,235,786**	**80,478,844**	

Notes:

Total CDOT Flexible Revenue & Federal Obligation	*1,011,788,076*	*1,094,440,039*	*82,651,963*
Total CDOT Inflexible Revenue & Federal Obligation	*484,968,865*	*482,795,747*	*(2,173,118)*

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

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

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

	REVENUE SOURCE	FY 2015-16 March 2016 (FAST Act)	FY 2015-16 Actuals	Comparison Actuals - Forecast	NOTES
42	**STATE FUNDS**				
43	Tolling Fee Revenue (Enterprise)	0	358,372	358,372	
44	Tolling Violations	0	780	780	
45	Interest Income - Exempt	200,000	337,182	137,182	
46	Fee for Service	2,000,000	2,000,000	0	
47	**TOTAL STATE FUNDS**	**2,200,000**	**2,696,334**	**496,334**	
48	**LOCAL CONTRIBUTIONS**				
49	Managed Lanes Revenue	375,000	1,999,755	1,624,755	Transponder sales & Concessionaire payment
50	**TOTAL LOCAL CONTRIBUTIONS**	**375,000**	**1,999,755**	**1,624,755**	
51	**High Performance Transportation Enterprise Revenue**	**2,575,000**	**4,696,089**	**2,121,089**	
52	**Total Transportation Revenue & Federal Obligation**	**1,623,431,941**	**1,706,296,799**	**82,864,858**	

Notes:

*Revenue is subject to change pending final audit.

COLORADO
Department of Transportation
Division of Accounting and Finance

4201 East Arkansas Avenue, Room 262
Denver, CO 80222

MEMORANDUM

TO: TRANSPORTATION COMMISSION
FROM: MARIA SOBOTA, CHIEF FINANCIAL OFFICER (CFO)
DATE: OCTOBER 19, 2016
SUBJECT: FY 2017-18 ANNUAL BUDGET

Purpose

This memorandum summarizes information to be discussed during the October TC budget workshop and Transportation Commission meeting, including the following FY 2017-18 budget topics: 1) FY 2017-18 Revenue Estimates; 2) FY 2017-18 Annual Draft Budget Allocation; and 3) FY 2017-18 Budget Narrative.

Action

The TC is being asked to review FY 2017-18 revenue estimates, the FY 2017-18 Program Budget, and the FY 2017-18 Draft Budget Narrative, and to provide feedback to the Department in preparation for the adoption of the FY 2017-18 Draft Annual Budget in November 2016 (TC will be asked to adopt final budget after revenue forecasts are updated in March 2017). The TC is being asked to consider a new line item for "Strategic Projects – Staff Recommendations".

Background & Details

FY 2017-18 Revenue Estimates

The FY 2017-18 Annual Draft Budget Allocation is based on updated FY 2017-18 revenue estimates (see Attachment A). There are no significant changes from the forecast presented to the TC in September.

Estimated FY 2017-18 revenue from all transportation funding sources are $10.5 million higher than current FY 2016-17 projections. A minor growth in gas tax revenue, FASTER funds, and flexible federal revenue is offset by lower Senate Bill (SB) 09-228 forecasts versus the previous year.

- CDOT's FY 2017-18 estimated revenues for next fiscal year's Draft Budget are $1.455 billion, which is an increase of $22.1 million, or 1.5%, from current FY 2016-17 revenue estimates. The majority of the increase is driven by flexible Highway User Tax Fund (HUTF) revenue and the temporary suspension of the $15.0 million transfer to Bridge Enterprise.

  The Office of State Planning and Budget (OSPB) and Legislative Council Services (LCS) have both updated their economic forecasts and are now projecting divergent SB 09-228 General Fund transfers in FY 2017-18 and FY 2018-19. OSPB is projecting a 50% transfer ($109.3 million) in FY 2017-18 and a 50% transfer ($115.2 million) in FY 2018-19, while LCS is still projecting a full transfer ($217.7 million) in FY 2017-18 and a 50% transfer ($114.9 million) in

FY 2018-19.

- Colorado's High Performance Transportation Enterprise (HPTE) FY 2017-18 estimated revenues for next fiscal year's Draft Budget are $11.2 million, which is an increase of $5.5 million over FY 2016-17. This is due to a $2.7 million increase in the Fee-for-Service and a $2.8 million increase in estimated toll and express lanes revenue on the I-25 North and I-70 mountain corridors.

- Colorado's Statewide Bridge Enterprise (CBE) FY 2017-18 estimated revenues for next fiscal year's Draft Budget are $112.2 million, which is a decrease of $14.4 million over FY 2016-17 revenue. The decrease is driven by the temporary suspension of the $15.0 million of federal revenue to CBE from CDOT for three years beginning in FY 2017-18.

FY 2017-18 Decision Items

Beginning with the FY 2016-17 Annual Budget, the Division of Accounting and Finance (DAF) moved to a Work Plan Budget process, whereby each Division/Region within CDOT would submit their own budget allocation plan. For FY 2017-18, DAF has expanded this process to account for all Division/Region Decision Items. Decision Item requests will be summarized and, in accordance with Policy Directive (PD) 703.0, presented to the TC in January 2017 for approval and placement into the Final FY 2017-18 Annual Budget.

FY 2017-18 Draft Program Allocation Budget

The FY 2017-18 Draft Annual (One Sheet) Budget is not yet balanced, as DAF awaits direction from the TC for allocation of $11.3 million in flexible revenues. CDOT, Bridge Enterprise (BE), and the High Performance Transportation Enterprise (HPTE) budgets are developed separately. Enterprise budgets are further detailed in the fall by the respective Enterprise boards. Supporting documents attached to the memorandum include the Department's Public Friendly FY 2017-18 Draft One Sheet Budget (see Attachment C) and the accompanying Proposed Budget Allocation Plan Narrative (see Attachment D). This narrative will not be returned to the TC for approval unless the TC requests substantial changes.

Budget amounts for the FY 2017-18 Annual One Sheet Budget are initially based on CDOT's revenue model and asset management plan. Unlike TC-directed programs, programs that receive dedicated revenues (the revenues obtained for a particular program) must be allocated to that program and are based on the current FY 2017-18 revenue estimates. The following criteria will be used to allocate program funds for the Department's FY 2017-18 Proposed One Sheet Budget:

- All revenue specific to a program (i.e. FAST Act and State programs such as Safety Education, FASTER, and Aeronautics) will automatically be adjusted based on the FY 2017-18 revenue estimate.
- All other programs are initially based on the FY 2016-17 budget amounts as approved by the TC in March 2016.

The FY 2017-18 Draft One Sheet Budget reflects several changes from the FY 2016-17 Final Budget. Changes include:

- **Total:** The total Transportation Department's budget is $1.574 billion, representing a net increase of $10.5 million from current FY 2016-17 revenue projections of $1.563 billion, or 0.7%.
- **Maintain (Line 32):** Maintaining current infrastructure is one of CDOT's primary missions. The FY 2017-18 total maintenance budget, including Maintenance Levels of Service (MLOS) and most of Asset Management, equals $747.2 million. In FY 2017-18, all $128.9 million of transportation (Trans) bond funding was re-allocated to the following Asset Management categories as directed by the TC in Program Distribution dated February 2014. Reallocation of Trans bond funding maintains spending at previous years' levels (which included RAMP).
    - **Surface Treatment (Line 14):** Due to the Trans bond retirement, this line will increase by $81.4 million.
    - **Structures on System (Line 15):** Due to the Trans bond retirement and the $15.0 million temporary suspension of the Bridge Enterprise transfer, this line will increase by $25.9 million.
    - **Road Equipment (Line 28):** Due to the Trans bond retirement, this line will increase by $23.0 million.
    - **Property (Line 30):** Due to the Trans bond retirement, this line will increase by $7.5 million.
- **Highway Safety Improvement Program (HSIP) (Line 18):** CDOT has budgeted an FHWA Section 164 penalty amount into HSIP for FY 2017-18, increasing allocations by $12.2 million.
- **FASTER Safety (Line 22):** Increases by $4.7 million due to population increases.
- **ITS Maintenance (Line 37):** Due to the Trans bond retirement, this line will increase by $8.0 million.
- **Americans with Disability Act (ADA) Compliance (Line 44):** Introduction of ADA Compliance due to federal regulations creates a new $10.5 million program.
- **Strategic Projects (Including I-25 North) (Line 56):** Due to a reduction in the Senate Bill (SB) 09-228 transfer for FY 2017-18, this line has decreased by $43.8 million.
- **TC Contingency (Line 103):** The department has recommended a $16.5 million allocation to the TCCRF for FY 2017-18, similar to last year's allocation.
- **Debt service (Line 107):** After FY 2016-17, the department will have paid off the Trans bond initiative, creating a reduction of $128.9 million that will be reallocated to Asset Management for FY 2017-18. Staff has also asked that the remaining $38.9 million from previous years' annual Trans bond payment (totaling $167.8 million) be allocated to Asset Management for FY 2017-18 and beyond.
- **Bridge Enterprise Projects (Line 7):** The TC has temporarily suspended the $15.0 million transfer to CBE for three years beginning in FY 2017-18.
- **HPTE Express Lanes Revenue (Line 14):** HPTE has estimated tolling and other express lanes revenue of $6.4 million on the I-25 North and I-70 Mountain Corridors for FY 2017-18.
- **HPTE Fee for Service increase (Line 20):** An HPTE "Fee-for-Service" charge of $4.8 million was budgeted for CDOT in FY 2017-18, an increase of $2.7 million from FY 2016-17.

FY 2017-18 Revenue Surplus

Department staff is asking the TC for direction on approximately $11.3 million in flexible, unallocated funding for FY 2017-18. For the FY 2017-18 budget, DAF previously allocated $16.5 million in flexible revenue to the TCCRF based on an analysis completed that studied the four-year history of TCCRF allocations, including emergency spending (see next memorandum). An average of $16.5 million was expended for true emergencies over four years. Department staff is

recommending that the TCCRF be replenished with this amount for FY 2017-18, with the remaining flexible funding of $11.3 million to be discussed during the policy discussion of the TCCRF (see below).

Transportation Commission Contingency Reserve Fund Policy Discussion

Department staff is asking the TC to discuss potential policy changes and budget line item re-structuring of the TCCRF that will enhance presentation and clarification of TC-flexible funds. Specifically, the TC is being asked to consider separating emergency funding versus flexible funding available for program requests in a line titled "Strategic Programs: Staff Recommendations".

FY 2017-18 Proposed Budget Allocation Plan Narrative

The attached Proposed Budget Allocation Plan contains current program description and funding detail supporting the Draft Budget. A new program fact sheet for ADA is included in the FY 2017-18 narrative. The Draft Budget Narrative will not be included in future TC packets unless there are significant moderations.

Key Benefits

The TC is being asked to provide its initial thoughts and recommendations on the FY 2017-18 Draft Program Budget, including direction on $11.3 million of flexible revenue. DAF compilation of Decision Items for presentation during the January 2017 Budget Workshop will allow the TC to make an informed choice between all submitted Decision Item requests using available flexible revenue.

Options and Recommendations

1. TC makes decisions on allocating the entire $11.3 million revenue surplus for FY 2017-18. TC decides to create a new line for FY 2017-18 for Staff Recommended Strategic Projects---**STAFF RECOMMENDATION.**
2. TC allocates a portion of revenue surplus to the new Strategic Projects line and/or asks for more information before the November adoption of the Draft FY 2017-18 Annual Budget.
3. TC declines to create new line item for Staff Recommended Strategic Projects and puts all flexible revenue in the TCCRF for FY 2017-18.

Next Steps

In November 2016, DAF will:

- Update the Administration line item (line 66) based on common policies provided by the Governor's Office. This update may alter other line items, including Operations (line 63) and flexible revenue available for TC allocation.
- Provide the Draft FY 2017-18 Annual Budget, including changes related to topics discussed during October.
- Ask the TC for adoption of the FY 2017-18 Draft Narrative Budget for submission to the Office of State Planning and Budget (OSPB) on or before December 15, 2015.

Attachments

Attachment A – FY 2017-18 Revenue Forecast Comparison
Attachment B – FY 2017-18 Draft Budget Allocation Sources and Use of Funds Chart
Attachment C – FY 2017-18 Draft Annual Budget Comparison ("One Sheet")
Attachment D – FY 2017-18 Draft Narrative Budget

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

	REVENUE SOURCE	FY 2016-17 Revenue Projections Updated Adopted Budget (June 2016)	FY 2017-18 September 2016 Forecast	Comparison FY 2017-18 Forecast - FY 2016-17 Budget	NOTES
1	**STATE FUNDS**				
2	HUTF Revenue to CDOT	426,590,727	459,397,270	32,806,543	Result of increased registration fee revenues resulting from growing Colorado population
3	CDOT Miscellaneous Revenue	27,026,368	26,503,188	(523,181)	
4	General Fund Revenue to CDOT	158,500,000	109,800,000	(48,700,000)	Updated with September OSPB/LCS forecasts
5	State Infrastructure Bank	420,804	400,000	(20,804)	
6	State Safety Education Funds	4,274,859	3,870,410	(404,449)	
7	Aeronautics Funds	17,437,440	19,440,000	2,002,560	
8	**TOTAL STATE FUNDS**	**634,250,198**	**619,410,868**	**(14,839,330)**	
9	**FASTER FUNDS**				
10	FASTER Safety - State Share to CDOT	107,853,157	112,517,819	4,664,662	Increased as a result of growing Colorado population
11	FASTER Safety - Local Share for Rail and Transit	5,000,000	5,000,000	0	
12	**TOTAL FASTER FUNDS**	**112,853,157**	**117,517,819**	**4,664,662**	
13	**FEDERAL FUNDS**				
14	Federal Highway Administration - Flexible	381,485,317	404,286,404	22,801,087	Additional $15 million in flexible Obligation Limitation resulting from suspension of transfer to BE
15	Federal Highway Administration - Inflexible	117,298,611	122,538,589	5,239,978	Federal apportionments expected to grow from year to year over length of FAST Act
16	Federal Transit Administration	19,401,078	19,798,092	397,014	
17	National Highway Traffic Safety Administration	8,339,629	9,989,439	1,649,810	
18	Federal Aviation Administration	335,657	60,000	(275,657)	
19	**TOTAL NON- EMERGENCY FEDERAL FUNDS**	**526,860,292**	**556,672,524**	**29,812,232**	
20	**LOCAL MATCHING FUNDS**				
21	Local Match for FHWA Funding	21,116,465	21,560,307	443,842	
22	Local Match for FTA Funding	10,433,356	10,376,921	(56,435)	
23	**TOTAL LOCAL MATCHING FUNDS**	**31,549,821**	**31,937,228**	**387,407**	
24	**Total Colorado Department of Transportation Revenue**	**1,305,513,468**	**1,325,538,439**	**20,024,971**	
	ADDITIONAL FEDERAL OBLIGATION AUTHORITY - PERMANENT RECOVERY & REDISTRIBUTION				
25	Federal Highway Administration - Permanent Recovery	127,400,000	129,500,000	2,100,000	Request to FHWA for Permanent Recovery funds has been submitted. CDOT awaiting response from FHWA. This forecast is subject to change.
26	Federal Highway Administration - Redistribution				
27	**TOTAL ADDITIONAL FEDERAL OBLIGATION AUTHORITY**	**127,400,000**	**129,500,000**	**2,100,000**	
28	**Total Colorado Department of Transportation Revenue & Obligation Authority**	**1,432,913,468**	**1,455,038,439**	**22,124,971**	

Notes:

Total CDOT Flexible Revenue & Federal Obligation	*993,602,412*	*999,986,862*	*6,384,449*
Total CDOT Inflexible Revenue & Federal Obligation	*439,311,056*	*455,051,577*	*15,740,522*

Colorado Statewide Bridge Enterprise
FY 2017-18 Revenue Forecast Comparison

	REVENUE SOURCE	FY 2016-17 Revenue Projections	FY 2017-18	Comparison	NOTES
		Adopted Budget (March 2016)	September 2016 Forecast	FY 2017-18 Forecast - FY 2016-17 Budget	
29	**STATE FUNDS**				
30	Other Enterprise Charges	0	0	0	
31	Interest Income - Exempt	3,500,000	1,711,000	(1,789,000)	Decreased interest income based on decreased forecasted cash balance.
32	Cost Recovery	0	0	0	
33	**TOTAL STATE FUNDS**	**3,500,000**	**1,711,000**	**(1,789,000)**	
34	**FASTER FUNDS**				
35	FASTER - Bridge Surcharge	102,100,000	104,630,664	2,530,664	
36	**TOTAL FASTER FUNDS**	**102,100,000**	**104,630,664**	**2,530,664**	
37	**FEDERAL FUNDS**				
38	Buy America Bonds Credit	6,000,000	5,900,000	(100,000)	
39	Re-distributed FHWA for BE Projects	15,000,000	0	(15,000,000)	September 2016 TC Decision to suspend in FY 2017-18
40	**TOTAL FEDERAL FUNDS**	**6,000,000**	**5,900,000**		
41	**Statewide Bridge Enterprise Revenue**	**126,600,000**	**112,241,665**	**(14,258,335)**	

Colorado High Performance Transportation Enterprise
FY 2017-18 Revenue Forecast Comparison

	REVENUE SOURCE	FY 2016-17 Revenue Projections	FY 2017-18	Comparison	Comparison
		Adopted Budget (March 2016)	September 2016 Forecast	FY 2017-18 Forecast - FY 2016-17 Budget	March - September
42	**STATE FUNDS**				
43	Tolling Fee Revenue (Enterprise)	2,719,192	5,268,000	2,548,808	
44	Tolling Violations	0	0	0	
45	Interest Income - Exempt	208,800	200,000	(8,800)	
46	Fee for Service	2,080,000	4,774,500	2,694,500	
47	**TOTAL STATE FUNDS**	**5,007,992**	**10,242,500**	**5,234,508**	
48	**LOCAL CONTRIBUTIONS**				
49	Miscellaneous Express Lanes Revenue	695,000	920,000	225,000	
50	**TOTAL LOCAL CONTRIBUTIONS**	**695,000**	**920,000**	**225,000**	
51	**High Performance Transportation Enterprise Revenue**	**5,702,992**	**11,162,500**	**5,459,508**	
52	**Total Transportation Revenue & Federal Obligation**	**1,563,136,460**	**1,573,668,103**	**10,531,644**	

Notes:

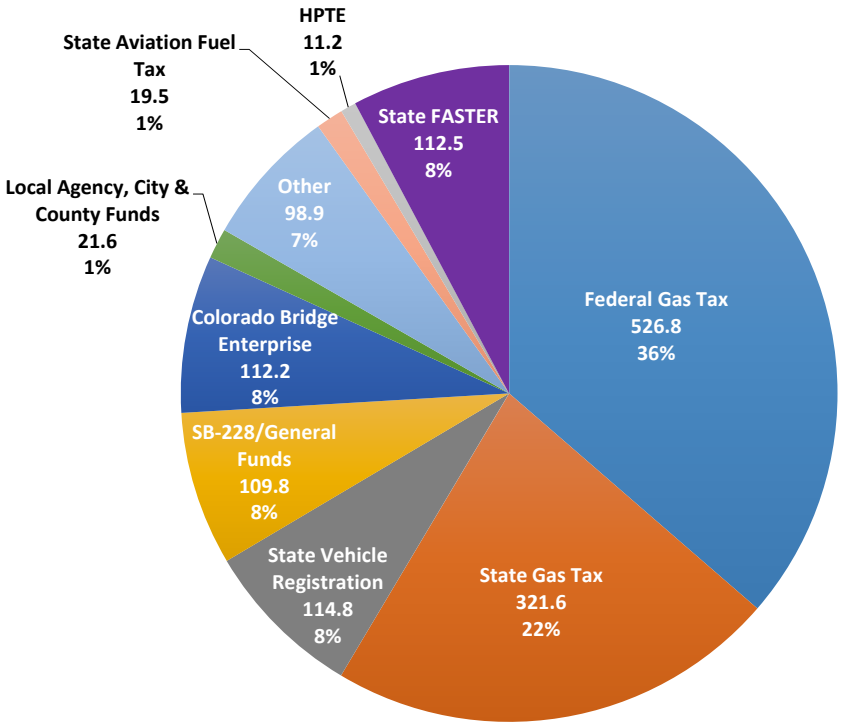
Total FY 2017-18 Revenue is $4,774,500 less than sum of CDOT, HPTE, & CBE revenue due to Fee for Service from CDOT to HPTE

Attachment B:

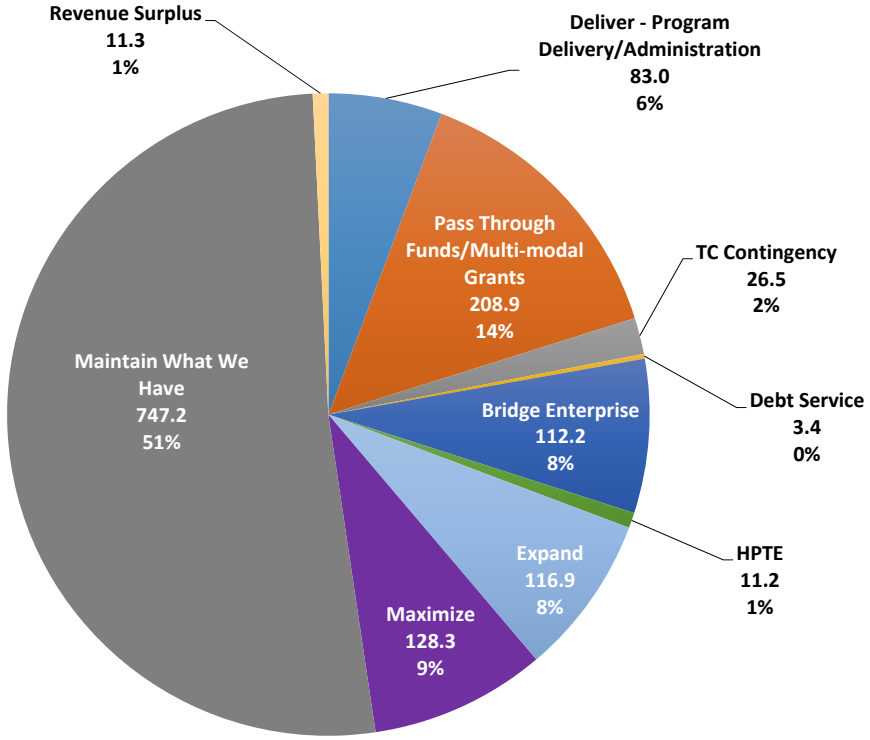
Fiscal Year 2017-18 Sources & Uses ($1.44B*)

State Fiscal Year: July 1 – June 30

CDOT Sources of Funds



CDOT Uses of Funds



*Does not include $129.5 M of Permanent Recovery Funds.

Attachment C: Colorado Department of Transportation
FY 2017-18 Draft Annual Budget Comparison

	Budget Category		Program Area	Directed by	TC Approved FY 2016-17 Budget	FY 2017-18 Allocations	FY 2017-18 Over (Under) FY 2016-17	Funding Source
1	**Maintain - Maintaining What We Have**							
2		**CDOT Performed Work**						
3			Roadway Surface	TC	39,207,301	36,527,517	(2,679,784)	SH
4			Roadside Facilities	TC	22,031,593	24,541,847	2,510,254	SH
5			Roadside Appearance	TC	8,582,670	10,703,416	2,120,746	SH
6			Structure Maintenance	TC	12,206,661	6,149,783	(6,056,878)	SH
7			Tunnel Activities	TC	7,181,237	5,984,466	(1,196,771)	SH
8			Snow and Ice Control	TC	76,064,129	79,083,737	3,019,608	SH
9			Traffic Services	TC	66,254,514	65,457,519	(796,995)	SH
10			Planning and Scheduling	TC	15,584,857	17,306,562	1,721,704	SH
11			Material, Equipment and Buildings	TC	15,487,037	17,745,153	2,258,116	SH
12					**262,600,000**	**263,500,000**	**900,000**	
13		**Contracted Out Work**						
14			Surface Treatment /2	TC	145,125,000	226,525,000	81,400,000	FHWA/ SH/ 09-108: $0.98M
15			Structures On-System Construction /1 /2	TC	35,068,000	60,980,000	25,912,000	FHWA/ SH/ 09-108: $16.12M
16			Structures Inspection and Management /2	TC	4,532,000	9,080,000	4,548,000	SH
17			Geohazards Mitigation /1	TC	10,000,000	10,300,000	300,000	09-108: $10.3M
18			Highway Safety Improvement Program	FR	30,299,407	42,518,853	12,219,446	FHWA / SH
19			Railway-Highway Crossings Program	FR	3,275,850	3,347,359	71,509	FHWA / SH
20			Hot Spots	TC	2,167,154	2,167,154	0	FHWA / SH
21			Traffic Signals /1 /2	TC	16,900,000	15,545,646	(1,354,354)	09-108: $12.6M
22			FASTER - Safety Projects	TC	57,853,157	62,517,819	4,664,662	09-108
23			Permanent Water Quality Mitigation	TC	6,500,000	6,500,000	0	FHWA / SH
24			Maintain-Related Indirects/Overhead /2				0	
25			Maintain-Related CDOT Construction Engineering /2				0	
26					**311,720,568**	**439,481,831**	**127,761,263**	
27		**Capital Expenditure**						
28			Road Equipment /2	TC	-	23,000,000	23,000,000	SH
29			Capitalized Operating Equipment	TC	3,760,247	3,760,247	0	SH
30			Property /2	TC	10,000,000	17,500,000	7,500,000	SH
31					**13,760,247**	**44,260,247**	**30,500,000**	
32				**Total:**	**588,080,815**	**747,242,078**	**159,161,263**	
33	**Maximize - Safely Making the Most of What We Have**							
34		**CDOT Performed Work**						
35			TSM&O: Performance Programs and Services	TC	607,619	607,619	0	SH
36			TSM&O Traffic Incident Management	TC	1,989,156	1,989,156	0	SH
37			TSM&O: ITS Maintenance	TC	17,600,000	25,600,000	8,000,000	SH
38					**20,196,775**	**28,196,775**	**8,000,000**	
39		**Contracted Out Work**						
40			Safety Education	Comb	12,973,628	14,361,809	1,388,181	NHTSA / SSE
41			TSM&O: Congestion Relief	TC	4,750,000	4,750,000	0	FHWA / SH
42			Regional Priority Program	TC	48,609,000	48,375,000	(234,000)	FHWA / SH
43			Road X	TC	12,096,525	12,096,525	0	FHWA / SH
44			ADA Compliance		-	10,500,000		
45			Maximize-Related Indirect/Overhead /2				0	
46			Maximize-Related CDOT Construction Engineering /2				0	
47					**78,429,153**	**90,083,334**	**11,654,181**	
48		**Capital Expenditure**						
49			TSM&O: ITS Investments	TC	10,000,000	10,000,000	0	FHWA / SH
50					10,000,000	10,000,000	0	
51				**Total:**	**108,625,928**	**128,280,109**	**19,654,181**	
52	**Expand - Increasing Capacity**							
53		**CDOT Performed Work**						
54					**-**	**-**	**0**	
55		**Contracted Out Work**						
56			Strategic Projects (including I-25 North)	SL	142,200,000	98,370,000	(43,830,000)	09-228
57			National Freight Program	FR	16,941,535	18,481,674	1,540,139	FHWA / SH
58			Expand-Related Indirect /2		-	-	0	
59			Expand-Related CDOT Construction Engineering /2		-	-	0	
60					**159,141,535**	**116,851,674**	**(42,289,861)**	
61				**Total:**	**159,141,535**	**116,851,674**	**(42,289,861)**	
62	**Deliver - Program Delivery/Administration**							
63			Operations [including maintenance support]	TC	32,738,361	31,738,361	(1,000,000)	SH
64			Projects Initiatives	TC	1,855,000	2,455,000	600,000	FHWA / SH
65			DTD Planning and Research - SPR	FR	13,251,519	13,917,775	666,256	FHWA / SH
66			Administration (Appropriated)	SL	29,863,386	30,092,601	229,215	SH
67			HPTE Fee for Service	TC	2,080,000	4,774,500	2,694,500	SH
68				**Total:**	**79,788,266**	**82,978,237**	**3,189,971**	
69	**Pass-Through Funds/Multi-modal Grants**							
70		**Aeronautics**						
71			Division of Aeronautics to Airports	AB	16,800,860	18,615,000	1,814,140	SA
72			Division of Aeronautics Administration	AB	972,237	885,000	(87,237)	SA
73					**17,773,097**	**19,500,000**	**1,726,903**	
74		**Highway**						
75			Recreational Trails	FR	1,591,652	1,591,652	0	FHWA
76			Safe Routes to School	TC	2,500,000	2,500,000	0	FHWA
77			Transportation Alternatives Program	FR	12,023,531	12,375,268	351,737	FHWA / LOC
78			STP-Metro	FR	51,830,022	52,965,458	1,135,436	FHWA / LOC
79			Congestion Mitigation/Air Quality	FR	47,411,168	48,312,652	901,484	FHWA / LOC
80			Metropolitan Planning	FR	8,263,775	8,437,375	173,600	FHWA / FTA / LOC
81			Bridge Off-System - TC Directed	TC	3,164,139	3,164,139	0	FHWA / SH / LOC
82			Bridge Off-System - Federal Program	FR	6,286,788	6,287,340	552	FHWA / SH / LOC
83					**133,071,075**	**135,633,884**	**2,562,809**	
84		**Transit**						
85			Federal Transit	FR	28,725,739	27,463,231	(1,262,508)	FTA / LOC
86			Strategic Projects -Transit	SL	15,800,000	10,930,000	(4,870,000)	09-228
87			Transit and Rail Local Grants	SL	5,000,000	5,000,000	0	09-108
88			Transit and Rail Statewide Grants	TC	6,000,000	6,000,000	0	09-108
89			Bustang	TC	3,000,000	3,000,000	0	09-108
90			Transit Administration and Operations	TC	1,000,000	1,000,000	0	FTA / 09-108
91					**59,525,739**	**53,393,231**	**(6,132,508)**	
92		**Infrastructure Bank**						
93			Infrastructure Bank	TC	**420,804**	**400,000**	**(20,804)**	SIB
94				**Total:**	**210,790,715**	**208,927,115**	**(1,863,600)**	
95	**Transportation Commission Contingency / Debt Service**							
96		**Permanent Recovery**					0	
97			Permanent Recovery		127,400,000	129,500,000	2,100,000	FHWA
98			Recovery-Related Indirect/Overhead /2				0	
99			Recovery-Related CDOT Construction Engineering /2				0	
100					**127,400,000**	**129,500,000**	**2,100,000**	
101								
102		**Contingency**						
103			TC Contingency	TC	16,858,570	16,500,000	(358,570)	FHWA / SH
104			Snow & Ice Reserve	TC	10,000,000	10,000,000	0	SH
105					**26,858,570**	**26,500,000**	**(358,570)**	
106		**Debt Service**						
107			Strategic Projects - Debt Service	DS	128,869,125	-	(128,869,125)	FHWA / SH
108			Certificates of Participation-Property	DS	2,364,664	2,366,192	1,528	SH
109			Certificates of Participation-Energy	DS	993,850	1,056,400	62,550	SH
110					**132,227,639**	**3,422,592**	**(128,805,047)**	
111				**Total:**	**286,486,209**	**159,422,592**	**(127,063,617)**	
					1,432,913,468	**1,443,701,805**	**10,788,336**	
				Revenue	**1,432,913,468**	**1,455,038,439**	**22,124,971**	
				Revenue Surplus:		11,336,634	11,336,635	

/1 FASTER Safety funds ($40.0M) were substituted for flexible funds in appropriate Asset Management Programs. Resulting available flexible funds were then added to Regional Priority Program.
/2 Budget excludes RAMP projects; CE and indirects are calculated based on total programs as shown.

Flexible Funds

Key to acronyms:

LOC=Loc DS= Debt Service Covenants SH=State Highway funding SL=State Legislation 09-228=Funds from HB 09-228 SA=State Aeronautics
SIB=St. AB=Aeronautics Board FHWA=Federal Highway Comb=Combination 09-108=Funds from HB 09-108 (FASTER)
TC=Trans FR=Federal Requirements FTA=Federal Transit SSE=State Safety Education NHTSA=Nat. Hwy. Traffic Safety Administration

State Bridge Enterprise
FY 2017- 18 Draft Annual Budget Comparison

	Budget Category		Program Area	Directed by	TC Approved FY 2016-17 Allocations	FY 2017-18 Allocations	FY 2017-18 Over (Under) FY 2016-17	Funding Source
1	**Maintain - Maintaining What We Have**							
2		**CDOT Performed Work**						
3			Maintenance	BEB	250,000	250,000	-	09-108
4			Scoping Pools	BEB	300,000	750,000	450,000	09-108
5					**550,000**	**1,000,000**	**450,000**	
6		**Contracted Out Work**					-	
7			Bridge Enterprise Projects	BEB	105,904,096	91,095,761	(14,808,335)	09-108
8			Maintain-Related Indirects/Overhead /1				-	
9			Maintain-Related CDOT Construction Engineering /1				-	
10					**105,904,096**	**91,095,761**	**(14,808,335)**	
11				**Total**	**106,454,096**	**92,095,761**	**(14,358,335)**	
12	**Maximize - Safely Making the Most of What We Have**							
13		**CDOT Performed Work**					**0**	
14		**Contracted Out Work**					-	
15				**Total**	**-**	**-**	**-**	
16	**Expand - Increasing Capacity**							
17		**CDOT Performed Work**						
18		**Contracted Out Work**						
19				**Total**	**-**	**-**	**-**	
20	**Deliver - Program Delivery/Administration**							
21			Administration and Legal Fees		1,911,904	1,911,904	-	09-108
22				**Total:**	**1,911,904**	**1,911,904**	**-**	
23	**Pass-Through Funds/Multi-modal Grants**							
24		**Highway**					0	
25				**Total:**	**-**	**-**	**-**	
26	**Transportation Commission Contingency / Debt Service**							
27		**Contingency**						
28			Bridge Enterprise - Contingency	BEB	-	-	-	09-108
29					-	-	-	
30		**Debt Service**					-	
31			Bridge Enterprise - Debt Service	DS	18,234,000	18,234,000	-	FHWA / SH
32					18,234,000	18,234,000	-	
33				**Total:**	**18,234,000**	**18,234,000**	**-**	
					126,600,000	**112,241,665**	**(14,358,335)**	
				Revenue	**126,600,000**	**112,241,665**		

/1 Budget excludes RAMP projects; CE and indirects are calculated based on total programs as shown.

Key to acronyms:
BEB= Bridge Enterprise Board
DS= Debt Service Covenants

High Performance Transportation Enterprise
FY 2017- 18 Draft Annual Budget Comparison

	Budget Category		Program Area	Directed by	TC Approved FY 2016-17 Allocations	FY 2017-18 Allocations	FY 2017-18 Over (Under) FY 2016-17	Funding Source
1	**Maintain - Maintaining What We Have**							
2		**CDOT Performed Work**						
3		**Contracted Out Work**						
4				**Total**	**-**	**-**	**-**	
5	**Maximize - Safely Making the Most of What We Have**							
6		**CDOT Performed Work**						
7		**Contracted Out Work**						
8				**Total**	**-**	**-**	**-**	
9	**Expand - Increasing Capacity**							
10		**CDOT Performed Work**						
11			High Performance Transportation Enterprise--Maintenance	HPTEB	-	-		Tolls/Managed Lanes Revenue
12					**-**	**-**	**-**	Tolls/Managed Lanes Revenue
13		**Contracted Out Work**						
14			High Performance Transportation Enterprise--Projects	HPTEB	3,614,192	6,388,000	2,773,808	Tolls/Managed Lanes Revenue
15			Expand-Related Indirect /1				-	
16			Expand-Related CDOT Construction Engineering /1				-	
17					**3,614,192**	**6,388,000**	**2,773,808**	Tolls/Managed Lanes Revenue
18				**Total**	**3,614,192**	**6,388,000**	**2,773,808**	
19	**Deliver - Program Delivery/Administration**							
20			High Performance Transportation Enterprise--Administration and Legal Fees		2,088,800	4,774,500	2,685,700	Fee for Service
21				**Total:**	**2,088,800**	**4,774,500**	**2,685,700**	
22	**Pass-Through Funds/Multi-modal Grants**							
23		**Highway**						
24				**Total:**	**-**	**-**		
25	**Transportation Commission Contingency / Debt Service**							
26		**Contingency**						
27		**Debt Service**			-	-	-	Fee for Service
28				**Total:**	**-**	**-**	**-**	
					5,702,992	**11,162,500**	**5,459,508**	
				Revenue	**5,702,992**	**11,162,500**	**5,459,508**	

/1 Budget excludes RAMP projects; CE and indirects are calculated based on total programs as shown.

Key to acronyms:
HPTEB=High Performance Transportation Enterprise Board

HPTE Fee For Service Revenue & Allocation Adjustment	**(2,080,000)**	**(4,774,500)**	**(2,694,500)**
Total Consolidated Allocations	**1,563,136,460**	**1,562,331,469**	**(804,991)**
Total Consolidated Revenue	**1,563,136,460**	**1,573,668,103**	**10,531,644**

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Colorado Department of Transportation

Proposed Budget Allocation Plan

for

Fiscal Year 2017-18

Governor John Hickenlooper

November 17, 2016

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COLORADO DEPARTMENT OF TRANSPORTATION

Proposed Budget Allocation Plan for Fiscal Year 2017-18

John Hickenlooper, Governor

Shailen Bhatt, Executive Director

Transportation Commission

Gary Reiff, Chair, Englewood, District 3

Sidny Zink, Vice Chair, Durango, District 8

Shannon Gifford, Denver, District 1

Ed Peterson, Lakewood, District 2

Heather Barry, Westminster, District 4

Kathleen Gilliland, Livermore, District 5

Kathy Connell, Steamboat Springs, District 6

Kathryn Hall, Grand Junction, District 7

Rocky Scott, Colorado Springs, District 9

William Thiebaut, Pueblo, District 10

Steven Hofmeister, Haxtun, District 11

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Introduction

About the Department

The Colorado Department of Transportation (CDOT) is a 1.4 billion dollar per year, 3,289 employee organization dedicated to providing the best multi-modal transportation system for Colorado that most effectively and safely moves people, goods, and information.

The Department operates under the authority of the Colorado Transportation Commission, which has been in continuous operation since 1909. The Department enhances the quality of life and the environment of the citizens of Colorado by creating an integrated transportation system that focuses on safely moving people and goods by offering convenient linkages among modal choices.

CDOT is responsible for a highway system that encompasses 9,146 center-line miles (about 23,000 total lane miles) and includes 3,447 bridges. This system each year handles more than 27 billion vehicle miles of travel. Although the Interstate system accounts for only about 10%, or 914, of the center-line miles on the state system, about 40% of highway travel within Colorado takes place on Interstate highways.

CDOT's highway construction program attracts private contractors. Typically the low bidder is awarded the project and in turn is responsible for construction of that project. This partnership between government and business works well to maintain and improve Colorado's transportation system.

CDOT maintenance forces take care of the highway system, plowing snow and repairing pavement. Last year, these men and women:

- Repaired and maintained more than 51,042 miles of roadway
- Utilized 146,768 tons of asphalt and 1.07 million gallons of liquid asphalt
- Striped more than 25,303 miles and installed 585,552 square feet of pavement markings
- Snowplowed, sanded, and/or deiced 6 million miles of highway
- Managed 1334 hours of road closures due to snow
- Applied 225,118 tons of solid deicer and 13.5 million gallons of liquid deicer
- Repaired/installed 67,294 feet of snow fence
- Disposed of 64,167 cubic yards of trash with help from 8,946 Adopt-A-Highway volunteers and another 7,868 bags of trash with the support of 81 corporate sponsors
- Replaced or repaired 49,742 signs and sign posts
- Repaired or installed over 13.6 million linear feet of fencing.

CDOT is more than roads and bridges. The Division of Aeronautics supports aviation interests statewide, including grants to help improve local airports. CDOT's Division of Transit and Rail operates Bustang, CDOT's interregional Express Bus service, and provides assistance to numerous transit systems in the state. The Division of Transportation Systems, Management, and Operations addresses the state's traffic and congestion issues through the development of intelligent transportation systems.

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Introduction (continued)

Revenue Overview

CDOT is financed by a variety of taxes and fees paid by all users of the state and national transportation systems. CDOT receives revenue from five sources: state revenues, federal revenues, grants, miscellaneous sources (including sale of property, permits, and fines), and enterprise revenues.

The largest source of revenue for CDOT is the Highway Users Tax Fund (HUTF). HUTF is a constitutionally dedicated revenue source comprised of a combination of motor fuel taxes, motor vehicle registration fees, and other revenues. Federal-aid highway funding constitutes the second largest category of revenues for the state transportation system. These funds are authorized by Congress from the Highway Trust Fund (HTF) to assist states in providing for construction, reconstruction, and improvement of highways and bridges on eligible federal-aid highway routes and for other special purpose programs and projects. Tax revenues directed to the HTF are derived from excise taxes on motor fuel, alternative fuels taxes, and truck-related taxes on truck tires, sales of trucks and trailers, and heavy vehicle use.

The major sources of revenue for HUTF and HTF are the state and federal motor fuel taxes, which are based on the volume of gallons sold, rather than on the price per gallon. Thus, growth in gas tax receipts only comes from increases in the amount of fuel sold and not from increases in the price per gallon. This poses a challenge for revenue collection as vehicles become increasingly fuel efficient, and the declining consumption of gasoline does not match increasing total road usage. In the state of Colorado, the current tax rate on gasoline is 22 cents per gallon and the current rate on diesel fuel is 20.5 cents per gallon. The excise tax rate was last adjusted by the General Assembly in 1992 and any future increases in the rate are subject to voter approval. Congress last adjusted the federal gasoline tax in 1993 to its current 18.4 cents per gallon rate.

Innovation at CDOT: Spotlight on the Mountain Corridor

Despite shortfalls in transportation funding, CDOT continues to seek innovative approaches to deliver critical projects and improvements around the state. Finding creative solutions has been especially important for addressing challenges such as congestion and weather conditions along the I-70 mountain corridor, as well as the connecting mountain passes. Two examples of creative solutions that have been successfully implemented are the installation of Gazex, a remote control avalanche control system, and the opening of the I-70 Mountain Express Lane project (MEXL, also known as the Peak Period Shoulder Lane project). Both projects are examples of how CDOT has been able to maximize existing capacity, minimize road delays and closures, and improve safety in the mountains.

Gazex is an automated, safer method of reducing avalanche danger by exploding an oxygen/propane mix located in high-risk avalanche zones. These controlled explosions are initiated remotely through a computer system and create pressure waves that fracture the snow mantle and initiate an avalanche. In 2015, Gazex systems were installed on Berthoud Pass and US 6 Loveland Pass to test its effectiveness. The use of this technology has created safer conditions for the traveling public and enhanced the safety of CDOT avalanche

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Introduction (continued)

crews by reducing their exposure to explosives. Gazex has also reduced the man-hours required to do avalanche mitigation missions, reduced or eliminated snow hitting the highway, and minimized road closure times due to avalanche mitigation work. Based on the early success of Gazex, CDOT is slated to install additional Gazex systems around the mountain corridors in the near future. Gazex is a successful example of CDOT utilizing technological innovation to improve the safety of both the department's employees and the traveling public.

The Mountain Express Lane Project (MEXL) project runs 13 miles along eastbound I-70 from Empire through the Veterans Memorial Tunnels in Idaho Springs and was successfully delivered through a combination of innovative solutions. First, the MEXL project upgraded CDOT's existing right-of-way in order to create a wide shoulder that operates as a third tolled travel lane that opened for traffic in December 2015. This third lane, known as the Express Lane, is only open during peak travel times, such as weekends and holidays, for a total of 73 days per year. When the Express Lane is not open for tolling, roadway signage indicates it is closed and can only be used as a shoulder for emergency purposes.

In order to help manage congestion and provide a more reliable travel time through this section of the corridor, the toll rates for the lane are dynamically priced to keep traffic moving. Prices will decrease when CDOT wants to encourage drivers to use the lane, and increase as the lane reaches capacity. This has helped drivers realize more reliable times in both the Express Lane and the general purpose lanes. Throughout the 2016 winter season, peak hour travel speeds stayed above 45 mph in the Express Lane and above 35 mph in the general purpose lanes, which translated to 18 percent improvement in travel speeds from the prior year. Similarly, in a comparison of the heaviest traffic day in 2015 (prior to the MEXL opening) and 2016 (when the MEXL was open for use), respectively, travel times in that section of I-70 improved by 21 minutes for all drivers. In addition to improving travel times, the MEXL lane has also helped to alleviate congestion on the local frontage road.

In addition to creatively leveraging existing right-of-way, CDOT was able to access innovative financing methods through its partnership with the High Performance Transportation Enterprise (HPTE). As a TABOR Enterprise, the HPTE has legal and operational flexibility that CDOT does not. This includes the ability to fund projects through debt financing that leverages future revenue, such as user-fees, which are dedicated to the project. HPTE was able to use this financing tool to quickly fill an existing funding gap and ensure the delivery of the MEXL project. The I-70 Mountain Express Lane (MEXL) project is successful example of how the partnership between HPTE and CDOT has maximized existing capacity in the I-70 mountain corridor.

In recognition for its contribution to improving travel safety, reducing congestion, and providing more mobility options, in July 2016 the I-70 Mountain Express Lane project received a national award from The Western Association of State Highway and Transportation Officials (WASHTO) for excellence in innovation for a medium size project (between $26.0 and $199.0 million).

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Program Management

The Office of Program Management was established in FY 2013-14 under the Chief Engineer to oversee project prioritization and scheduling. Program Management coordinates transportation project scheduling, available cash balances, and asset management in order to maximize the use of available funding for those projects that meet current needs and are phase-ready. This Office works with Asset Management and Cash Management to best match prioritized projects with available cash to optimize the Department's annual construction program. Every CDOT Engineering Region has its own Program Management Representative, who works in conjunction with the Office of Program Management in Denver to best communicate and coordinate programming efforts on a statewide basis.

Asset Management

The Colorado Department of Transportation transitioned to an enterprise asset management strategy in FY 2011-12. Federal legislation requires that each State DOT develop and implement a risk-based, performance-based asset management plan for preserving and improving the condition of pavements and bridges on the National Highway System, which includes all U.S. and Interstate highways. The Department completed its asset management plan in December 2013. The Asset Management Program uses performance goals and targets established by the Transportation Commission, along with state-of-the-art analysis technologies to determine long-term performance forecasts that inform senior management and the Transportation Commission on budgetary decisions. Once program allocations are determined, staff works with regions and construction program managers to select optimal projects that improve the performance of the asset at the lowest estimated life-cycle cost. Program allocations and project selections have been made for FY 2013-14 through FY 2019-20 using this methodology.

Cash Management

The Office of Cash Management was formed within the Department's Division of Accounting and Finance to effectively and efficiently manage the Department's cash resources. This office is implementing known best practices to also manage the reduction of the Department's cash balance and works with the Office of Program Management to match available funding to projects that are phase-ready. Initiated in FY 2013-14 and implemented in FY 2014-15, the office has developed department-wide guidance for requesting and validating funding for construction projects. Overall, these practices have helped maximize the ability to advance more dollars to construction projects.

The office has also implemented the use of incremental encumbrances in order to commit only those dollars expected to be expended within a fiscal year; developed a cash-based Statewide Transportation Improvement Program (STIP) for planning the construction program; and developed and improved reports to provide information on cash forecasts, spending, and cash management recommendations to Department management and the public.

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Introduction (continued)

In addition to the above projects, the office has also developed the Fund 400 Forecast Model. It is a tool to track and manage the department's cash balance over a forward-looking 36 month time horizon. The model incorporates expenditures assumptions to include recognizable items such as: devolutions, payouts to construction vendors, indirect and construction engineering costs, debt service and payroll. It also incorporates revenue assumptions like state revenues, federal reimbursements and local agency contributions. Use of this model will ensure effective and proactive management of the CDOT cash balance and spending authority.

Budget Layout

This document is divided into three sections: the first section contains the main CDOT budget, the second is the Colorado Bridge Enterprise budget and the third is High Performance Transportation Enterprise budget. Each of these sections is in turn divided into a revenue section with fact sheets for each revenue source and a program allocation section with fact sheets for each program. Information on statutory authorization, governance and program website links are provided at the top of each program fact sheet.

After approval by the Governor, this budget allocation plan will be available for viewing by July 1, 2017 at https://www.codot.gov/business/budget/cdot-budget.

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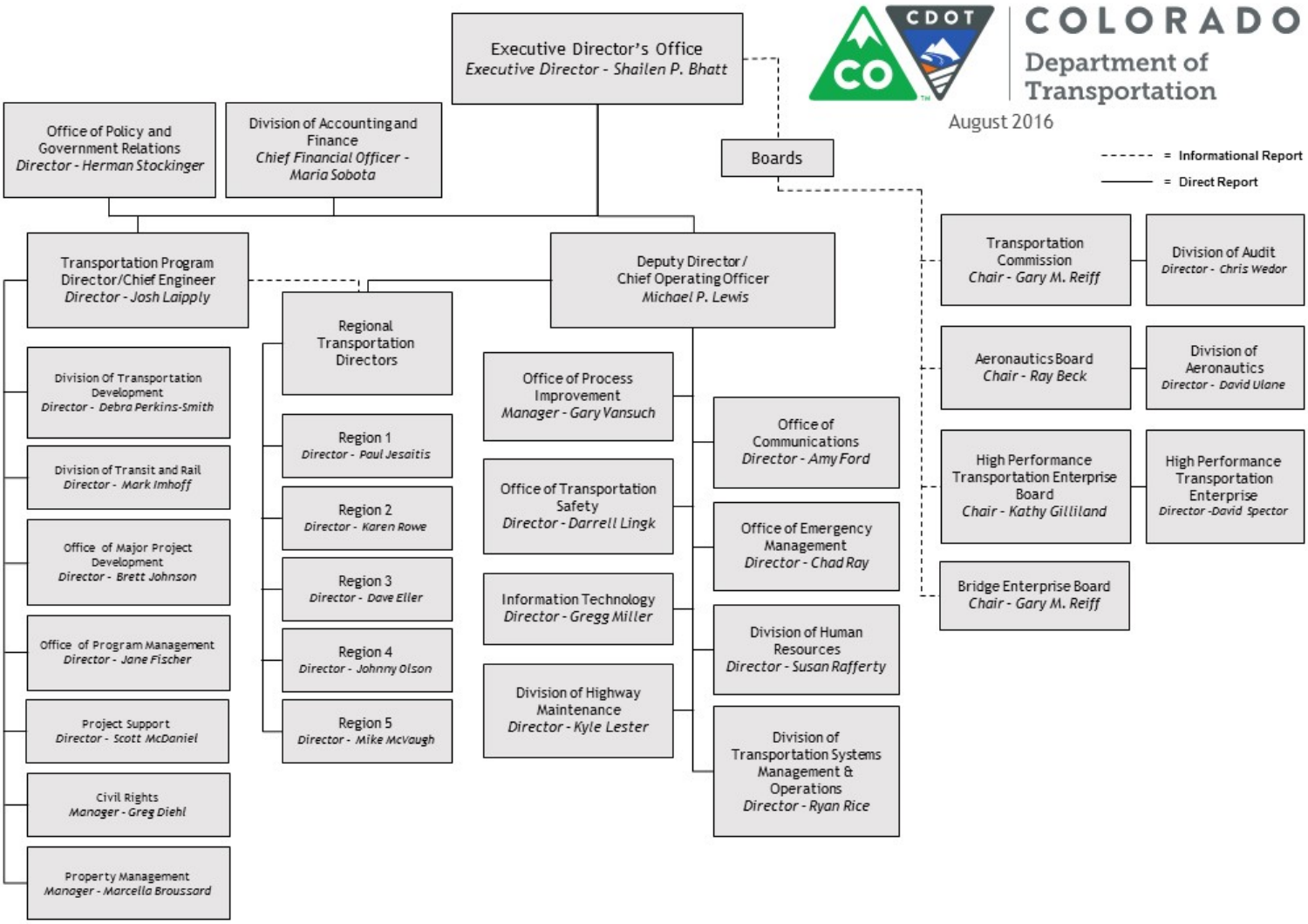
Introduction (continued)

Organizational Chart

The Department of Transportation is organized according to State statutes and the Policy Directives of the Colorado Transportation Commission.



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CDOT Boards & Commissions

The Colorado Transportation Commission

The Colorado Transportation Commission provides oversight, policy direction, and resource allocation decisions to the Department of Transportation. The powers and duties of the Commission are set forth in Section 43-1-106, C.R.S. (2016). The Commission consists of eleven appointees of the Governor, each representing a specific geographic portion of the state and each appointed to a four-year term on a staggered schedule. The appointees are subject to confirmation by the Colorado Senate. Please see the following page for a map of the Transportation Commission Districts.

The members of the Transportation Commission are:

District One: Ms. Shannon Gifford; Commissioner.Gifford@state.co.us
(Denver County; appointed July 2013, term expiring July 2017)

District Two: Mr. Edward J. Peterson; Commissioner.Peterson@state.co.us
(Jefferson County and a portion of Broomfield County; appointed November 2011, term expiring July 2019)

District Three: Mr. Gary M. Reiff; Commissioner.Reiff@state.co.us
(Arapahoe and Douglas counties; appointed August 2009, term expiring July 2017)

District Four: Ms. Heather Barry; Commissioner.Barry@state.co.us
(Adams and Boulder counties and a portion of Broomfield County; appointed November 2007, term expiring July 2017)

District Five: Ms. Kathy Gilliland; Commissioner.Gilliland@state.co.us
(Larimer, Morgan, and Weld counties and a portion of Broomfield County; appointed June 2011, term expiring July 2019)

District Six: Ms. Kathy Connell; Commissioner.Connell@state.co.us
(Clear Creek, Gilpin, Grand, Jackson, Moffat, Rio Blanco, and Routt counties; appointed June 2011, term expiring July 2019)

District Seven: Ms. Kathryn Hall; Commissioner.Hall@state.co.us
(Chaffee, Delta, Eagle, Garfield, Gunnison, Lake, Mesa, Montrose, Ouray, Pitkin, and Summit counties; appointed September 2015, term expiring July 2019)

District Eight: Ms. Sidny Zink; Commissioner.Zink@state.co.us
(Alamosa, Archuleta, Conejos, Costilla, Dolores, Hinsdale, La Plata, Mineral, Montezuma, Rio Grande, Saguache, San Juan, and San Miguel counties; appointed July 2013, term expiring July 2017)

District Nine: Mr. Rocky Scott; Commissioner.Scott@state.co.us
(El Paso, Fremont, Park, and Teller counties; appointed September 2015, term expiring July 2019)

District Ten: Mr. William Thiebaut; Commissioner.Thiebaut@state.co.us
(Baca, Bent, Crowley, Custer, Huerfano, Kiowa, Las Animas, Otero, Prowers, and Pueblo counties; appointed August 2013, term expiring July 2017)

District Eleven: Mr. Steven Hofmeister; Commissioner.Hofmeister@state.co.us
(Cheyenne, Elbert, Kit Carson, Lincoln, Logan, Phillips, Sedgwick, Washington, and Yuma counties; appointed May 2012, term expiring July 2019)

Mr. Gary M. Reiff is the Chair of the Transportation Commission and Ms. Sidny Zink is the Vice Chair. Mr. Herman Stockinger, Director of the CDOT Office of Policy and Government Relations, serves as the Secretary of the Transportation Commission.

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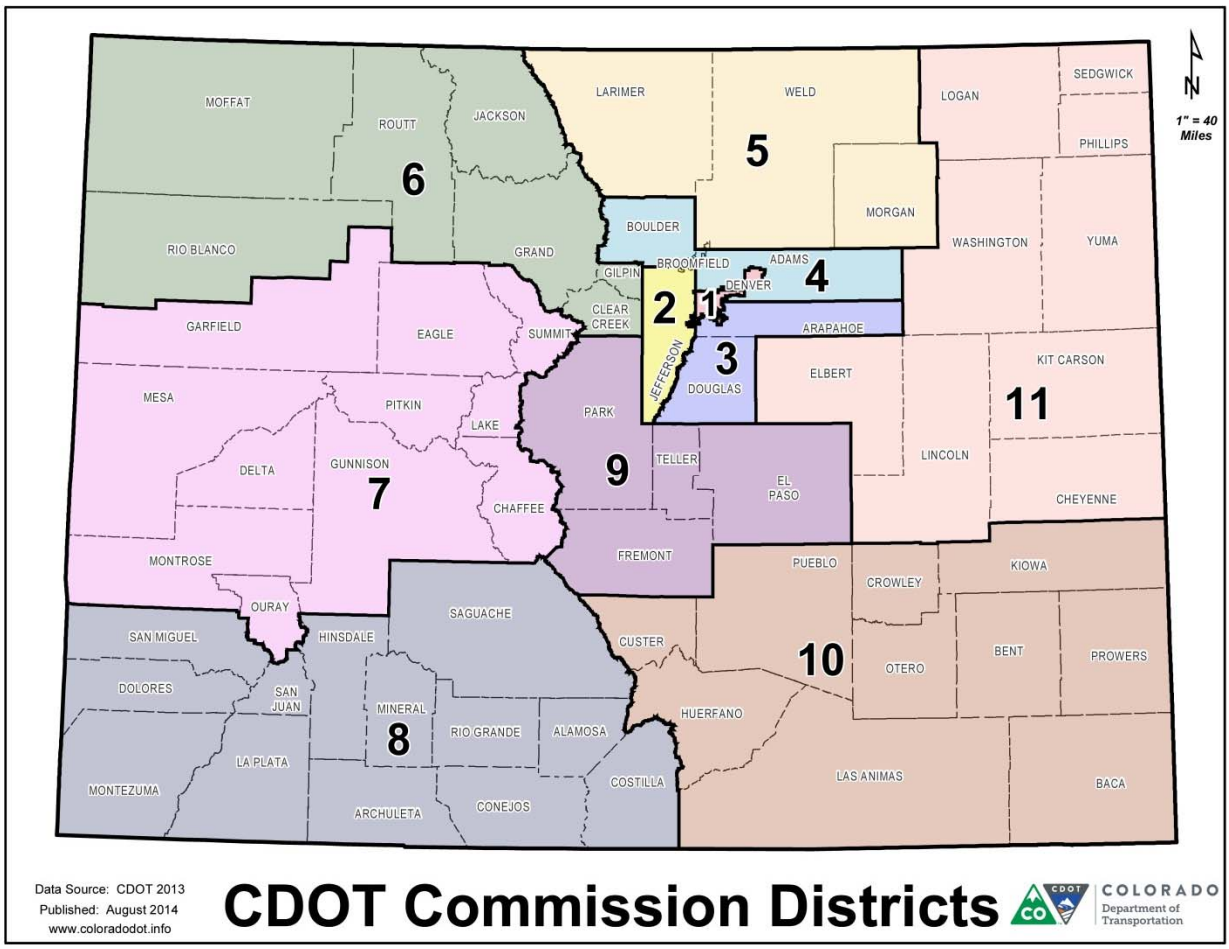
CDOT Boards & Commissions (continued)

Transportation Commission District Map



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Boards & Commissions (continued)

The Colorado Aeronautical Board

Per Section 43-10-104, C.R.S. (2016), the seven-member Colorado Aeronautical Board provides oversight, policy direction, and resource allocation decisions for the CDOT Division of Aeronautics. The members of the board are Governor appointees and are chosen as follows:

- Four members, two from the eastern slope and two from the western slope of the state, representing local governments which operate airports, which members shall be selected by the governor from a list of nominees supplied by local governments
- One member representing a statewide association of airport managers
- One member representing a statewide association of pilots
- One member familiar with and supportive of the state's aviation issues, interests, and concerns

Appointments shall be made so as to insure a balance broadly representative of the activity level of airports throughout the state. The members serve three year terms and are subject to confirmation by the Colorado Senate.

The members of the Colorado Aeronautical Board are:

- **Mr. William "T" Thompson** William.T.Thompson@state.co.us
  (Eastern Slope Governments; appointed February 2012, term expiring December 2018)
- **Mr. Ray Beck** Ray.Beck@state.co.us
  (Western Slope Governments; appointed January 2014, term expiring December 2016)
- **Ms. Ann Beardall** Ann.Beardall@state.co.us
  (Pilot Organizations; appointed December 2014, term expiring December 2017)
- **Mr. John Reams** John.Reams@state.co.us
  (Western Slope Representative; appointed February 2012, term expiring December 2018)
- **Mr. Joe Rice** Joe.Rice@state.co.us
  (Aviation Interests-at-Large; appointed December 2014, term expiring December 2017)
- **Mr. Jeffery Forrest** Jeff.Forrest@state.co.us
  (Eastern Slope Governments; appointed February 2012, term expiring December 2019)
- **Mr. Robert Olislagers** Robert.Olislagers@state.co.us
  (Airport Management Representative; appointed December 2014, term expiring December 2017)

Mr. Ray Beck is the Chair of the Aeronautical Board, Ms. Ann Beardall is the Vice Chair, and Mr. John Reams is the Secretary. Mr. David Ulane is the Director of the Division of Aeronautics.

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CDOT Revenue Fact Sheets

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CDOT Revenue Overview

Background

The Colorado Department of Transportation is financed by a variety of fees and taxes paid by the users of the state and national transportation systems.

Motor Fuel Taxes

- The State of Colorado levies excise taxes on gasoline, diesel fuel, and all special fuels used to propel motor vehicles and aircraft making use of public highways and airport facilities.
- The federal government levies excise taxes on gasoline, diesel fuel, and all special fuels used to propel motor vehicles on public highways.

Registration Fees

- The State of Colorado levies a variety of fees and surcharges on motor vehicles registered to use public highways; however, one tax, the specific ownership tax, is credited to local property taxing subdivisions of state government rather than to a directly related transportation use.
- The federal government charges annual weight-based taxes on heavy vehicles registered for interstate commerce.

Other Taxes

- The State of Colorado levies a sales tax on the value of aviation fuel sold in Colorado.
- The federal government levies a tax on the value of heavy commercial vehicle sales.
- The federal government levies a weight-based excise tax on tires exceeding forty pounds.

Other User Fees

- The Department generates revenue by selling oversize/overweight permits, access permits, bid plans, property, and excess right-of-way.

General Fund Revenue

- Senate Bill 09-228 allows for a series of five years of conditional transfers of up to 2.0 percent of gross General Fund revenues to the Department; those transfers are dependent upon a number of triggers being met, and are projected to occur in FY 2017-18.

Revenue to the Enterprises

- The Colorado Bridge Enterprise receives 100% of all revenues generated by the FASTER Bridge Safety Surcharge, roughly $100 million per year, as part of the FASTER legislation (SB 09-108) that established the Colorado Bridge Enterprise.
- The Colorado High Performance Transportation Enterprise is funded by express lanes toll revenues generated on several corridors in the Denver Metro area, including I-25 North, US36 and the I-70 Mountain Express Lane as well as fees collected for services provided.

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CDOT Revenue Overview (continued)

Summary of CDOT Revenue Estimate	
Funding Category	**FY 2017-18**
Highway User Tax Fund (HUTF) Revenue	571,915,089
Miscellaneous State Highway Fund	26,503,188
Safety Education Funding	13,859,849
Capital Construction Fund Appropriations	500,000
Senate Bill 09-228 - General Fund transfer	109,300,000
Transit Revenue	35,175,013
Aeronautics Revenue	19,500,000
State Infrastructure Bank Interest Income	400,000
Federal Highway Revenue - The Highway Trust Fund (Highway Account)	677,885,300
Colorado Department of Transportation - Total Revenue	**1,455,038,439**

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CDOT - Revenue Source Fact Sheet

Highway Users Tax Fund (HUTF) Revenue

Statutory Authorization: Section 43-4-201, C.R.S. (2016)
Funding Type(s): Fuel taxes, registration fees, judicial fines

Background

The Highway Users Tax Fund is the principal fund in which state-levied fees and taxes associated with the operation of motor vehicles are deposited. The General Assembly annually appropriates HUTF moneys to the Departments of Revenue and Public Safety for motor vehicle-related programs, and the State Treasurer distributes the remaining HUTF proceeds among the Department of Transportation and county and municipal governments in Colorado according to statutory formulas.

Specific Funding Sources

Total HUTF Revenue Estimate (in $millions)	
Funding Source	**FY 2017-18**
Motor Fuel Tax	630.7
Motor Vehicle Registration	217.3
Other Miscellaneous HUTF	33.1
SB 09-108 Road Safety Surcharges	132.0
SB 09-108 Late Registration Fees	19.5
SB 09-108 Daily Vehicle Rental Fees	34.7
SB 09-108 Oversize/Overweight Vehicle Surcharges	1.3
TOTAL	**1,068.6**

Appropriation/Distribution Methodology

The General Assembly funds the Colorado State Patrol and portions of the Department of Revenue's Motor Vehicles Division through annual appropriations from the HUTF. Section 43-4-201 (3)(a)(I), C.R.S. (2016) restricts annual HUTF appropriations to grow by no more than 6.0 percent per year and may grow to the level of 23.0 percent of the fund's total income from the previous fiscal year.

Total HUTF Revenue Distribution (in $millions)	
Entity Type	**FY 2017-18**
Off the Top Deductions to Colorado State Patrol and Department of Revenue	128.5
CDOT	571.9
Counties	212.2
Municipalities	144.6
Distributed for Other Purposes	11.4
TOTAL	**1,068.6**

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Highway Users Tax Fund (HUTF) Revenue (continued)

Appropriation/Distribution Methodology (continued)

Remaining HUTF revenues are statutorily divided into three separate funding streams. Principal first stream revenues are distributed 65% to CDOT, 26% to counties, 9% to municipalities and include:

- Proceeds of the first seven cents of the gasoline, diesel, and special fuel taxes.
- Vehicle license plate, identification plate, and placard fees.
- Driver's license, motor vehicle title and registration, and motorist insurance identification fees.
- Proceeds of the passenger-mile tax levied on operators of commercial bus services.
- Interest earnings.

Second stream revenues include motor fuel taxes in excess of the first seven cents per gallon of gasoline, diesel, and special fuels and are distributed 60% to CDOT, 22% to counties, and 18% to municipalities.

Third stream revenues include all fees, surcharges, and fine revenues authorized by S.B. 09-108. Apart from a provision in S.B. 09-108 that redirects $5.0 million from the county and municipal shares to the State Transit and Rail Fund, the third stream revenues are distributed in the same proportions as the second stream revenues. This $5.0 million is then granted by CDOT to local government transit and rail projects.

Revenue History and Projection

HUTF Revenue to CDOT (in $millions)				
Funding Source	Actual FY 2014-15	Actual FY 2015-16	Estimate FY 2016-17	Estimate FY 2017-18
Motor Fuel Tax	305.2	307.0	298.5	321.6
Motor Vehicle Registrations	109.0	109.6	106.6	114.8
Other HUTF Revenue	21.8	21.9	21.4	23.0
SB 09-108 Revenue Collections	104.1	107.3	107.9	112.5
TOTAL	**540.1**	**545.8**	**534.4**	**571.9**

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CDOT - Revenue Source Fact Sheet

Miscellaneous State Highway Fund

Funding Types: Sales, Fees, Interest Earnings

Background

The main source of revenue to the State Highway Fund is distributions from the Highway Users Tax Fund. However, there are several other sources of revenue to the State Highway Fund including:

- Interest on the fund's cash balance.
- Sales of overweight and oversize permits.
- Sales of bid plans and specifications.
- Sales of excess right-of-way and other property.
- Reimbursements for damage caused to CDOT property by motorists.

CDOT also occasionally receives general fund revenue transfers for specific purposes.

Revenue History and Projection

Miscellaneous State Highway Fund Revenue (in $millions)				
	Actual	Actual	Estimate	Estimate
Funding Source	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
Permits	7.4	7.2	7.6	7.5
Service Charges	9.3	3.0	2.5	2.5
Sales (bid plans & specs.)	1.4	1.4	1.4	1.5
Damage Awards	5.3	5.2	5.3	5.4
Interest Earned	12.0	8.5	9.0	7.5
Property (sales & rentals)	1.2	2.0	1.2	2.1
TOTAL	**36.6**	**27.3**	**27.0**	**26.5**

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CDOT - Revenue Source Fact Sheet

Safety Education Funding

Statutory Authorization:	Law Enforcement Assistance Fund – Section 43-4-401, C.R.S. (2016) First Time Drunk Driving Offenders Account – Section 42-2-132, C.R.S. (2016) Motorcycle Operator Safety Training Fund – Section 43-5-504, C.R.S. (2016) Marijuana Tax Cash Fund: Section 39-28.8-501(1), C.R.S. (2016) National Highway Transportation Safety Administration – 49 U.S.C. § 105
Funding Type(s):	Fees, fines

Background

Although there is a safety component in all field work performed by CDOT and its private sector partners, certain revenue sources are dedicated in statute for specific safety education programs.

Law Enforcement Assistance Fund for the Prevention of Drunken Driving (LEAF)

Every person who is convicted of, or pleads guilty to, driving under the influence (DUI) pays a fine of $75, of which $60 is credited to the LEAF. Money is appropriated from this fund to other Departments for administration and other designated activities. The remainder is appropriated to CDOT to fund increased law enforcement presence on public highways during periods of the year known to have higher incidences of impaired driving.

First Time Drunk Driving Offenders Account

Any person whose license or other privilege to operate a motor vehicle in this state has been suspended, cancelled, or revoked must pay a restoration fee of $95 prior to the issuance of a new or restored license to operate a motor vehicle. $22 of this fee is credited to the First Time Drunk Driving Offenders Account, which supports a legislative mandate of twelve enhanced drunk driving enforcement periods per year.

Motorcycle Operator Safety Training (MOST) Fund

Every driver's license or provisional driver's license that is issued with a motorcycle endorsement incurs a $2 surcharge credited to the MOST fund to subsidize motorcycle operator safety training courses.

Marijuana Tax Cash Fund

Retail marijuana taxes are transferred to this fund pursuant to Sections 39-28.8-305(1)(b) and 39-28.8-203(1)(b) and, thereafter, appropriated by the General Assembly for numerous purposes, including to develop and implement marijuana education and prevention campaigns.

National Highway Transportation Safety Administration (NHTSA) Funding

Federal highway funds support programs for state and community highway safety, traffic safety information systems, alcohol-impaired driving countermeasures, and motorcyclist safety.

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Safety Education Funding (continued)

Revenue History and Projection

Safety Education Funding (in $millions)				
Funding Source	Actual FY 2014-15	Actual FY 2015-16	Estimate FY 2016-17	Estimate FY 2017-18
NHTSA	8.0	9.1	8.3	10.0
Motorcycle Operator Safety Training Fund	0.8	0.9	0.9	0.9
First Time Drunk Driving Fund	1.5	1.5	2.0	1.5
Law Enforcement Assistance Fund	0.6	0.5	1.0	0.5
Transfer from Dept. of Public Safety	0.0	0.4	0.5	1.0
TOTAL	**10.9**	**12.4**	**12.7**	**13.9**

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CDOT - Revenue Source Fact Sheet

Capital Construction Fund Appropriations

Statutory Authorization: Section 43-1-113 (2.5), C.R.S. (2016)
Funding Type(s): State General Funds

Background

In 1995 the General Assembly enacted House Bill 95-1174, which:

- Amended the statutory definition of "capital construction" to include the construction and maintenance of state highways.
- Requires the Transportation Commission to present a prioritized budget request to the Capital Development Committee for spending authority from the Capital Construction Fund for state highway reconstruction, repair, and maintenance on or before October 1, annually.
- Requires the Capital Development Committee to study the funding request and associated prioritized list of projects and make a recommendation to the Joint Budget Committee as to the amount of funds transferred into the Capital Construction Fund for state highway purposes.

Specific Funding Sources

The Capital Construction Fund derives its revenue from statutory transfers of General Fund revenue. The General Fund is comprised mainly of the proceeds of general purpose taxation such as:

- Income taxes
- Sales and Use taxes
- Insurance premium taxes
- Cigarette taxes
- Liquor taxes
- Gaming taxes

Revenue History and Projection

Capital Construction Fund Appropriations (in $millions)				
Funding Source	Actual FY 2014-15	Actual FY 2015-16	Estimate FY 2016-17	Estimate FY 2017-18
Transfers/Appropriations	0.5	0.5	0.5	0.5
TOTAL	**0.5**	**0.5**	**0.5**	**0.5**

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CDOT - Revenue Source Fact Sheet

Senate Bill 09-228 – General Fund Transfer (Strategic Projects)

Web Page: http://bit.ly/ColoradoSenateBill09-228
Statutory Authorization: Section 24-75-219, et seq., C.R.S. (2016)
Funding Type(s): General Purpose Revenue

Background

In 2009 the General Assembly enacted Senate Bill 09-228, which:

- Repealed a statutory limit on the annual growth of certain appropriations from the General Fund.
- Repealed S.B. 97-001, a conditional transfer of General Fund revenue of up to 10.35% of state sales and use tax receipts to the State Highway Fund.
- Repealed H.B. 02-1310, a conditional transfer of excess general revenue above the General Fund appropriations limit to the State Highway Fund and the Capital Construction Fund.
- Increased the statutory General Fund reserve contingent upon economic and fiscal conditions.
- Authorized a five-year sequence of General Fund transfers to the State Highway Fund and the Capital Construction Fund contingent upon economic and fiscal conditions.

Contingent General Fund Transfers to Transportation

The bill authorized a five-year sequence of General Fund transfers to the State Highway Fund of up to 2.0% of gross General Fund revenues, with the following conditions:

- Transfers did not begin until FY 2015-16, the first fiscal year after the first calendar year in which statewide personal income grew by at least 5.0%, as measured by the U.S. Bureau of Labor Statistics.
- In the event of a tax refund pursuant to Article X, Section 20 of the Colorado Constitution , the General Fund transfer for a particular year in the five-year sequence may be reduced or eliminated:
    - If the refund is between 1-3% of total General Fund revenues, that year's the transfer may be reduced by 50%
    - If the refund is more than 3% of General Fund revenues, that year's transfer may be eliminated

Revenue History and Projection

The Governor's Office of State Planning & Budgeting presently projects the following S.B. 09-228 transfers:

Senate Bill 09-228 - General Fund transfer (in $millions)				
Funding Source	Actual FY 2014-15	Actual FY 2015-16	Estimate FY 2016-17	Estimate FY 2017-18
Projected Transfer	0.0	199.2	158.0	109.3
TOTAL	**0.0**	**199.2**	**158.0**	**109.3**

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CDOT - Revenue Source Fact Sheet

Transit Revenue

Web Page: https://www.codot.gov/programs/transitandrail
Statutory Authorization: The Mass Transit Account of the Highway Trust Fund – 26 U.S.C. § 9503 (e)
State Funding for Local Transit Grants Section – 43-4-811, C.R.S. (2016)
Funding Type(s): Taxes, Fees

Background

The 1982 Surface Transportation Assistance Act increased federal motor fuel taxes from eight to nine cents per gallon and dedicated the revenue from the incremental tax to a new Mass Transit Account in the Highway Trust Fund. The current rates for taxes supporting the Mass Transit Account are noted in the tax table below. Funds in the Mass Transit Account are apportioned to states and transit providers by formula.

User Taxes

The table below provides revenue sources for the Mass Transit Account. State-levied sources of revenue for transit include local funds to match Federal Transit Administration (FTA) apportionments as well as a statutory set-aside of $5.0 million of Senate Bill 09-108 revenues to be distributed to local governments through the grant process for local transit projects (see Appendix A for more information).

Federal Excise Taxes Supporting the Mass Transit Account

Tax Type	Tax Rate
Gasoline	2.86 cents per gallon
Diesel	2.86 cents per gallon
Gasohol (10% ethanol)	2.86 cents per gallon
Special Fuels:	
General rate	2.86 cents per gallon
Liquefied petroleum gas	2.13 cents per gallon
Liquefied natural gas	1.86 cents per gallon
M85 (from natural gas)	1.43 cents per gallon
Compressed natural gas	9.71 cents per thousand cubic feet

Source: The Federal Transit Administration

Revenue History and Projection

Under the current authorization, the Fixing America's Surface Transportation (FAST) Act, Colorado receives less than 5.0 percent of all transit apportionments to the states. Of Colorado's roughly $93.0 million apportionment, CDOT administers roughly $14.6 million or 15.0 percent; the majority is distributed directly to transit providers in Colorado.

In addition to the sources listed here, $10 million of HUTF revenue is allocated to Statewide FASTER Transit per S.B. 09-108 (see Appendix A) and ten percent of S.B. 09-228 revenue is set aside for Strategic Transit projects. Also, approximately $1 million of FTA funds are allocated to Metropolitan Planning.

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Transit Revenue (continued)

Transit Revenue (in $millions)				
Funding Source	**Actual FY 2014-15**	**Actual FY 2015-16**	**Estimate FY 2016-17**	**Estimate FY 2017-18**
Federal Transit Administration Funding	20.4	18.9	19.4	19.8
Federal Transit Administration Local Match	10.3	10.2	10.4	10.4
Rail and Transit - State Highways	5.0	5.0	5.0	5.0
TOTAL	**35.7**	**34.1**	**34.8**	**35.2**

Note: $2.3 million of FTA funds are allocated to Metropolitan Planning

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CDOT - Revenue Source Fact Sheet

Aeronautics Revenue

Web Page: https://www.codot.gov/programs/aeronautics
Statutory Authorization: Aviation Fuel Excise Taxes – Section 39-27-102 (1) (a) (IV) (A), C.R.S (2016)
Aviation Fuel Sales Tax – Section 39-26-106, C.R.S. (2016)
Funding Type: Taxes

Background

The maintenance and operation of aeronautical facilities in Colorado is supported by several fuel taxes which act as user fees.

Gasoline Excise Taxes

Pursuant to Section 39-27-102 (1) (a) (IV) (A), C.R.S (2016), the state collects a tax of $0.06 per gallon of gasoline used to propel non-turbo-propeller and non-jet aircraft and a tax of $0.04 per gallon of gasoline used to propel turbo-propeller and jet aircraft.

Aviation Fuel Sales Tax

Pursuant to Section 39-26-106, C.R.S. (2016), the state assesses a sales tax of 2.9 percent of the value of all aviation fuel sold in Colorado.

Revenue History and Projection

Pursuant to Section 43-10-110, C.R.S. (2016), airports are disbursed an amount equal to 4.0 cents for each taxable gallon of gasoline sold at each airport, and an amount equal to 65.0 percent of the sales and use taxes generated at each airport by sales of aviation fuel used by turbo-propeller or jet-engine aircraft. These formula allocations are made monthly by the CDOT Division of Aeronautics; remaining funds support a discretionary grant program for airport improvements, and support the Division's administrative expenses.

Aeronautics Revenue (in $millions)				
Funding Source	Actual FY 2014-15	Actual FY 2015-16	Estimate FY 2016-17	Estimate FY 2017-18
State Aviation Funding	31.4	15.2	17.8	19.4
Federal Aviation Administration Funding	0.2	0.3	0.0	0.1
TOTAL	**31.6**	**15.5**	**17.8**	**19.5**

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CDOT - Revenue Source Fact Sheet

State Infrastructure Bank Interest Income

Statutory Authorization: Transportation Infrastructure Revolving Fund – Section 43-1-113.5, C.R.S. (2016)
Funding Type: Interest Income

Background

The Colorado State Infrastructure Bank (SIB) is a revolving fund created by the State Legislature that is authorized to make loans to public and private entities to facilitate the financing of public transportation projects within the state. The fund contains the following four accounts specified in the enabling legislation:

- A highway account
- A transit account (currently inactive)
- An aviation account
- A rail account (currently inactive)

The highway account is capitalized through the Transportation Commission's transfer of funds derived from highway user fees and taxes in the State Highway Fund. The aviation account is capitalized through the Transportation Commission's transfer of funds derived from aviation fuel and sales taxes in the State Aviation Fund.

Funding Sources

The fund's principal sources of income are:

- Interest income from the fund's loan portfolio
- Interest income from the fund's cash balance

Revenue History and Projection

State Infrastructure Bank Interest Income (in $millions)				
Funding Source	Actual FY 2014-15	Actual FY 2015-16	Estimate FY 2016-17	Estimate FY 2017-18
SIB Interest	0.4	0.4	0.4	0.4
TOTAL	**0.4**	**0.4**	**0.4**	**0.4**

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CDOT - Revenue Source Fact Sheet

Federal Highway Revenue – The Highway Trust Fund (Highway Account)

Web Page: http://www.fhwa.dot.gov/fastact/funding.cfm
Statutory Authorization: 26 U.S.C. § 9503
Funding Type(s): Taxes, Fees

Background

The Highway Trust Fund (HTF) was established in 1956 at the time that congressional authorizations for interstate highway construction began to increase in magnitude. The Federal-Aid Highway Act of 1956, coupled with the Highway Revenue Act of that same year, increased authorizations for the Federal-aid Primary and Secondary Systems, authorized significant funding of the Interstate System, and established the HTF as a mechanism for financing the accelerated highway program. To finance the increased authorizations, the Revenue Act increased some of the existing highway-related taxes, established new ones, and provided that most of the revenues from these taxes should be credited to the HTF. Revenues accruing to the HTF were dedicated to the financing of Federal-aid highways.

The following user taxes fund the Highway Account of the Highway Trust Fund:

Excise and Sales Taxes Supporting the Federal Aid Highway Program

Tax Type	Gross Tax Rate	Net to the Highway Account
Fuel Taxes (Proceeds to Highway and Mass Transit Accounts)		
Gasoline	18.4 cents per gallon	15.44 cents per gallon
Diesel	24.4 cents per gallon	21.44 cents per gallon
Gasohol (10% ethanol)	18.4 cents per gallon	10.14 cents per gallon
Special Fuels:		
General rate	18.4 cents per gallon	15.44 cents per gallon
Liquefied petroleum gas	18.3 cents per gallon	16.2 cents per gallon
Liquefied natural gas	24.3 cents per gallon	22.44 cents per gallon
M85 (from natural gas)	9.25 cents per gallon	7.72 cents per gallon
Compressed natural gas	48.54 cents per thousand cubic feet	38.83 cents per thousand cubic feet
Non-fuel Taxes (All proceeds to the Highway Account)		
Tires:		
0-40 pounds	No Tax	
Over 40 pounds to 70 pounds	15¢ per pound in excess of 40 pounds	
Over 70 pounds to 90 pounds	$4.50 plus 30¢ per pound in excess of 70 pounds	
Over 90 pounds	$10.50 plus 50¢ per pound in excess of 90 pounds	
Truck and Trailer Sales	12.0 percent of retailer's sales price for tractors and trucks over 33,000 lbs. gross vehicle weight (GVW) and trailers over 26,000 lbs. GVW	
Heavy Vehicle Use	Annual tax: Trucks 55,000 lbs. and over GVW, $100 plus $22 for each 1,000 lbs. (or fraction thereof) in excess of 55,000 lbs. (maximum tax of $550)	

Source: The Federal Highway Administration

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Federal Highway Revenue – The Highway Trust Fund (continued)

Revenue History and Projection*

On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation Act, or "FAST Act" - the first Federal law in over ten years to provide long-term funding certainty for surface transportation. The FAST Act authorizes $305 billion over Fiscal Years 2015-16 through 2019-20 for the Department's highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail and research, technology and statistics programs.

Federal Highway Administration Revenue (in $millions)

Funding Source	Actual FY 2014-15	Actual FY 2015-16	Estimate FY 2016-17	Estimate FY 2017-18
Federal Highway Administration Funding	684.2	720.6	626.2	656.3
Federal Highway Administration Local Match	20.1	21.2	21.1	21.6
TOTAL	**704.3**	**741.8**	**647.3**	**677.9**

*Recent budget actions by the U.S. Congress have led to additional uncertainty in federal apportionments by state departments of transportation. The Highway Trust Fund apportionments to states remain exempt; however, federal general fund revenues that backfills to the HTF may result in future reductions in CDOT's federal funding. CDOT continually monitors sequestration policy and congressional actions for potential budget implications.

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CDOT Program Allocation Fact Sheets

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CDOT Program Summary

Background

The Department of Transportation administers a variety of highway, aviation, transit, and rail programs pursuant to state laws, federal laws, and the policies of the Colorado Transportation Commission. To increase accountability and explain to transportation stakeholders and the public how the Department is organized and funded, the Department uses the following six logical categorical groupings:

1. Maintain – Maintaining What We Have: Includes projects that take care of our existing system such as resurfacing and reconstruction of existing pavement and bridges, and maintenance activities such as roadway and structure maintenance and snow removal.

2. Maximize – Making the Most of What We Have: Includes operational upgrades and improvements like traveler information, electronic signs, projects that add safety upgrades like turn lanes and traffic safety education programs to increase seatbelt use or reduce impaired driving.

3. Expand – Increasing Capacity: Includes projects that add to our existing system such as adding new lanes to highways. Currently, limited funding is available for this category of construction. However, the High Performance Transportation Enterprise, which is dedicated to increasing highway capacity through innovative finance, is expected to play a role in filling the gap in this category in the future.

4. Deliver – Program Delivery / Administration: Includes costs to manage and deliver projects such as research, planning and contracting.

5. Pass-through Funds / Multimodal Grants: Includes grant funding and funds mandated to go to specific programs or projects. CDOT may administer these funds for compliance of federal rules or requirements but the actual work is performed by an entity outside of CDOT such as a nonprofit group, transit agency or local government.

6. TC Contingency / Debt Service: Includes funds the Transportation Commission (TC) utilizes for various emergencies and pays debt service on outstanding bonds or similar debt programs.

Colorado Department of Transportation
FY 2017- 18 Draft Annual Budget

	Budget Category		Program Area	Directed by	FY 2017-18 Allocations	FY 2017-18 Budget	Funding Source
1	**Maintain - Maintaining What We Have**						
2		**CDOT Performed Work**					
3			Roadway Surface	TC	36,527,517	36,527,517	SH
4			Roadside Facilities	TC	24,541,847	24,541,847	SH
5			Roadside Appearance	TC	10,703,416	10,703,416	SH
6			Structure Maintenance	TC	6,149,783	6,149,783	SH
7			Tunnel Activities	TC	5,984,466	5,984,466	SH
8			Snow and Ice Control	TC	79,083,737	79,083,737	SH
9			Traffic Services	TC	65,457,519	65,457,519	SH
10			Planning and Scheduling	TC	17,306,562	17,306,562	SH
11			Material, Equipment and Buildings	TC	17,745,153	17,745,153	SH
12					**263,500,000**	**263,500,000**	
13		**Contracted Out Work**					
14			Surface Treatment /2	TC	226,525,000	187,544,936	FHWA/ SH/ 09-108: $0.98M
15			Structures On-System Construction /1 /2	TC	60,980,000	50,486,658	FHWA/ SH/ 09-108: $16.12M
16			Structures Inspection and Management /2	TC	9,080,000	7,517,528	SH
17			Geohazards Mitigation /1	TC	10,300,000	8,527,592	09-108: $10.3M
18			Highway Safety Improvement Program	FR	42,518,853	35,202,276	FHWA / SH
19			Railway-Highway Crossings Program	FR	3,347,359	2,771,351	FHWA / SH
20			Hot Spots	TC	2,167,154	1,794,234	FHWA / SH
21			Traffic Signals /1 /2	TC	15,545,646	12,870,576	FHWA/ SH/ 09-108: $12.6M
22			FASTER - Safety Projects	TC	62,517,819	51,759,851	09-108
23			Permanent Water Quality Mitigation	TC	6,500,000	5,381,490	FHWA / SH
24			Maintain-Related Indirects/Overhead /2			46,296,287	
25			Maintain-Related CDOT Construction Engineering /2			29,329,052	
26					**439,481,831**	**439,481,831**	
27		**Capital Expenditure**					
28			Road Equipment /2	TC	23,000,000	23,000,000	SH
29			Capitalized Operating Equipment	TC	3,760,247	3,760,247	SH
30			Property /2	TC	17,500,000	17,500,000	SH
31					**44,260,247**	**44,260,247**	
32				**Total:**	**747,242,078**	**747,242,078**	
33	**Maximize - Safely Making the Most of What We Have**						
34		**CDOT Performed Work**					
35			TSM&O: Performance Programs and Services	TC	607,619	607,619	SH
36			TSM&O Traffic Incident Management	TC	1,989,156	1,989,156	SH
37			TSM&O: ITS Maintenance	TC	25,600,000	25,600,000	SH
38					**28,196,775**	**28,196,775**	
39		**Contracted Out Work**					
40			Safety Education	Comb	14,361,809	12,556,465	NHTSA / SSE
41			TSM&O: Congestion Relief	TC	4,750,000	3,932,628	FHWA / SH
42			Regional Priority Program	TC	48,375,000	40,050,706	FHWA / SH
43			Road X	TC	12,096,525	10,014,974	FHWA / SH
44			ADA Compliance		10,500,000	8,693,177	FHWA / SH
45			Maximize-Related Indirect/Overhead /2			9,081,919	
46			Maximize-Related CDOT Construction Engineering /2			5,753,465	
47					**90,083,334**	**90,083,334**	
48		**Capital Expenditure**					
49			TSM&O: ITS Investments	TC	10,000,000	10,000,000	FHWA / SH
50					10,000,000	10,000,000	
51				**Total:**	**128,280,109**	**128,280,109**	
52	**Expand - Increasing Capacity**						
53		**CDOT Performed Work**					
54					-	-	
55		**Contracted Out Work**					
56			Strategic Projects (including I-25 North)	SL	98,370,000	81,442,646	09-228
57			National Freight Program	FR	18,481,674	15,301,377	FHWA / SH
58			Expand-Related Indirect /2		-	12,309,493	
59			Expand-Related CDOT Construction Engineering /2		-	7,798,158	
60					**116,851,674**	**116,851,674**	
61				**Total:**	**116,851,674**	**116,851,674**	
62	**Deliver - Program Delivery/Administration**						
63			Operations [including maintenance support]	TC	31,738,361	31,738,361	SH
64			Projects Initiatives	TC	2,455,000	2,455,000	FHWA / SH
65			DTD Planning and Research - SPR	FR	13,917,775	13,917,775	FHWA / SH
66			Administration (Appropriated)	SL	30,092,601	30,092,601	SH
67			HPTE Fee for Service	TC	4,774,500	4,774,500	SH
68				**Total:**	**82,978,237**	**82,978,237**	
69	**Pass-Through Funds/Multi-modal Grants**						
70		**Aeronautics**					
71			Division of Aeronautics to Airports	AB	18,615,000	18,615,000	SA
72			Division of Aeronautics Administration	AB	885,000	885,000	SA
73					**19,500,000**	**19,500,000**	
74		**Highway**					
75			Recreational Trails	FR	1,591,652	1,591,652	FHWA
76			Safe Routes to School	TC	2,500,000	2,500,000	FHWA
77			Transportation Alternatives Program	FR	12,375,268	12,375,268	FHWA / LOC
78			STP-Metro	FR	52,965,458	52,965,458	FHWA / LOC
79			Congestion Mitigation/Air Quality	FR	48,312,652	48,312,652	FHWA / LOC
80			Metropolitan Planning	FR	8,437,375	8,437,375	FHWA / FTA / LOC
81			Bridge Off-System - TC Directed	TC	3,164,139	3,164,139	FHWA / SH / LOC
82			Bridge Off-System - Federal Program	FR	6,287,340	6,287,340	FHWA / SH / LOC
83					**135,633,884**	**135,633,884**	
84		**Transit**					
85			Federal Transit	FR	27,463,231	27,463,231	FTA / LOC
86			Strategic Projects -Transit	SL	10,930,000	10,930,000	09-228
87			Transit and Rail Local Grants	SL	5,000,000	5,000,000	09-108
88			Transit and Rail Statewide Grants	TC	6,000,000	6,000,000	09-108
89			Bustang	TC	3,000,000	3,000,000	09-108
90			Transit Administration and Operations	TC	1,000,000	1,000,000	FTA / 09-108
91					**53,393,231**	**53,393,231**	
92		**Infrastructure Bank**					
93			Infrastructure Bank	TC	**400,000**	**400,000**	SIB
94				**Total:**	**208,927,115**	**208,927,115**	
95	**Transportation Commission Contingency / Debt Service**						
96		**Permanent Recovery**					
97			Permanent Recovery		129,500,000	107,215,845	FHWA
98			Recovery-Related Indirect/Overhead /2			13,641,904	
99			Recovery-Related CDOT Construction Engineering /2			8,642,251	
100					**129,500,000**	**129,500,000**	
101							
102		**Contingency**					
103			TC Contingency	TC	16,500,000	16,500,000	FHWA / SH
104			Snow & Ice Reserve	TC	10,000,000	10,000,000	SH
105					**26,500,000**	**26,500,000**	
106		**Debt Service**					
107			Strategic Projects - Debt Service	DS	-	-	FHWA / SH
108			Certificates of Participation-Property	DS	2,366,192	2,366,192	SH
109			Certificates of Participation-Energy	DS	1,056,400	1,056,400	SH
110					**3,422,592**	**3,422,592**	
111				**Total:**	**159,422,592**	**159,422,592**	
					1,443,701,805	**1,443,701,805**	
				Revenue	**1,455,038,439**	**1,455,038,439**	
				Revenue Surplu	11,336,634	11,336,634	

/1 FASTER Safety funds ($40.0M) were substituted for flexible funds in appropriate Asset Management Programs. Resulting available flexible funds were then added to Regional Priority Program.
/2 Budget excludes RAMP projects; CE and indirects are calculated based on total programs as shown.

Flexible Funds

Key to acronyms:

LOC=Loc	DS= Debt Service Covenants	SH=State Highway funding	SL=State Legislation	09-228=Funds from HB 09-228	SA=State Aeronautics
SIB=St.	AB=Aeronautics Board	FHWA=Federal Highway	Comb=Combination	09-108=Funds from HB 09-108 (FASTER)	
TC=Trans	FR=Federal Requirements	FTA=Federal Transit	SSE=State Safety Education	NHTSA=Nat. Hwy. Traffic Safety Administration	

State Bridge Enterprise
FY 2017- 18 Draft Annual Budget

	Budget Category		Program Area	Directed by	FY 2017-18 Allocations	FY 2017-18 Budget	Funding Source
1	**Maintain - Maintaining What We Have**						
2		**CDOT Performed Work**					
3			Maintenance	BEB	250,000	250,000	09-108
4			Scoping Pools	BEB	750,000	750,000	09-108
5					**1,000,000**	**1,000,000**	
6		**Contracted Out Work**					
7			Bridge Enterprise Projects	BEB	91,095,761	75,420,146	09-108
8			Maintain-Related Indirects/Overhead /1			9,596,291	
9			Maintain-Related CDOT Construction Engineering /1			6,079,324	
10					**91,095,761**	**91,095,761**	
11				**Total**	**92,095,761**	**92,095,761**	
12	**Maximize - Safely Making the Most of What We Have**						
13		**CDOT Performed Work**					
14		**Contracted Out Work**					
15				**Total**	**-**	**-**	
16	**Expand - Increasing Capacity**						
17		**CDOT Performed Work**					
18		**Contracted Out Work**					
19				**Total**	**-**	**-**	
20	**Deliver - Program Delivery/Administration**						
21			Administration and Legal Fees		1,911,904	1,911,904	09-108
22				**Total:**	**1,911,904**	**1,911,904**	
23	**Pass-Through Funds/Multi-modal Grants**						
24		**Highway**					
25				**Total:**	**-**	**-**	
26	**Transportation Commission Contingency / Debt Service**						
27		**Contingency**					
28			Bridge Enterprise - Contingency	BEB	-	-	09-108
29					-	-	
30		**Debt Service**					
31			Bridge Enterprise - Debt Service	DS	18,234,000	18,234,000	FHWA / SH
32					18,234,000	18,234,000	
33				**Total:**	**18,234,000**	**18,234,000**	
					112,241,665	**112,241,665**	
				Revenue	**112,241,665**	**112,241,665**	

/1 Budget excludes RAMP projects; CE and indirects are calculated based on total programs as shown.

Key to acronyms:
BEB= Bridge Enterprise Board
DS= Debt Service Covenants

High Performance Transportation Enterprise
FY 2017- 18 Draft Annual Budget

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

/1 Budget excludes RAMP projects; CE and indirects are calculated based on total programs as shown.

Key to acronyms:
HPTEB=High Performance Transportation Enterprise Board

HPTE Fee For Service Revenue & Allocation Adjustment	**(4,774,500)**	**(4,774,500)**
Total Consolidated Allocations	**1,562,331,469**	**1,562,331,469**
Total Consolidated Revenue	**1,573,668,103**	**1,573,668,103**

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CDOT- Program Fact Sheet

Maintenance

Statutory Authorization:	Section 43-1-106 (8) (h), C.R.S. (2016)
Governance:	Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)
Primary Funding Source:	State Highway Fund, Section 43-10-109, C.R.S. (2016)
Budget Category:	Maintain – Maintaining What We Have

Background

CDOT's maintenance patrols serve a system that includes 23,000 total lane miles of highway. In addition, the Department owns about 3,447 bridges with almost 33 million square feet of deck area. CDOT is also responsible for managing a total of 21 tunnel bores throughout the State.

In an effort to provide statewide consistency in service, CDOT uses a performance based budgeting system for the maintenance program. The Maintenance Levels of Service (MLOS) system includes an annual physical rating and/or survey to observe results or conditions for approximately 101 activities or system items. The measured items are then categorized into nine MPAs, which are:

- Planning and Scheduling
- Roadway Surface
- Roadside Facilities
- Roadside Appearance
- Traffic Services
- Structure Maintenance
- Snow and Ice Control
- Material, Equipment & Buildings
- Tunnel Activities

There are fifteen service levels established for each MPA, with calculations translated to a scale of A+ through F-, with A+ being the highest service level and F- being the lowest. In Fiscal Year 2015-16, the Division of Maintenance:

- Repaired and maintained more than 51,042 miles of roadway
- Utilized 146,768 tons of asphalt and 1.07 million gallons of liquid asphalt
- Striped more than 25,303 miles and installed 585,552 square feet of pavement markings
- Snowplowed, sanded, and/or deiced 6 million miles of highway
- Managed 1334 hours of road closures due to snow
- Applied 225,118 tons of solid deicer and 13.5 million gallons of liquid deicer
- Repaired/installed 67,294 feet of snow fence
- Disposed of 64,167 cubic yards of trash with help from 8,946 Adopt-A-Highway volunteers and another 7,868 bags of trash with the support of 81 corporate sponsors
- Replaced or repaired 49,742 signs and sign posts
- Repaired or installed over 13.6 million linear feet of fencing

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Maintenance (continued)

Funding

The main source of funding to the CDOT Maintenance program is the State Highway Fund.

Maintenance Program Budget Allocations (in $millions)				
Allocations	Actual FY 2014-15	Actual FY 2015-16	Proposed FY 2016-17	Proposed FY 2017-18
Maintenance Level of Service	251.3	254.4	262.6	263.5
TOTAL	**251.3**	**254.4**	**262.6**	**263.5**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

Surface Treatment

Web Page: http://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm
Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2016)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)
Primary Funding Sources: State Highway Fund, Section 43-10-109, C.R.S. (2016)
The Highway Trust Fund, 26 U.S.C. § 9503
Budget Category: Maintain – Maintaining What We Have

Background

The objective of the Department's surface treatment program is to maintain the quality of the pavement on state highways at the highest level possible by allocating limited resources in a scientifically rigorous manner. Also, a small amount of program funds are allowed to mitigate safety issues discovered during the project development process. It is financially efficient for these safety issues to be addressed as part of a current resurfacing project rather than to create a standalone safety project.

Department staff utilizes pavement management software and exhaustive annual data collection to make recommendations as to which segments of the state highway system should be prioritized for rehabilitation.

Funding

The main sources of revenue to the surface treatment program are:

- The State Highway Fund
- Federal reimbursement for eligible expenditures

Surface Treatment Program Budget Allocations (in $millions)

Allocations	Actual FY 2014-15	Actual FY 2015-16	Proposed FY 2016-17	Proposed FY 2017-18
Surface Treatment Allocation	118.8	126.2	120.4	187.5
Indirect Cost Allocation	18.9	14.3	15.7	23.9
Construction Engineering Allocation	11.8	9.0	9.0	15.1
TOTAL	**149.5**	**149.5**	**145.1**	**226.5**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

Structures On-System

Web Page:	https://www.codot.gov/library/bridge
Statutory Authorization:	Section 43-1-106 (8) (h), C.R.S. (2016)
Governance:	Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)
Primary Funding Sources:	State Highway Fund, Section 43-10-109, C.R.S. (2016); The Highway Trust Fund, 26 U.S.C. § 9503
Budget Category:	Maintain – Maintaining What We Have

Background

The Structures Program provides:

- Bridge and culvert preventative maintenance program
- Essential bridge, culvert, and wall repairs
- Essential sign, signal, and high-mast light repairs
- Essential tunnel repairs and major projects program
- Overhead sign, signal, and high-mast light inspection and inventory
- Bridge and culvert inspection, inventory, and asset management
- Wall inspection, inventory and asset management
- Local agency bridge and culvert inspection and inventory

CDOT conducts inspections of all state, city, and county bridges in accordance with the National Bridge Inspection Standards (NBIS) and reports the conditions of the bridges annually to the Federal Highway Administration (FHWA). FAST Act legislation requires reporting percent structurally deficient and will set specific targets. As a result, CDOT is modifying Policy Directive 14 to move from the old practice of reporting good/fair/poor and structurally deficient or functional obsolescence to only structural deficiency with metrics included in CDOT's Asset Management Plan. More information about these metrics and CDOT's Asset Management Plan can be found at https://www.codot.gov/programs/tam/transportation-asset-management-plan.

Funding

The main sources of funding for the Structures program are:

- The State Highway Fund
- Federal reimbursement for eligible expenditures

Structures On-System Program Budget Allocations (in $millions)

Allocations	Actual FY 2014-15	Actual FY 2015-16	Proposed FY 2016-17	Proposed FY 2017-18
Structures On-System Construction Allocation	17.7	18.8	29.1	50.5
Structures Inspection and Management Allocation	6.7	7.1	3.8	7.5
Indirect Cost Allocation	3.9	3.0	4.3	7.4
Construction Engineering Allocation	2.4	1.8	2.4	4.7
TOTAL	**30.7**	**30.7**	**39.6**	**70.1**

Source: CDOT Office of Financial Management & Budget

Note: The Structures Inspection and Management Program includes inspection and management of bridges, culverts, tunnels, and walls

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CDOT- Program Fact Sheet

Geohazards Program

Web Page: https://www.codot.gov/programs/geotech/rockfall
Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2016)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2016)
Budget Category: Maintain – Maintaining What We Have

Background

Mountain and canyon corridors are affected by several geologic hazards such as debris flow, embankment distress, landslides, rockfall, rockslides, and sink holes. The Geohazards Program goal is to reduce the risk these hazards present to the transportation system by focusing on highway segments and corridors using asset management principles. Incorporating an asset management approach to geohazard mitigation allows risk reduction of entire corridors rather than individual sites scattered throughout the state. This approach is believed to be better in reducing overall risk than a "worst first" site selection, where only small segments of a corridor are addressed one at a time.

The Geohazards Program designs mitigation, reviews consultant designs, performs site inspections during construction, and responds to rockfall and other geological hazard related emergencies. Other work includes responding to requests from Maintenance, Engineering and public inquiries when slope issues are observed. The current inventory of recognized geological hazards throughout the state is just over 2,000.

Funding

The main source of revenue to the Geohazards program is the State Highway Fund.

Geohazards Mitigation Program Budget Allocations (in $millions)

Allocations	Actual FY 2014-15	Actual FY 2015-16	Proposed FY 2016-17	Proposed FY 2017-18
Geohazards Mitigation Allocation	4.1	4.3	8.3	8.5
Indirect Cost Allocation	0.6	0.5	1.1	1.1
Construction Engineering Allocation	0.4	0.3	0.6	0.7
TOTAL	**5.1**	**5.1**	**10.0**	**10.3**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

Highway Safety Improvement Program

Web Page: safety.fhwa.dot.gov/hsip/
Statutory Authorization: 23 U.S.C. Section 148
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)
Primary Funding Source: The Highway Trust Fund; 26 U.S.C. § 9503
Budget Category: Maintain – Maintaining What We Have

Background

The primary goal of the Highways Safety Improvement Program (HSIP) is to achieve a significant reduction in fatalities and serious injuries on all publicly maintained roads. This includes public roads not owned by the State and roads on tribal lands. To comply with this program, CDOT is required to:

- Develop a strategic highway safety plan (SHSP) that identifies and analyzes highway safety problems and opportunities
- Create projects to reduce the identified safety problems
- Evaluate and update the SHSP on a regular basis

Funding

The main sources of revenue to the Highway Safety Improvement Program are:

- The State Highway Fund
- Federal reimbursement for eligible expenditures

Highway Safety Improvement Program (HSIP) Budget Allocations (in $millions)

Allocations	Actual FY 2014-15	Actual FY 2015-16	Proposed FY 2016-17	Proposed FY 2017-18
Highway Safety Improvement Program Allocation	23.5	24.0	25.1	35.2
Indirect Cost Allocation	3.7	2.7	3.3	4.5
Construction Engineering Allocation	2.3	1.7	1.9	2.8
TOTAL	**29.5**	**28.4**	**30.3**	**42.5**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

Railway-Highway Crossings Program

Web Page: http://safety.fhwa.dot.gov/xings/
Statutory Authorization: 23 U.S.C. Section 130
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)
Primary Funding Source: The Highway Trust Fund, 26 U.S.C. § 9503
Budget Category: Maintain - Maintaining What We Have

Background

The Railway-Highway Crossings Program is a federally mandated program to reduce the number of fatalities and injuries at public highway-rail grade crossings through the elimination of hazards and/or the installation/upgrade of protective devices at crossings.

Funding

The main sources of revenue to the Railway-Highway Crossings Program are:

- Federal highway funds (percentage based on particular activity).
- Local match (percentage based on particular activity).

Railway-Highway Crossings Program Budget Allocations (in $millions)

Allocations	Actual FY 2014-15	Actual FY 2015-16	Proposed FY 2016-17	Proposed FY 2017-18
Railway-Highway Crossings Allocation	2.5	4.3	2.7	2.8
Indirect Cost Allocation	0.4	0.5	0.4	0.3
Construction Engineering Allocation	0.3	0.3	0.2	0.2
TOTAL	**3.2**	**5.1**	**3.3**	**3.3**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

Hot Spots

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2016)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2016)
Budget Category: Maintain - Maintaining What We Have

Background

Hot Spots is a CDOT Safety program that is funded in a statewide pool with Region planning estimates. The purpose of the Hot Spots program is:

- To mitigate minor unforeseen safety issues that need immediate attention.
- To add money to an ongoing project to mitigate unforeseen safety issues discovered during the project process.

Funding

The main sources of revenue for the Hot Spots program are:

- The State Highway Fund
- Federal reimbursement for eligible expenditures

Hot Spots Program Budget Allocations (in $millions)

Allocations	Actual FY 2014-15	Actual FY 2015-16	Proposed FY 2016-17	Proposed FY 2017-18
Hot Spots Allocation	1.7	1.8	1.8	1.8
Indirect Cost Allocation	0.3	0.3	0.3	0.3
Construction Engineering Allocation	0.2	0.1	0.1	0.1
TOTAL	**2.2**	**2.2**	**2.2**	**2.2**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

Traffic Signal and Ramp Metering Program

Statutory Authorization:	Section 43-1-106 (8) (h), C.R.S. (2016)
Governance:	Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)
Primary Funding Source:	State Highway Fund, Section 43-10-109, C.R.S. (2016)
Budget Category:	Maintain – Maintaining What We Have

Background

This program was developed as a result of the 2013 Transportation Systems Management & Operations (TSM&O) Reorganization Report. The objective of this program is to develop statewide policies, procedures and guidelines on design, maintenance, life-cycle asset management, integration, and operation of traffic signal and ramp meters; manage various statewide funding programs and pools; and facilitate informed decision making on project prioritization. The primary operational responsibility of the program is traffic signal maintenance and corridor operations in Region 1. This program also leads and/or participates in the development and implementation of arterial and freeway management strategies throughout the State. This includes integrating these systems and using them in conjunction with other intelligent transportation system devices to more efficiently manage our transportation system. This program works collaboratively with CDOT Regions, FHWA, metropolitan planning organizations, local agencies, and other stakeholders to develop and implement policies, standards, and operational procedures for traffic signals and ramp meters.

Statewide Traffic Signal Pool (SGN)

CDOT's Traffic Signal Pool Program delivers funding to each Engineering Region on an annual basis. These funds are designated specifically for signal construction or signal system improvements. The Regions rely on these funds to address, on a priority basis, safety, mobility and operational needs at locations with existing signals or where signals are warranted but not yet constructed. In a typical application, these funds are directed to activities such as new traffic signal or ramp meter construction, equipment or system upgrades, signal expansion due to intersection widening, signal interconnect, and operational improvements including minor hardware or software upgrades to facilitate safety and improve corridor traffic operations.

Statewide Traffic Signal Asset Management (SGA)

CDOT owns approximately 1,850 signals statewide. CDOT is responsible for the eventual replacement of these signals. The SGA program delivers capital replacement funding to each Engineering Region on an annual basis to replace the traffic signal infrastructure in poor or severe condition. CDOT Signal Program is leading the effort in collaborating with the Regions by establishing a process to identify, select and prioritize the replacement of statewide traffic signal infrastructure. The Signal program has established interim capital replacement guidelines focused on high-level core criteria that provide a basis for Regions to quickly evaluate, and develop a list of traffic signal capital replacement projects.

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Traffic Signal and Ramp Metering Program (continued)

Background (continued)

Transportation Improvement Program (TIP) - Regional Funding Pool Administration

This program pool was established by DRCOG in the Transportation Improvement Program (TIP) to be funded through the federal Congestion Mitigation Air Quality (CMAQ) program. CDOT's Signal Program, in conjunction with FHWA, The Denver Regional Council of Governments (DRCOG), and local agencies administers two pools under the TIP program - the Traffic Signal System Improvement Program (TSSIP) pool and the Intelligent Transportation Systems (ITS) pool. The TSSIP program delivers a capital improvement program, which provides equipment and installs communications links to improve system components, and a traffic signal timing improvement program, which provides new traffic signal timing and coordination plans to demonstrate the benefits of the capital improvements. The ITS program awards funds to ITS projects that implement the adopted Denver Regional Intelligent Transportation Systems Strategic Plan and achieve the goals and objectives of the Regional Concept of Transportation Operations.

Current Signal Program Initiatives

- Central traffic signal control system upgrade
- Statewide traffic signal controller upgrade
- Ramp Metering system upgrade
- Development of Statewide Traffic Signal Management Plan (TSMP)
- Development of condition-based asset management guidelines
- Administration of DRCOG TSSIP and TIP funding pools

Funding

The main source of revenue for the Traffic Signals program is the State Highway Fund.

Traffic Signals Program Budget Allocations (in $millions)

Allocations	Actual FY 2014-15	Actual FY 2015-16	Proposed FY 2016-17	Proposed FY 2017-18
Traffic Signals Allocation	1.2	1.2	14.0	12.9
Indirect Cost Allocation	0.2	0.2	1.8	1.6
Construction Engineering Allocation	0.1	0.1	1.1	1.0
TOTAL	**1.5**	**1.5**	**16.9**	**15.5**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

FASTER Safety

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2016)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2016)
Budget Category: Maintain – Maintaining What We Have

Background

In 2009 the General Assembly created new funding sources to aid the Department and local governments in funding road safety projects. Per Section 43-4-803 (21), C.R.S. (2016), a "Road Safety Project" means a construction, reconstruction, or maintenance project that:

- The Transportation Commission determines is needed to enhance the safety of a state highway.
- A county determines is needed to enhance the safety of a county road.
- A municipality determines is needed to enhance the safety of a city street.

FASTER funds flow through the Colorado Highway User Trust Fund (HUTF) and are distributed to CDOT, counties, and municipalities. Counties and municipalities are responsible for administering their allocation of FASTER funds.

In 2014, The Transportation Commission approved new administration of the FASTER Safety program. CDOT FASTER road safety funding is now allocated to two statewide programs administered by HQ: FASTER Safety Asset Management and FASTER Safety Mitigation. HQ coordinates with the Regions to select projects for Region delivery.

Funding

FASTER Safety Projects are funded through distributions of revenue generated by S.B. 09-108 and credited to the Highway Users Tax Fund.

FASTER - Safety Projects Program Budget Allocations (in $millions)

Allocations	Actual FY 2014-15	Actual FY 2015-16	Proposed FY 2016-17	Proposed FY 2017-18
FASTER - Safety Projects Allocation	43.0	47.5	48.0	51.8
Indirect Cost Allocation	6.8	5.4	6.3	6.6
Construction Engineering Allocation	4.3	3.4	3.6	4.1
TOTAL	**54.1**	**56.3**	**57.9**	**62.5**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

Permanent Water Quality Program

Web Page: https://www.codot.gov/programs/environmental/water-quality/permanent-water-quality
Statutory Authorization: Section 25-8-101, C.R.S. (2016)
Governance: Colorado Department of Public Health, Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2016), The Highway Trust Fund, 26 U.S.C. § 9503
Budget Category: Contracted Out Work

Background

CDOT's Permanent Water Quality Program (PWQ) is both federally and state mandated as part of CDOT's Municipal Separate Storm Sewer System (MS4) permit, which requires CDOT to control pollutants from entering the storm sewer system and state waterways. As part of the MS4 permit CDOT must implement the New Development and Redevelopment (NDRD) program that requires CDOT install PWQ Best Management Practices (BMPs) to treat CDOT's MS4 area. The Colorado Department of Public Health and Environment (CDPHE) has been delegated the authority to implement the permit system through the Environmental Protection Agency. The requirements and authority ultimately derive from the Clean Water Act.

Goals

This innovative new Permanent Water Quality (PWQ) program saves money for CDOT by allowing CDOT to treat water quality on a regional level versus by the project by project method required under previous permits. CDOT achieves compliance by spending the PWQ Pool funds ($6.5 million annually) in treating CDOT MS4 areas; this amount was the average amount spent previously in order for our permit to be in compliance so this cost is no longer associated with project costs. Under this program, projects that have a high risk, as defined in the permit, of discharging pollutants to State Waters must still provide onsite water quality (Priority Projects), but significantly fewer projects must treat onsite than in previous programs. Instead, CDOT can spend Pool money on permanent water quality projects that are required on site or as selected based on overall benefit to CDOT (Plus or Watershed Projects).

Funding

The PWQ program is funded by reductions in Surface Treatment, which contributes 75% of the funding and the Regional Priorities Program, which contributes 25%. The main sources of revenue are:

- The State Highway Fund
- Federal reimbursement for eligible expenditures

Permanent Water Quality Mitigation (in $millions)

Allocations	Actual FY 2014-15	Actual FY 2015-16	Proposed FY 2016-17	Proposed FY 2017-18
Permanent Water Quality Mitigation	0.0	0.0	5.4	5.4
Indirect Cost Allocation	0.0	0.0	0.7	0.7
Construction Engineering Allocation	0.0	0.0	0.4	0.4
TOTAL	**0.0**	**0.0**	**6.5**	**6.5**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

Capital Expenditures

Statutory Authorization:	Section 43-1-106 (8) (h), C.R.S. (2016)
Governance:	Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)
Primary Funding Source:	State Highway Fund, Section 43-10-109, C.R.S. (2016)
Budget Category:	Maintain – Maintaining What We Have

Background

To maintain the state's single largest capital asset (the state highway system), the Department invests money in mobile and fixed capital equipment including road equipment, property, and capitalized operating equipment.

Road Equipment

CDOT must maintain the state highway system in a clean condition to minimize air pollution, support the safe operation of motor vehicles, and ensure the safety and mobility of the traveling public. In order to do so, CDOT relies on a wide variety of heavy road equipment. The fleet includes:

- Trucks used to haul asphalt, rocks, and earth
- Trucks that plow snow and distribute snow and ice melting materials
- Large mobile sweepers
- Large landscaping mowers
- A hot plant for producing asphaltic concrete pavement

CDOT has researched and developed an expected useful life for all heavy equipment based on age and usage (mileage or hours). Our useful life figures align with those of other state DOTs. CDOT also has a vigorous fleet management system where units whose maintenance costs exceed those of others in their class will rise on the equipment replacement list, allowing CDOT to proactively address the condition of its fleet.

Property

CDOT Property allocates specific budget amounts in order to maintain all structures and has many types of buildings within its 1,222 structure inventory including:

- Vehicle Storage Facilities
- Maintenance Buildings, Sand Sheds, Office Buildings and Lab Facilities as well as a limited number of Employee Housing Facilities and Storage Sheds

In addition to ongoing maintenance and repair, structural conditions are evaluated annually. CDOT's goal is to maintain 90% or more of all buildings at a level C or better on an A through F rating scale. Existing buildings are replaced if they ever fall to a level F and/or can no longer function for their intended use. Adequate buildings are required to protect other department assets as well as provide a safe and productive work environment for department employees.

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Capital Expenditures (continued)

Background (continued)

Capitalized Operating Equipment

Capitalized Operating Equipment refers to smaller capital purchases that fall outside road equipment and fixed property but must be capitalized because they are valued at greater than $5,000. These would include information technology infrastructure, video conference equipment, snow and ice equipment and miscellaneous non-road, non-computer equipment.

Funding

The main sources of revenue for capital expenditures are:

The State Highway Fund

Capital Expenditure Programs Budget Allocations (in $millions)				
Allocations	Actual FY 2014-15	Actual FY 2015-16	Proposed FY 2016-17	Proposed FY 2017-18
Road Equipment Program	14.0	11.5	0.0	23.0
Capitalized Operating Equipment Program	3.8	3.4	3.8	3.8
Property Allocation Program	7.2	1.0	10.0	17.5
TOTAL	**25.0**	**15.9**	**13.8**	**44.3**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

Transportation Systems Management & Operations: Performance Programs & Services

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2016)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2016)
Budget Category: Maximize – Making the Most of What We Have

Background

The Division of Transportation Systems Management & Operations (TSM&O) is responsible for the planning, development, and administration of a statewide program designed to reduce congestion and improve the safety, security, mobility, and efficient utilization of Colorado's existing highway system. It is an integrated approach to optimize the performance of a surface transportation system through programs, projects, and services aimed at improving mobility and safety through sustainable high benefit, low cost solutions with superior returns on investment. Programs and services include:

- Active Traffic Management
- Traffic Incident Management
- Innovative Bottleneck Mitigation Studies & Projects
- Traffic Management Centers
- Special Event Management
- Road Weather Management
- Work Zone Management
- Travel Demand Management
- Intelligent Transportation Systems
- Traffic Signal & Ramp Meter Operations
- Operation of Tolled Express Lanes
- Highway Service Patrols
- Operations Planning
- Corridor Operations Planning for Congested Corridors
- Operations Clearance for all CDOT Projects
- Traffic Safety
- Traffic Engineering
- Operations Performance Measures and Reporting

Funding

The main sources of funding for the program are:

- The State Highway Fund
- Federal reimbursement for qualifying expenditures

TSM&O: Performance Programs and Services (in $millions)				
Allocations	Actual FY 2014-15	Actual FY 2015-16	Proposed FY 2016-17	Proposed FY 2017-18
TSM&O: Performance Programs and Services	7.2	6.1	0.6	0.6
TOTAL	**7.2**	**6.1**	**0.6**	**0.6**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

Transportation Systems Management & Operations: Intelligent Transportation Systems

Web Page:	http://www.cotrip.org
Statutory Authorization:	Section 43-1-106 (8) (h), C.R.S. (2016)
Governance:	Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)
Primary Funding Source:	State Highway Fund, Section 43-10-109, C.R.S. (2016)
Budget Category:	Maximize – Making the Most of What We Have

Background

The Colorado Department of Transportation uses advanced technology and information systems to manage and maintain safe and free-flowing state highways and to inform motorists in Colorado about traffic and roadway conditions. Travel information is provided to the public by a variety of methods including:

- The COTrip.org website displaying Closed Circuit Television (CCTV) images, speed maps and travel times, weather conditions, construction information, alerts (including Amber Alerts), and more
- 511 Interactive Voice Response (IVR) system providing up-to-date road and weather conditions, construction, special events, travel times, and transfers to bordering states and other transportation providers
- Automated email and text messages using GovDelivery as third party provider
- CDOT App: official CDOT endorsed Smartphone application developed through a public-private partnership
- Variable Message Signs (VMS) providing travel messages including: closures, alternative routes, road condition information, special events, and real-time trip travel time information

Information and video is shared with CDOT Regions and partners across the state, including:

- The City and County of Denver
- Various Metro Denver cities and counties
- Hanging Lake Tunnels Management Center, Eisenhower Johnson Tunnels Management Center, and Colorado Springs Traffic Management Center
- Colorado State Patrol and other law enforcement agencies
- Various statewide emergency responders (fire, police, military)
- Local media partners
- Many private entities

Information is gathered using a variety of sources deployed across the state, including:

- Close-circuit television (CCTV)
- Road Weather Information Systems (RWIS)
- Ramp meters
- Travel time readers (using toll-tag transponders)
- Radar devices
- Fog detection devices

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CDOT- Program Fact Sheet

Transportation Systems Management & Operations: Intelligent Transportation Systems (continued)

Background (continued)

- Wild animal detection devices
- CDOT Maintenance forces, the Colorado State Patrol, and the Ports of Entry
- Media sources
- Automated Traffic Recorders

In calendar year 2015, the COTrip.org web site received 33.9 million page views. 52.6% of the page views were from a mobile device and 36.2% of the page views were new visits. Additionally, the 511 IVR System took 1.2 million calls, a decrease from 1.65 million in 2014 attributed to an increase in use of other formats of information relay such as the CDOT mobile app, mobile web, and GovDelivery email and text messaging service. These figures attest to the demand for information in a variety of formats. The Intelligent Transportation Systems (ITS) Branch is committed to providing the most up-to-date, accurate, and timely traveler information to improve and enhance travelers' ability to make informed decisions regarding their travel choices and to improve the overall mobility and safety of Colorado's transportation system. ITS is managed in three program areas: ITS Investments, for the purchase and installation of new ITS equipment and initiatives; ITS Maintenance, for operation and maintenance of existing equipment; and ITS Capital Replacement, for replacement of end-of-life or obsolete ITS assets.

Funding

The main sources of funding for Intelligent Transportation Systems are:

- The State Highway Fund
- Federal reimbursement for eligible expenditures

Intelligent Transportation Systems Maintenance Program Budget Allocations (in $millions)				
Allocations	Actual FY 2014-15	Actual FY 2015-16	Proposed FY 2016-17	Proposed FY 2017-18
TSM&O ITS Maintenance Allocation	14.8	14.4	17.6	25.6
TOTAL	**14.8**	**14.4**	**17.6**	**25.6**

Source: CDOT Office of Financial Management & Budget

Intelligent Transportation Systems Investments Program Budget Allocations (in $millions)				
Allocations	Actual FY 2014-15	Actual FY 2015-16	Proposed FY 2016-17	Proposed FY 2017-18
TSM&O ITS Investments Program	10.0	10.0	10.0	10.0
TOTAL	**10.0**	**10.0**	**10.0**	**10.0**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

Highway Safety Education

Web Page: https://www.codot.gov/safety
Statutory Authorization: CDOT Office of Transportation Safety: Section 24-42-101, C.R.S. (2016)
Primary Funding Sources: Law Enforcement Assistance Fund: Section 43-4-401, C.R.S. (2016)
First Time Drunk Driving Offenders Account: Section 42-2-132, C.R.S. (2016)
Motorcycle Operator Safety Training Fund: Section 43-5-504, C.R.S. (2016)
Marijuana Tax Cash Fund: Section 39-28.8-501(1), C.R.S. (2016)
National Highway Transportation Safety Administration: 49 U.S.C. § 105
Budget Category: Maximize – Making the Most of What We Have

Background

The Highway Safety Office (HSO) oversees multiple state and federally funded programs to reduce the incidence and severity of motor vehicle crashes and associated economic losses.

Enhanced Drunk Driving Enforcement

The HSO's "The Heat is On!" campaign is a collaboration with local law enforcement agencies to increase efforts to enforce impaired driving laws during times of the year and in areas of the state that have been identified, through problem identification, as having high incidences of impaired driving related crashes and fatalities. The HSO reimburses law enforcement agencies for qualifying expenses from the following sources:

- The Law Enforcement Assistance Fund (LEAF)
- The First Time Drunk Driving Offenders Account

Since its inception, law enforcement agencies in Colorado have made 121,406 impaired driving arrests while participating in "The Heat is On" enforcement periods.

Motorcycle Operator Safety Training (MOST)

To promote basic rider training of motorcyclists in Colorado, the HSO administers the MOST program. In FY 2015-16 7,462 motorcyclists were trained by MOST approved vendors.

Marijuana-Impaired Driving Program

CDOT manages statewide public awareness campaigns to prevent impaired driving in Colorado, paired with heightened enforcement by the Colorado State Patrol and local law enforcement agencies. CDOT engages in marijuana-impaired driving prevention efforts, including a public education campaign, data collection, Drug Recognition Expert training, and DUI enforcement under section 405(d) of the federal transportation authorization bill FAST Act.

State and Community Highway Safety Programs (23 U.S.C § 402)

Federal Section 402 funds are used to support State highway safety programs designed to reduce traffic crashes and resulting deaths, injuries, and property damage. To receive Section 402 grant funds, the State must have an approved Highway Safety Plan (HSP). Beginning FY 2013-14 and each fiscal year thereafter,

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Highway Safety Education (continued)

Background (continued)

a State must submit, not later than July 1 of the preceding fiscal year, a HSP that meets statutory and regulatory requirements. A state may use these grant funds to conduct approved highway safety programs.

Occupant Protection Incentive Grants (23 CFR. § 1200.23)

The purpose of Federal Section 405(b) is to encourage States to adopt and implement effective occupant protection programs to reduce highway deaths and injuries resulting from unrestrained or improperly restrained vehicle occupants.

State Traffic Safety Information System Improvements (23 CFR. § 1200.23)

Federal Section 405(c) grant funds are provided to CDOT as administrator of the Colorado Traffic Records Program for awarding to grantees conducting traffic records improvement activities. The purpose of the Traffic Records Program is to provide timely, accurate, complete, consistent, integrated, and accessible traffic records data to federal, state, and local safety stakeholders to improve transportation safety in Colorado.

Impaired Driving Countermeasures (23 U.S.C. § 1200.23)

The purpose of Federal Section 405(d) funds is to encourage states to adopt and implement effective programs to reduce driving under the influence of alcohol, drugs, or the combination of alcohol and drugs. For FY 2016-17 Colorado qualified as a low range State for impaired driving fatalities.

Motorcyclist Safety Grants (23 CFR § 1200.25)

Federal Section 405(f) encourages states to adopt and implement effective programs to reduce the number of single and multi-vehicle crashes involving motorcyclists. A state may use these grants funds for motorcyclist safety training and motorist awareness of motorcyclist programs.

Funding

The main sources of revenue to the Department's Highway Safety Education programs are:

- Federal funding from the National Highway Transportation Safety Administration (NHTSA)
- Penalties for DUI convictions
- Tax revenue from the retail sale of marijuana
- Fees for driver license reinstatements
- Surcharges on driver license fees for motorcycle endorsements and motorcycle registrations

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Highway Safety Education (continued)

Funding (continued)

Highway Safety Education Program Budget Allocations (in $millions)				
Allocations	**Actual FY 2014-15**	**Actual FY 2015-16**	**Proposed FY 2016-17**	**Proposed FY 2017-18**
Nat Hwy Traffic Safety Admin (NHTSA)	6.6	8.1	7.2	8.7
Motorcycle Operator Safety Training (MOST)	0.7	0.7	0.9	0.9
Law Enforcement Assistance Fund (LEAF)	0.5	0.4	0.9	0.5
First Time Drunk Driver Fund	1.2	1.3	2.0	1.5
Marijuana Impaired Driving Program	0.0	0.0	0.5	1.0
Indirect Cost Allocation	1.4	1.2	0.9	1.1
Construction Engineering Allocation	0.9	0.7	0.5	0.7
TOTAL	**11.3**	**12.4**	**12.9**	**14.4**

Source: CDOT Office of Financial Management & Budget
Note: This amount includes $501,960 of NHTSA required State match.

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CDOT- Program Fact Sheet

Transportation Systems Management & Operations: Congestion Relief

Statutory Authorization:	Section 43-1-106 (8) (h), C.R.S. (2016)
Governance:	Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)
Primary Funding Source:	State Highway Fund, Section 43-10-109, C.R.S. (2016)
Budget Category:	Maximize – Making the Most of What We Have

Background

The Division of Transportation Systems Management and Operations (TSM&O) is responsible for the planning, development, administration, and operations of a statewide program designed to reduce congestion and improve the safety, security, reliability, mobility, and efficient utilization of Colorado's existing highway system. TSM&O is formed on the belief and commitment that CDOT can do more to operate Colorado's existing surface transportation system so that it performs better to meet customer expectations through activities other than building new capacity. The Mission of TSM&O is to *"Reduce congestion and improve safety through innovative TSM&O strategies that enable the Colorado Department of Transportation to make the best use of available transportation funding."* Five programs within TSM&O are below.

(1) The Intelligent Transportation Systems (ITS) Branch is responsible for developing, designing, implementing, operating, and maintaining smart operational tools, computer software, computer hardware and electronic equipment such as traffic signals, variable message sign boards, fiber optic network, ramp metering, roadway weather information systems, cameras, and intelligent technology to support Colorado Traffic Management Centers and to support the future of autonomous and connected vehicles utilizing CDOT's transportation network. The ITS branch also develops and manages public-public and public-private partnerships to expand and manage the fiber optic communication network.

(2) The Traffic Management Branch oversees the four Colorado Transportation Management Centers statewide, including the Golden Traffic Operations Center; the Joint Operations Area with Region 1, Region 3, and the Eisenhower Johnson Memorial Tunnel; the Pueblo Region 2 Traffic Operations Center; and the Hanging Lakes Tunnel Operations Center. The Branch Manager oversees the staff operators at the traffic management center who provide rapid response, coordination, communication, and management of storms, incidents, and emergencies to optimize safety and mobility to CDOT Maintenance, Colorado State Patrol, and the public. For example, they manage the 511 public information system. This branch supports the Corridor Management Program for I-70 Mountain Corridor and I-25 Corridor, Maintenance Operations, and the CDOT Office of Emergency Management.

(3) Corridor Management Program manages the holistic operations of congested corridors through Traffic Incident Management (TIM) staff. These staff include the CDOT Highway Incident Commanders and the operational programs include the Mile High Courtesy Patrol (up to 18 contracted tow vehicles plus two on US 36) which operates in the Denver metropolitan area during weekday morning and afternoon rush hours; and the I-70 Mountain Corridor (Vail to C-470) Courtesy Patrol and Heavy Tow Programs (up to 6 standard tows and 5 heavy tow vehicles) which operate on weekends, special events, and holidays. The Corridor Operations Managers also

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CDOT- Program Fact Sheet

Transportation Systems Management & Operations: Congestion Relief (continued)

Background (continued)

execute multiple four-hour training courses for TIM and conduct Train the Trainer in TIM classes. Colorado State Patrol, local law enforcement, public works officials, fire, emergency medical services, and tow/recovery companies all participate in the training. The Corridor Management Program also operates CDOT Toll Lane Corridors, supports the CDOT Office of Emergency Management, and works closely with State and local law enforcement and first responders.

(4) The Staff Traffic and Safety Branch oversees several programs for data analysis and policy development: Safety, Crash Data Analysis, Traffic Engineering, Systems Operations, and Policy. It also manages various federal and state funding programs (HSIP, FASTER Safety, Hot Spot/Congestion Relief/Bottleneck Reduction, Traffic Incident Management, and CDOT RAMP Operations), prioritizes projects for funding and tracks project completion. This Branch has also implemented the TSM&O Evaluation process which is a holistic approach that reinforces that stakeholders should consider safety, operational, and technology elements/recommendations early and throughout the project life-cycle.

(5) The Planning and Performance Transportation Demand Management Branch contributes to the statewide planning effort, plans the TSMO budget, applies for grants, reports on performance measures, manages operational plans and studies, and manages the Transportation Demand Management program to reduce the congestion through programs such as vanpool/carpools, tolled express lanes, improved traveler information, connected vehicle technology, and diversifying transportation mode share. This branch provides planning support to the RoadX program.

Funding

The main sources of revenue for the Department's congestion relief efforts are the State Highway Fund and the federal Congestion Mitigation Air Quality (CMAQ) funds.

Congestion Relief Program Budget Allocations (in $millions)

Allocations	Actual FY 2014-15	Actual FY 2015-16	Proposed FY 2016-17	Proposed FY 2017-18
TSM&O Congestion Relief	3.2	3.4	3.9	3.9
Indirect Cost Allocation	0.5	0.4	0.6	0.6
Construction Engineering Allocation	0.3	0.2	0.3	0.3
TOTAL	**4.0**	**4.0**	**4.8**	**4.8**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

Transportation Systems Management & Operations: Congestion Relief (continued)

Funding (continued)

TSM&O Traffic Incident Management (in $millions)				
Allocations	Actual FY 2014-15	Actual FY 2015-16	Proposed FY 2016-17	Proposed FY 2017-18
TSM&O: Traffic Incident Management	0.0	0.0	2.0	2.0
TOTAL	**0.0**	**0.0**	**2.0**	**2.0**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

Regional Priority Program

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2016)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)
Primary Funding Sources: State Highway Fund, Section 43-10-109, C.R.S. (2016);
The Highway Trust Fund 26 U.S.C. § 9503
Budget Category: Maximize – Making the Most of What We Have

Background

The objective of the Regional Priority Program (RPP) is to supplement the formula-driven funding allocations to the five CDOT engineering regions with flexible funding for use at the discretion of each Regional Transportation Director in consultation with local elected officials and other stakeholders in each region. This is accomplished through the transportation planning process. RPP funds are distributed to the CDOT Regions according to a formula based on 50% population, 35% state highway system lane miles, and 15% state highway system truck Vehicle Miles Traveled (VMT).

Funding

The RPP is funded through annual Transportation Commission allocations of state highway funds with federal reimbursement for eligible expenditures.

Regional Priority Program Budget Allocations (in $millions)

Allocations	Actual FY 2014-15	Actual FY 2015-16	Proposed FY 2016-17	Proposed FY 2017-18
Regional Priority Program Allocation	39.7	42.2	40.3	40.0
Indirect Cost Allocation	6.3	4.8	5.2	5.1
Construction Engineering Allocation	4.0	3.0	3.1	3.3
TOTAL	**50.0**	**50.0**	**48.6**	**48.4**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

RoadX

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2016)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)
Primary Funding Sources: State Highway Fund, Section 43-10-109, C.R.S. (2016);
The Highway Trust Fund 26 U.S.C. § 9503
Budget Category: Maximize – Making the Most of What We Have

Background

RoadX is a new program intended to carry out CDOT's vision to transform Colorado's transportation system into one of the safest and most reliable in the nation by harnessing emerging technology. Through partnerships with public and private industry partners, this program will fulfill CDOT's mission to become a leader in safety and reliability with one of the most technologically advanced transportation systems in the nation. The current 5-year Draft Work Plan will allocate $90 million into the following categories:

- Projects - $54 million
- Infrastructure - $30 million
- Planning and Policy - $6 million

Current plans and projects include:

- Developing peak demand managed corridors that will use precise, real time data to relieve congestion.
- Implementing smartphone mobile application technologies to warn motorists of hazards, road closures, weather advisories, etc.
- Integrating connected vehicles and vehicle-to-infrastructure technologies into the existing state transportation system to promote economic growth and reduce fatalities.

Funding

Road X is funded through annual Transportation Commission allocations of state highway funds with federal reimbursement for eligible expenditures.

Road X Budget Allocations (in $millions)

Allocations	Actual FY 2014-15	Actual FY 2015-16	Proposed FY 2016-17	Proposed FY 2017-18
Road X Allocation	0.0	0.0	10.0	10.0
Indirect Cost Allocation	0.0	0.0	1.3	1.3
Construction Engineering Allocation	0.0	0.0	0.8	0.8
TOTAL	**0.0**	**0.0**	**12.1**	**12.1**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

ADA Compliance

Statutory Authorization:	American with Disabilities Act (ADA) of 1990; Rehabilitation Act of 1973, Sec. 504, 29 U.S.C. § 794 (2006); § 504 (as amended); 49 CFR Part 27; 28 CFR Part 35
Governance:	Colorado Transportation Commission; American with Disabilities Act (ADA) of 1990; Rehabilitation Act of 1973, Sec. 504, 29 U.S.C. § 794 (2006); § 504 (as amended); 49 CFR Part 27; 28 CFR Part 35
Primary Funding Source:	State Highway Fund, Section 43-10-109, C.R.S. (2016); The Highway Trust Fund 26 U.S.C. § 9503
Budget Category:	Maximize – Making the Most of What We Have

Background

The landmark Americans with Disabilities Act (ADA), enacted on July 26, 1990, provides comprehensive civil rights protections to persons with disabilities in the areas of employment, state and local government services, and accessibility to public accommodations, transportation, and telecommunications. The ADA is a companion civil rights legislation to Section 504 of the Rehabilitation Act of 1973. This legislation mandates that qualified individuals with disabilities shall not be excluded from participation in, denied the benefit of, or be subjected to discrimination under any program or activity.

For CDOT and its sub-recipients, the services or activities are any that are transportation-related. These can include but are not limited to: roadways, contiguous walkways, intersections, rest areas, roadside emergency telephones, public conveyances such as buses and light rail, and literature related to any of these.

In 2013 CDOT collected existing geometrics for 19,632 curb ramps statewide. The query was pulled from the data collected from "ArcGIS Data 2013" and currently shows CDOT having achieved **13%** compliance with the PROWAG standards that are based on the ADA requirements that became law in 1990.

CDOT is pursuing an aggressive strategy of upgrading curb ramps through regular program delivery as well as committing dedicated funding toward curb ramp upgrading to achieve ADA compliance within 5 years.

Funding

ADA Compliance is funded through annual Transportation Commission allocations of state highway funds with federal reimbursement for eligible expenditures.

ADA Compliance Allocations (in $millions)

Allocations	Actual FY 2014-15	Actual FY 2015-16	Proposed FY 2016-17	Proposed FY 2017-18
ADA Compliance Allocation	0.0	0.0	2.9	8.7
Indirect Cost Allocation	0.0	0.0	0.4	1.1
Construction Engineering Allocation	0.0	0.0	0.2	0.7
TOTAL	**0.0**	**0.0**	**3.5**	**10.5**

Source: CDOT Office of Financial Management & Budget

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ADA Compliance (continued)

Funding (continued)

Anticipated Expenditures of Funding by Fiscal Year (in $millions)							
	FY 2015-16	**FY 2016-17**	**FY 2017-18**	**FY 2018-19**	**FY 2019-20**	**FY 2020-21**	**Total Projected Funding Required**
Design Services	$5.0	$3.0	$2.0	$0.0	$0.0	$0.0	***$10.0***
Construction Services	$0.0	$10.0	$20.0	$15.0	$15.0	$15.0	***$75.0***
TOTAL	**$5.0**	**$13.0**	**$22.0**	**$15.0**	**$15.0**	**$15.0**	**$85.0**

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CDOT- Program Fact Sheet

Strategic Projects

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2016)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)
Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2016)
The Highway Trust Fund 26 U.S.C. § 9503
Budget Category: Expand – Increasing Capacity

Background

On August 15, 1996, the Transportation Commission adopted the Strategic Transportation Project Investment Program. This program identified 28 high priority projects of statewide significance based on the overall visibility, cost, and return on investment of the project in addressing on-going needs of safety, mobility, and reconstruction for the public. The primary objectives of the Strategic Projects were to expedite the completion of these transportation projects, to establish a minimum annual level of funding for these projects, and provide a process for monitoring and reporting project progress. To date, 22 of the 28 projects have been either completed or funded to the initial Transportation Commission target. Since the repeal of Senate Bill 97-001 in 2009, there has been no source of funding specifically dedicated to the remaining six strategic projects.

Funding

The primary source of revenue for strategic projects was Senate Bill 97-001 until it was repealed and superseded by Senate Bill 09-228 in 2009. The Bill requires five percent growth in personal income before triggering a transfer of General Funds to CDOT. The table below shows the current expected transfers.

Strategic Transportation Investment Project Program Budget Allocations (in $millions)

Allocations	Actual FY 2014-15	Actual FY 2015-16	Proposed FY 2016-17	Proposed FY 2017-18
Strategic Transportation Investment Project Program	0.0	151.4	118.0	81.4
Indirect Cost Allocation	0.0	17.2	15.4	10.4
Construction Engineering Allocation	0.0	10.7	8.8	6.6
TOTAL	**0.0**	**179.3**	**142.2**	**98.4**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

National Highway Freight Program

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2016)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)
Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2016)
The Highway Trust Fund 26 U.S.C. § 9503
Budget Category: Expand – Increasing Capacity

Background

The National Highway Freight Program (NHFP) is a new formula-based program with the purpose of improving the efficient movement of freight on the National Highway Freight Network (NHFN). The NHFN includes the interstates, several small segments of other corridors important to freight movement, and approximately 240 miles of Critical Urban and Critical Rural Freight Corridors to be designated by the state. A project is eligible for funding if it:

- Contributes to the efficient movement of freight on the NHFN
- Is identified in a freight investment plan included in a freight plan
- Is an intermodal or freight rail project (a State can obligate up to 10% of its total freight apportionment to these projects)

The NHFP provides a wide range of eligibility, including but not limited to:

- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities.
- Construction, reconstruction, rehabilitation, acquisition of real property (including land relating to the project and improvements to land), construction contingencies, acquisition of equipment, and operational improvements directly relating to improving system performance.
- Other activities supporting freight movement including ITS, truck parking, highway ramp metering, truck-only lanes, climbing and runaway truck lanes, traffic signal optimization, etc.

Funding

The main sources of revenue to the surface treatment program are:

- The State Highway Fund
- Federal reimbursement for eligible expenditures

National Highway Freight Program				
Allocations	Actual FY 2014-15	Actual FY 2015-16	Proposed FY 2016-17	Proposed FY 2017-18
National Highway Freight Program Allocation	0.0	15.3	14.1	15.3
Indirect Cost Allocation	0.0	1.7	1.8	2.0
Construction Engineering Allocation	0.0	1.0	1.1	1.2
TOTAL	**0.0**	**18.0**	**17.0**	**18.5**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

Project Support – Operations, Planning, and Research

Statutory Authorization:	Section 43-1-106 (8) (h), C.R.S. (2016)
Governance:	Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)
Primary Funding Source:	State Highway Fund, Section 43-1-113, C.R.S. (2016) The Highway Trust Fund 26 U.S.C. § 9503
Budget Category:	Deliver – Program Delivery/Administration

Background

Project Support is responsible for providing support and statewide consistency to the CDOT Regions in the development and delivery of highway projects in Colorado pursuant to state and federal law. This involves a multitude of activities in preparation of the design and construction of highway projects. Activities include but are not limited to:

- Development of standards and specification to be used on all CDOT highway projects, ensuring consistent statewide application of policies and procedures for the acquisition of right-of-ways, utility clearances, structural design, advertisement of construction projects, and construction management.
- Management of the pavement, bridge, culvert, tunnel, structural walls, and other highway assets statewide.
- Conducting chemical and physical properties tests and analyses on various pavements and materials used in construction.
- Publishing and maintaining policies and procedures necessary for the consistent administration of highway construction contracts.
- Conducting training on the development and delivery of highway projects.
- Assuring that construction contracts are awarded to the lowest responsible bidder.
- Ensuring consistent management of construction activities and providing expert technical resources to Region staff.
- Providing engineering estimates for every construction project.

State Planning and Research (SPR) funds support statewide planning and research activities. The funds are used to establish a cooperative, continuous, and comprehensive framework for making transportation investment decisions and to carry out transportation research activities throughout the State. Activities include but are not limited to:

- Providing leadership for the transportation planning process, including the development and implementation of plans, programs, and resources to support and deliver an integrated multi-modal transportation system.
- Leading the CDOT asset management program by providing tools to effectively measure, analyze, forecast, and communicate the performance of CDOT's asset programs, processes, and investment decisions.

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Project Support – Operations, Planning, and Research (continued)

Background (continued)

- Information and data dissemination functions that contribute to the development of projects, transportation plans, and state/federal reports including data analysis, integration and dissemination, planning information, GIS applications, mapping services, and database programming and maintenance.
- Supporting project development and other activities by collaboratively developing, managing, and implementing policies, programs, and processes that facilitate environmental compliance, stewardship, and leadership.
- Conducting applied research and identifying implementation opportunities in the areas of environmental research, structures, geotechnical, hydraulics, pavement, materials, safety, operations, and planning.

Funding

The main sources of revenue to the Department's project support programs are:

- Federal funding for SPR (80%)
- State Highway funds for SPR match (20%)
- The State Highway Fund for Operations
- Federal reimbursement for qualifying expenditures

Operations, Planning and Research Budget Allocations (in $millions)

Allocations	Actual FY 2014-15	Actual FY 2015-16	Proposed FY 2016-17	Proposed FY 2017-18
Operations Allocation	13.3	23.7	23.1	23.1
Project Initiatives	2.9	1.9	1.9	2.5
Maintenance HQ Support	6.8	7.5	9.6	8.6
State Planning and Research (SPR) Allocation	12.7	12.9	13.3	13.9
TOTAL	**35.7**	**46.0**	**47.9**	**48.1**

Source: CDOT Office of Financial Management & Budget

HPTE Fee for Service

Allocations	Actual FY 2014-15	Actual FY 2015-16	Proposed FY 2016-17	Proposed FY 2017-18
HPTE Fee for Service	0.0	2.0	2.1	4.8
TOTAL	**0.0**	**2.0**	**2.1**	**4.8**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

Administration

Statutory Authorization: Section 43-1-113 (2) (c) (III), C.R.S. (2016)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)
Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2016)
Budget Category: Deliver – Program Delivery/Administration

Background

The Department's Administration is composed of the staff of several CDOT offices meeting criteria set forth in Section 43-1-113 (2) (c) (III), C.R.S. (2016). Unlike the majority of CDOT's budget, funding for Administration is appropriated annually by the Colorado General Assembly and may not exceed 5.0% of the Department's total budget. This appropriation of funds is not an increase in funding to CDOT, but rather a ceiling set by the legislature on how much of the funding CDOT receives can be spent on administering the department. CDOT Administration includes the following offices, in whole or in part:

- The Transportation Commission
- The Office of the Executive Director
- The Office of the Deputy Executive Director
- The Office of the CFO and Division of Accounting & Finance
- The Office of Program Management
- The Office of Emergency Management
- The Division of Audit
- The Office of the Chief Highway Engineer
- The Division of Human Resources
- The Division of Property Management
- The Office of Civil Rights
- The Office of Policy and Government Relations
- The Office of Communications
- The Offices of the Regional Transportation Directors
- The Interagency Fleet Vehicle Garage

Funding

CDOT's Administration is a single line item in the annual Long Appropriations Bill. Its sources of funding are the State Highway Fund and an internal service fund. Administration activities are not supported by General Funds or federal funds. Several statewide common policies are paid in whole or in part from the Administration line item, including legal services, property & liability insurance, workers' compensation, and information technology services.

Appropriated Program Budget Allocation (in $millions)				
Allocations	Actual FY 2014-15	Actual FY 2015-16	Proposed FY 2016-17	Proposed FY 2017-18
Administration (Appropriated) Allocation	30.0	29.0	30.0	30.1
TOTAL	**30.0**	**29.0**	**30.0**	**30.1**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

Aeronautics

Web Page:	https://www.codot.gov/programs/aeronautics
Statutory Authorization:	Section 43-10-103, C.R.S. (2016)
Governance:	Colorado Aeronautical Board, Section 43-10-104, C.R.S. (2016)
Primary Funding Source:	State Aviation Fund, Section 43-10-109, C.R.S. (2016)
Budget Category:	Pass-Through Funds / Multimodal Grants

Background

The Division of Aeronautics promotes the safe operation and accessibility of general aviation and intrastate commercial aviation in Colorado, in accordance with its mission statement: "In support of the Colorado Department of Transportation's development of a forward-looking multi-modal transportation system in the 21st century, the Colorado Division of Aeronautics shall promote partnering with its public and private constituents to enhance aviation safety, aviation education, and the development of an effective air transportation system through the efficient administration of the Aviation Fund." The objectives of the Division are to:

- Set priorities for improving the state's air transportation system.
- Provide financial assistance to maintain and enhance Colorado's 74 public use airports
- Enhance aviation safety through education.
- Promote economic development through the development, operation, and maintenance of the state aviation system.

Related Goals

Pavement Condition Indexing (PCI)

The Division conducts an inspection and analysis of airport pavements that is required by the Federal Aviation Administration (FAA) for airports to be eligible for federal funds. PCI results are an important planning tool for each airport's pavement maintenance and capital improvement programs. This information is used by the Division and the FAA to determine priority distribution of state and federal pavement maintenance funds. The Division's goal is to maintain Colorado's primary airport pavements at an average PCI score at or above 75/100**.**

Automated Weather Observing Systems (AWOS)

During its 2000 session, the Colorado General Assembly acknowledged the need for improved aviation weather reporting in the mountainous terrain along the Continental Divide. With shared funding from the Legislature and the Colorado Aviation Fund, twelve (12) Automated Weather Observing System (AWOS) sites were installed. These were sited at those critical mountain passes most vulnerable to weather-related aircraft accidents. The AWOS generates real time weather reports every minute, providing continuous, real-time weather reports for pilots, airport operators, weather data collectors, and the local community. The AWOS weather reports are made available to pilots via high quality, digitalized voice transmissions using a VHF frequency. They are also available by telephone for flight planning and can be sent to the FAA's Weather Network for critical flight planning purposes. For more information about the Division's AWOS systems, please visit: https://www.codot.gov/programs/aeronautics/Periodicals/AnnualReport.

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Aeronautics (continued)

Funding

The Division administers the State Aviation Fund with direction and oversight from the seven-member Governor-appointed Colorado Aeronautical Board. The main sources of revenue to the State Aviation Fund are:

- An excise tax of $0.04 per gallon on wholesale non-commercial jet fuel transactions
- An excise tax of $0.06 per gallon on aviation gasoline (avgas) sales
- A sales tax of 2.9 percent on the sale of commercial jet fuels
- Grant funding from the Federal Aviation Administration

Article X, Section 18 of the Colorado Constitution requires the proceeds of taxes on aviation fuel to be used exclusively for aviation purposes. Section 43-10-109 (3), C.R.S. (2016) continuously appropriates the State Aviation Fund to the Division and restricts administrative expenses to a maximum of 5.0 percent of prior year revenues

Division of Aeronautics Budget Allocation (in $millions)

Allocations	Actual FY 2014-15	Actual FY 2015-16	Proposed FY 2016-17	Proposed FY 2017-18
Division of Aeronautics to Airports	30.7	14.6	18.5	18.6
Division of Aeronautics Administration	0.9	0.9	0.9	0.9
TOTAL	**31.6**	**15.5**	**19.4**	**19.5**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

Safe Routes to School

Web Page: https://www.codot.gov/programs/bikeped/safe-routes
Statutory Authorization: 23 USC Section 213
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)
Primary Funding Source: The Highway Trust Fund, 26 U.S.C. Section 9503
Budget Category: Pass-Through Funds / Multimodal Grants

Background

The Safe Routes to School (SRTS) program was established in Colorado in 2004 to distribute federal moneys received by the state or state moneys to eligible projects to improve safety for pedestrians and bicyclists in school areas and encourage children in kindergarten through 8th grade to safely bicycle and walk to and from school. Successful SRTS programs are designed around the 5 "E's" – engineering, education, encouragement, enforcement, and evaluation – to achieve the greatest gains. SRTS equitably supports the diverse transportation needs of Colorado youth of all abilities, income levels, races, and national origins in rural, suburban, and urban communities. The programs contribute to Colorado's quality of life through healthier lifestyles, expanded commuting options, and easier access to schools and neighborhoods.

Eligible activities include but are not limited to:

- Planning, design, and construction of safe school routes for children to walk and bike to and from school
- Planning, design, and construction of facilities for pedestrians and bicyclists to travel to and from school
- Educating children, parents, and communities about safe walking and bicycling practices and the health benefits that result from walking and bicycling to and from school

Funding

Funds are awarded through a statewide competitive process for construction and education projects chosen by an advisory committee appointed by CDOT's executive director. $2.0 million is committed to fund infrastructure projects and $0.5 million for non-infrastructure projects annually. More information about the committee and SRTS can be found at:
https://www.sos.state.co.us/CCR/GenerateRulePdf.do?ruleVersionId=6092&fileName=2%20CCR%20601-19

Safe Routes to Schools (in $millions)				
Allocations	**Actual FY 2014-15**	**Actual FY 2015-16**	**Proposed FY 2016-17**	**Proposed FY 2017-18**
Safe Routes to Schools	0.0	0.0	2.5	2.5
TOTAL	**0.0**	**0.0**	**2.5**	**2.5**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

Transportation Alternatives

Web Page: https://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.cfm
Statutory Authorization: 23 USC Section 213
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)
Primary Funding Source: The Highway Trust Fund, 26 U.S.C. Section 9503
Budget Category: Pass-Through Funds / Multimodal Grants

Background

The Transportation Alternatives Program (TAP) is a program established under Section 1122 of MAP-21 and continued as a set-aside under Section 1109 of the FAST Act. The TAP provides funding for bicycle, pedestrian, historic, scenic, and environmental mitigation transportation projects. The TAP replaces the funding from pre-MAP-21 programs including Transportation Enhancements, Scenic Byways, Safe Routes to School, and Recreational Trails by wrapping some elements of those programs into a single funding source.

Eligible activities include but are not limited to:

- Construction, planning, and design of facilities for pedestrians and bicyclists
- Construction of turnouts, overlooks and viewing areas, and preservation of historic transportation facilities
- Some environmental mitigation activities, including vegetation management, and archeological and storm water mitigation related to highway projects
- The recreational trails program

Funding

The main sources of revenue to the Transportation Alternatives program are:

- Federal highway funding (80%)
- Local matching funds (20%)

Transportation Alternatives Budget Allocations (in $millions)

Allocations	Actual FY 2014-15	Actual FY 2015-16	Proposed FY 2016-17	Proposed FY 2017-18
Recreational Trails Allocation	1.6	1.6	1.6	1.6
Transportation Alternatives Program Allocation	11.9	12.4	12.0	12.4
TOTAL	**13.5**	**14.0**	**13.6**	**14.0**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

Surface Transportation Program - Metro

Web Page:	https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm
Statutory Authorization:	23 U.S.C. §133 (d) (3)
Governance:	Transportation Management Areas (TMAs) in Colorado
Primary Funding Source:	The Highway Trust Fund, Highways Account, 23 U.S.C. § 9503
Budget Category:	Pass-Through Funds / Multimodal Grants

Background

The Surface Transportation Program (STP) is a federally mandated program. STP provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge, and tunnel projects on any public road; pedestrian and bicycle infrastructure; and transit capital projects, including intercity bus terminals. STP-Metro is a sub-program of STP for urbanized areas with populations greater than 200,000. Project selection for STP-Metro funds is conducted by federally designated regional Transportation Management Areas (TMAs) comprised of local governments. In Colorado, the Denver Regional Council of Governments (DRCOG), the Pikes Peak Area Council of Governments (PPACG), and the North Front Range Metropolitan Planning Organization (NFRMPO) select projects and the member governments that receive funding contribute matching funds. Project finance is administered by CDOT.

Funding

The main sources of revenue to the STP-Metro program are:

- Federal highway funds equal to the estimated net revenue amount of the STP apportionment set-aside for urban areas with populations exceeding 200,000 (82.79%)
- Required local match (17.21%)
- Additional local funds in excess of the required matching amounts

The annual apportionment of federal spending authority for the STP-Metro is available for four fiscal years after expiration of the federal legislation under which they are authorized and are subject to the overall obligation limitation on federal highway funding.

Surface Transportation Program (STP) -Metro Budget Allocation (in $millions)				
Allocations	Actual FY 2014-15	Actual FY 2015-16	Proposed FY 2016-17	Proposed FY 2017-18
STP-Metro Program Allocation	47.5	51.4	51.8	53.0
TOTAL	**47.5**	**51.4**	**51.8**	**53.0**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

Congestion Mitigation & Air Quality

Web Page:	https://www.fhwa.dot.gov/fastact/factsheets/cmaqfs.cfm
Statutory Authorization:	23 U.S.C. § 149
Governance:	Metropolitan Planning Organizations (MPOs) in Colorado
Primary Funding Source:	The Highway Trust Fund, Highways Account, 23 U.S.C. § 9503
Budget Category:	Pass-Through Funds / Multimodal Grants

Background

Congestion Mitigation & Air Quality (CMAQ) is a federally mandated program, the objective of which is to improve air quality in nonattainment and maintenance areas for ozone, carbon monoxide, and particulate matter. These include the areas of the North Front Range Metropolitan Planning Organization (NFRMPO), the Denver Regional Council of Governments (DRCOG), the Pikes Peak Area Council of Governments (PPACG), portions of the Upper Front Range Transportation Planning Region (UFR TPR), Aspen, Cañon City, Pagosa Springs, Steamboat Springs, and Telluride. Funds may be used for transportation projects designed to contribute to the attainment or maintenance of national ambient air quality standards (NAAQS), with a high level of effectiveness in reducing air pollution. Eligible activities include:

- Establishment or operation of a traffic monitoring, management, and control facility, including advanced truck stop electrification systems, if it contributes to attainment of an air quality standard
- Projects that improve traffic flow, including projects to improve signalization, construct HOV lanes, improve intersections, add turning lanes, improve transportation systems management and operations that mitigate congestion and improve air quality, and implement ITS and other CMAQ-eligible projects, including projects to improve incident and emergency response or improve mobility, such as real-time traffic, transit, and multimodal traveler information
- Purchase of integrated, interoperable emergency communications equipment
- Projects that shift traffic demand to nonpeak hours or other transportation modes, increase vehicle occupancy rates, or otherwise reduce demand
- Complete diesel retrofits of fleet vehicles
- Development of alternative fueling infrastructure and assistance in the conversation of public and private fleets to alternative fuel vehicles such as compressed natural gas (CNG), propane, or electric vehicles
- Expanded authority to use funds for transit operations

Funding

The main sources of revenue to the CMAQ program are:

- Federal highway funds (82.79%)
- Required local matching funds (17.21%)
- Additional local funds in excess of the matching requirement

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CDOT- Program Fact Sheet

Congestion Mitigation & Air Quality (continued)

Funding (continued)

Federal funds are apportioned according to a formula based on population and severity of pollution in ozone and carbon monoxide areas. These funds remain available for four years after expiration of the federal legislation under which they are authorized and are subject to the overall obligation limitation on federal highway funding.

Congestion Mitigation & Air Quality (CMAQ) Improvement Program Budget Allocation (in $millions)				
Allocations	**Actual FY 2014-15**	**Actual FY 2015-16**	**Proposed FY 2016-17**	**Proposed FY 2017-18**
CMAQ - Program Allocation	46.0	47.3	47.4	48.3
TOTAL	**46.0**	**47.3**	**47.4**	**48.3**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

Metropolitan Planning

Web Page:	https://www.fhwa.dot.gov/fastact/factsheets/metropolitanplanningfs.cfm
Statutory Authorization:	23 U.S.C. §134
Governance:	Metropolitan Planning Organizations (MPOs) in Colorado
Primary Funding Source:	The Highway Trust Fund, Highways Account, 26 U.S.C. § 9503
Budget Category:	Pass-Through Funds / Multimodal Grants

Background

The Metropolitan Planning program is a federally mandated program whose purpose is to fund transportation planning processes at federally designated Metropolitan Planning Organizations (MPOs). This planning process establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas with populations exceeding 50,000. The MPOs in Colorado are the Denver Regional Council of Governments (DRCOG), the Pikes Peak Area Council of Governments (PPACG), the North Front Range Metropolitan Planning Organization (NFRMPO), the Pueblo Area Council of Governments, and the Grand Valley MPO (GVMPO).

Funding

The main sources of revenue to the Metropolitan Planning program are:

- Federal funds (Federal Highways Administration and Federal Transit Authority) (82.79%)
- Required local matching funds (17.21%)

These funds remain available for four years after expiration of the federal legislation under which they are authorized and are subject to the overall obligation limitation on federal highway funding.

Metropolitan Planning Program Budget Allocation (in $millions)

Allocations	Actual FY 2014-15	Actual FY 2015-16	Proposed FY 2016-17	Proposed FY 2017-18
Metropolitan Planning Program Allocation	7.7	8.2	8.3	8.4
TOTAL	**7.7**	**8.2**	**8.3**	**8.4**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

Bridge Off-System

Statutory Authorization:	23 USC Section 129
Governance:	Transportation Commission and Federal Program
Primary Funding Source:	The Highway Trust Fund, 26 U.S.C. Section 133 (g)
Budget Category:	Pass-Through Funds / Multimodal Grants

Background

CDOT administers the Bridge Off-System local agency bridge program. This program provides bridge inspection and inventory services to cities and counties, as well as grants for bridge replacement or bridge rehabilitation projects. CDOT maintains a select list of local agency bridges to determine eligibility for bridge replacement and major rehabilitation grants. The grants are authorized by the Special Highway Committee.

The Code of Federal Regulations (CFR) stipulates that at least 15% of the Federal Bridge Program funds the State receives shall be used for "off-system" bridges located on public roads, other than those on a Federal-aid system (i.e. city and county bridges).

Funding

CDOT Bridge-Off System program is funded partially through a federal program and partially through Transportation Commission-directed funds.

Bridge Off System Program Budget Allocation (in $millions)				
Allocations	Actual FY 2014-15	Actual FY 2015-16	Proposed FY 2016-17	Proposed FY 2017-18
Bridge Off System Allocation	9.5	9.6	9.5	9.5
TOTAL	**9.5**	**9.6**	**9.5**	**9.5**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

Transit and Rail

Web Page:	https://www.codot.gov/programs/transitandrail
Statutory Authorization:	Section 43-1-106 (8) (h), C.R.S. (2016)
Governance:	Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)
Primary Funding Source:	State Highway Fund, Section 43-1-113, C.R.S. (2016); The Highway Trust Fund Mass Transit Account, 26 U.S.C. § 9503 (e)
Budget Category:	Pass-Through Funds / Multimodal Grants

Background

The CDOT Transit and Rail Division was created under Senate Bill 09-094 to plan, develop, finance, operate, and integrate transit and rail services. CDOT's program works in coordination with other transit and rail providers to plan, promote, and implement investments in transit and rail services statewide.

The objectives of the Division include:

- Managing Federal Transit Administration grants for rural and specialized transit operations
- Creating policy and priorities for S.B. 09-108 “FASTER” transit-related funding
- Working with Regional Transportation Authorities (RTAs) and Transportation Planning Regions (TPRs) on transit service development and policy issues
- Operating the Bustang interregional bus service connecting local transit providers along the I-25 and I-70 corridors
- Identifying gaps in services and missing connections
- Coordinating with other human services and veterans service agencies on transportation delivery
- Creating a state rail plan to improve the efficiency of freight and passenger rail networks
- Conducting feasibility studies of potential new services
- Pursuing intercity and/or high-speed rail and transit solutions for Colorado
- Developing state financing mechanisms
- Integrating transit with other modes through bicycle, pedestrian, and park-and-ride facilities
- Collaborating to create high-utilization carpool, transit, and managed-lane highway facilities
- Incorporating transit, passenger rail, and freight rail into the statewide transportation plan

Funding

The main sources of revenue to the Division are:

- State Funds: $15.0 million (Senate Bill 09-108)
- Federal grants and apportionments
- Local matching funds

In FY 2015-16 and FY 2016-17, General Fund transfers were triggered per S.B. 09-228, increasing allocations to the Division through the Strategic Projects Program.

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Transit and Rail (continued)

Funding (continued)

Transit Program Budget Allocation (in $millions)				
Allocations	Actual FY 2014-15	Actual FY 2015-16	Proposed FY 2016-17	Proposed FY 2017-18
Federal Transit	27.1	26.6	28.7	27.5
Strategic Projects -Transit	0.0	19.9	15.8	10.9
State Transit (FASTER)	15.0	15.0	15.0	15.0
TOTAL	**42.1**	**61.5**	**59.5**	**53.4**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

State Infrastructure Bank

Web Page:	https://www.codot.gov/business/budget/colorado-state-infrastructure-bank-co-sib.html
Statutory Authorization:	Section 43-1-113.5 C.R.S. (2016)
Governance:	Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)
Primary Funding Source:	Transportation Infrastructure Revolving Fund, Section 43-1-113.5, C.R.S. (2016)
Budget Category:	Pass-Through Funds / Multimodal Grants

Background

House Bill 98-1001 (May / Mutzebaugh) created the Transportation Infrastructure Revolving Fund, otherwise known as the State Infrastructure Bank (SIB).

The SIB makes loans to provide assistance to public and private entities for the acquisition, improvement, or construction of highways, multimodal transportation, and intermodal transportation facilities in the state. Such assistance includes, but is not limited to, the making of loans and other forms of financial assistance for qualified projects.

Federal legislation also supports the existence of the SIB and it initially received some federal funding. While the statutes provide the overall framework for the SIB, the Transportation Commission is authorized to promulgate rules specifying the details regarding the eligibility requirements, disbursement of funds, interest rates, and repayments of loans from the bank.

The overall objective the SIB is to seek loan applications for transportation projects that can both benefit from SIB assistance and meet the terms for loan repayments. While all elements of the state's transportation system have projects that merit assistance, aviation is unique in its capacity to generate steady revenues that meet or exceed the cost of operating its facilities over time and is willing to ultimately pay for the full cost of its infrastructure improvements.

The fund has separate accounts for:

- Aeronautics
- Highways
- Transit
- Rail

Funding

The main source of revenue to the State Infrastructure Bank is interest earnings on loans from, and cash balances of, the Transportation Infrastructure Revolving Fund.

State Infrastructure Bank (SIB) Allocation (in $millions)

Allocations	Actual FY 2014-15	Actual FY 2015-16	Proposed FY 2016-17	Proposed FY 2017-18
SIB Allocation	0.4	0.4	0.4	0.4
TOTAL	**0.4**	**0.4**	**0.4**	**0.4**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

Permanent Recovery

Statutory Authorization:	Section 159(b) of the Wendell H. Ford Aviation Investment and Reform Act (AIR-21) & 49 U.S.C. §5334
Governance:	Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)
Primary Funding Source:	FHWA Emergency Relief Program
Budget Category:	Transportation Commission Contingency / Debt Service

Background

The Permanent Recovery program encompasses all permanent repair work being done in Colorado as a result of catastrophic rains and subsequent flooding that occurred during the week of September 11, 2013. The storm destroyed or damaged more than 200 miles of roadway and 50 bridges, with most of the damage concentrated in the northern and eastern parts of Colorado. The emergency response phase was responsible for short-term fixes in order to get traffic moving as quickly as possible; all temporary repairs were completed as of November of 2013. The Permanent Recovery program is now responsible for managing the long term permanent recovery phase that is projected to take 3-5 years. The program oversees flood related activities between CDOT Regions, the Flood Recovery Office in Greeley, and the Flood Recovery Business Office in Denver at CDOT Headquarters.

The main objectives of the Permanent Recovery program are:

- Oversee 42 permanent repair projects with an estimated budget of $276 million
- Compile and ensure proper management of all necessary documentation for future audits
- Administer FHWA funds to federal aid roads and work in partnership with the local counties and municipalities to complete necessary local agency roadway repairs

Funding

Permanent recovery is funded largely through federal programs through FHWA related to disaster relief and recovery. FHWA will reimburse CDOT for approximately 80% of the eligible Permanent Recovery costs on state owned highways. 100% of eligible costs will be covered for federally owned highways.

Permanent Recovery Program Budget Allocations (in $millions)

Allocations	Actual FY 2014-15	Actual FY 2015-16	Proposed FY 2016-17	Proposed FY 2017-18
Permanent Recovery Allocation	0.0	147.3	105.7	107.0
Indirect Cost Allocation	0.0	16.8	13.8	13.7
Construction Engineering Allocation	0.0	10.4	7.9	8.7
TOTAL	**0.0**	**174.5**	**127.4**	**129.5**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

Contingency Funds

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2016)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2016)
Budget Category: Transportation Commission Contingency / Debt Service

Background

Every year, the Transportation Commission allocates funds to contingency reserves for the State Highway Fund in order to be prepared for unforeseen events that arise throughout the year.

Some examples of when contingency reserves are necessary include:

- Winters with unusually heavy snowfall, necessitating higher expenditures on snow and ice removal to attain the Transportation Commission's Maintenance Levels of Service goals
- Large rock fall or landslide events that necessitate emergency funding outlays to repair state highways as soon as possible
- Emergency repairs in the case of floods or other natural disasters

To the extent that revenues at year-end exceed budgetary expectation, or if actual expenditures on annual budget items are lower than approved allocations, the balances revert to contingency until the Transportation Commission determines their most effective use.

Funding

The main source of revenue for the Department's capital expenditures is the State Highway Fund.

Contingency Program Allocation (in $millions)

Allocations	Actual FY 2014-15	Actual FY 2015-16	Proposed FY 2016-17	Proposed FY 2017-18
TC Contingency Allocation	20.8	6.5	16.9	16.5
Snow & Ice Reserve	10.0	10.0	10.0	10.0
TOTAL	**30.8**	**16.5**	**26.9**	**26.5**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

Debt Service & Certificates of Participation

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2016)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2016);
Highway Trust Fund, Highway Account, 23 U.S.C. § 9503 (a)
Budget Category: Transportation Commission Contingency/Debt Service

Background

The Department currently makes debt service payments on a series of bond issuances known as Transportation Revenue Anticipation Notes (TRANs), and the Colorado Bridge Enterprise pays debt service on its federally subsidized Build America Bonds. In addition to these payments, the Department also makes lease payments on some of its properties through a Certificates of Participation (COP) program. The amount listed below for FY 2016-17 represents the final payments for TRANs.

Funding

The main sources of funds for the Department's debt service and lease payments are

- The State Highway Fund (TRANs, COPs, and Energy)
- Federal highway funding (TRANs)

Debt Service & Certificates of Participation Program Allocations (in $millions)

Allocations	Actual FY 2014-15	Actual FY 2015-16	Proposed FY 2016-17	Proposed FY 2017-18
CDOT Debt Service Program Allocation	167.8	167.8	128.9	0.0
Certificates of Participation-Property	2.4	2.4	2.3	2.4
Certificates of Participation-Energy	1.1	1.0	1.0	1.0
TOTAL	**171.3**	**171.2**	**132.2**	**3.4**

Source: CDOT Office of Financial Management & Budget

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Colorado Bridge Enterprise

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Colorado Bridge Enterprise

The Colorado Bridge Enterprise Board

The Colorado Bridge Enterprise was created pursuant to Senate Bill 09-108. Pursuant to Section 43-4-805 (2) (a) (I), C.R.S. (2016), the Transportation Commission serves as the Colorado Bridge Enterprise Board. The members are:

District One: Ms. Shannon Gifford; Commissioner.Gifford@state.co.us
(Denver County; appointed July 2013, term expiring July 2017)

District Two: Mr. Edward J. Peterson; Commissioner.Peterson@state.co.us
(Jefferson County and a portion of Broomfield County; appointed November 2011, term expiring July 2019)

District Three: Mr. Gary M. Reiff; Commissioner.Reiff@state.co.us
(Arapahoe and Douglas counties; appointed August 2009, term expiring July 2017)

District Four: Ms. Heather Barry; Commissioner.Barry@state.co.us
(Adams and Boulder counties and a portion of Broomfield County; appointed November 2007, term expiring July 2017)

District Five: Ms. Kathy Gilliland; Commissioner.Gilliland@state.co.us
(Larimer, Morgan, and Weld counties and a portion of Broomfield County; appointed June 2011, term expiring July 2019)

District Six: Ms. Kathy Connell; Commissioner.Connell@state.co.us
(Clear Creek, Gilpin, Grand, Jackson, Moffat, Rio Blanco, and Routt counties; appointed June 2011, term expiring July 2019)

District Seven: Ms. Kathryn Hall; Commissioner.Hall@state.co.us
(Chaffee, Delta, Eagle, Garfield, Gunnison, Lake, Mesa, Montrose, Ouray, Pitkin, and Summit counties; appointed September 2015, term expiring July 2019)

District Eight: Ms. Sidny Zink; Commissioner.Zink@state.co.us
(Alamosa, Archuleta, Conejos, Costilla, Dolores, Hinsdale, La Plata, Mineral, Montezuma, Rio Grande, Saguache, San Juan, and San Miguel counties; appointed July 2013, term expiring July 2017)

District Nine: Mr. Rocky Scott; Commissioner.Scott@state.co.us
(El Paso, Fremont, Park, and Teller counties; appointed September 2015, term expiring July 2019)

District Ten: Mr. William Thiebaut; Commissioner.Thiebaut@state.co.us
(Baca, Bent, Crowley, Custer, Huerfano, Kiowa, Las Animas, Otero, Prowers, and Pueblo counties; appointed August 2013, term expiring July 2017)

District Eleven: Mr. Steven Hofmeister; Commissioner.Hofmeister@state.co.us
(Cheyenne, Elbert, Kit Carson, Lincoln, Logan, Phillips, Sedgwick, Washington, and Yuma counties; appointed May 2012, term expiring July 2019)

Mr. Gary M. Reiff is the Chair of the Transportation Commission and Ms. Sidny Zink is the Vice Chair. Mr. Shailen Bhatt, Executive Director of the Department, is also the Director of the Enterprise. Mr. Herman Stockinger, Director of the CDOT Office of Policy and Government Relations serves as the Secretary of the Colorado Bridge Enterprise.

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Bridge Enterprise Revenue Summary

Summary of BE Revenue Estimate	
Funding Category	**FY 2017-18**
State Bridge Safety Surcharge	104,630,664
Miscellaneous Enterprise Revenue	1,711,000
Build America Bonds Credit	5,900,000
Transfer from CDOT	0
Bridge Enterprise - Total Revenue	**112,241,665**

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Bridge Enterprise - Revenue Source Fact Sheet

Colorado Bridge Enterprise Revenue

Web Page https://www.codot.gov/programs/BridgeEnterprise
Statutory Authorization: Section 43-4-802, et seq., C.R.S. (2016)
Funding Type(s): Registration Surcharges

Background

In 2009 the General Assembly enacted Senate Bill 09-108, the Funding Advancement for Surface Transportation and Economic Recovery (FASTER) legislation. This bill created the Colorado Bridge Enterprise, which was tasked with the repair, rehabilitation, and replacement of those bridges identified as "poor" per federal guidelines and either structurally deficient or functionally obsolete. The Enterprise is empowered to finance the design, repair, or reconstruction of designated bridges on the state highway system using revenues from an annual bridge safety surcharge that is collected from vehicle registrations. The vehicle registration fee is based on vehicle weight and ranges from $13 to $32 per vehicle.

Revenue History and Projection

State Bridge Enterprise Revenue (in $millions)				
	Actual	Actual	Estimate	Estimate
Funding Source	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
Bridge Safety Registration Surcharge	98.0	100.9	102.1	104.6
Other Enterprise Charges	0.0	0.0	0.0	0.0
Interest Income	3.1	2.4	3.5	1.7
Build America Bonds Credit	5.9	5.9	6.0	5.9
Transfer from CDOT	15.0	15.0	15.0	0.0
TOTAL	**122.0**	**124.2**	**126.6**	**112.2**

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Bridge Enterprise Program Allocation Summary

Summary of BE Program Allocations	
State Bridge Enterprise Fiscal Year 2017 - 2018 Proposed Allocations	
Maintain - Maintaining What We Have	
CDOT Performed Work	
Bridge Enterprise -- Maintenance	250,000
Scoping Pools	750,000
Total CDOT Performed Work	**1,000,000**
Contracted Out Work	
Bridge Enterprise Projects	76,095,761
BE Transfer from CDOT for Projects	15,000,000
Total Contracted Out Work	**91,095,761**
Total Maintain - Maintaining What We Have	**92,095,761**
Deliver - Program Delivery/Administration	
Bridge Enterprise - Administration & Legal Fees	1,911,904
Total Deliver - Program Delivery/Administration	**1,911,904**
Bridge Enterprise Contingency / Debt Service	
Contingency	
Bridge Enterprise - Contingency	-
Total Contingency	**-**
Debt Service	
Bridge Enterprise - Debt Service	18,234,000
Total Debt Service	**18,234,000**
Total Transportation Commission Contingency / Debt Service	**18,234,000**
Total BE Program Allocations	**112,241,665**

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Bridge Enterprise - Program Fact Sheet

Colorado Bridge Enterprise

Web Page: https://www.codot.gov/programs/BridgeEnterprise
Statutory Authorization: Section 43-4-805, C.R.S. (2016)
Governance: Statewide Bridge Enterprise Board, Section 43-4-805, C.R.S. (2016)
Primary Funding Source: Statewide Bridge Enterprise Special Revenue Fund, Section 43-4-805(g), C.R.S. (2016)
Budget Category: Maintain – Maintaining What We Have

Background

Senate Bill 09-108 (FASTER) created Colorado Bridge Enterprise (BE), a government-owned business entity within the Department. To qualify for the Bridge Enterprise funding, a bridge must be either structurally deficient or functionally obsolete, and rated below 50 according to federal bridge sufficiency guidelines. In addition to repair and replacement, the Enterprise funds future maintenance costs for all bridges transferred to its ownership.

Since the inception of the Bridge Enterprise in July 2009, 194 FASTER-eligible bridges have been identified. As of June 2016, 124 of these bridges have been replaced or repaired, 17 are in construction, 16 are in design or the design is complete, with 37 bridges remaining. In December of 2010 the Enterprise issued $300 million in bonds to accelerate the replacement and/or reconstruction of poor bridges; 89 of the FASTER-eligible bridges were partially or fully funded with bond proceeds. The number of bridges funded with bond proceeds was revised in 2015 to account for only bridges that were budgeted. Previous counts included bridges that had been programmed with bond funds but ultimately were budgeted with other funds. As of June 2016, all bond funds have been expended.

Funding

The main source of revenue to the Enterprise is the Bridge Safety Surcharge with the bond proceeds having been expended.

Bridge Enterprise (BE) Operating Budget Allocations (in $millions)

Allocations	Actual FY 2014-15	Actual FY 2015-16	Proposed FY 2016-17	Proposed FY 2017-18
BE - Maintenance Allocation	1.0	1.0	0.6	1.0
BE - Administration Allocation	1.9	1.9	1.9	1.9
BE - Contingency Allocation	0.0	0.0	0.0	0.0
BE - Debt Service Allocation	18.2	18.2	18.2	18.2
TOTAL	**21.1**	**21.1**	**20.7**	**21.1**

Source: CDOT Office of Financial Management & Budget

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Colorado Bridge Enterprise (continued)

Funding (continued)

Bridge Enterprise (BE) Construction Program Allocations (in $millions)				
Allocations	Actual FY 2014-15	Actual FY 2015-16	Proposed FY 2016-17	Proposed FY 2017-18
BE - Projects Allocation	80.2	87.0	87.9	75.4
Indirect Cost Allocation	12.7	9.9	11.4	9.6
Construction Engineering Allocation	7.9	6.1	6.6	6.1
TOTAL	**100.8**	**103.0**	**105.9**	**91.1**

Source: CDOT Office of Financial Management & Budget

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High Performance Transportation Enterprise

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High Performance Transportation Enterprise

The High Performance Transportation Enterprise Board

The High Performance Transportation Enterprise (HPTE) board supervises and advises the Enterprise's Director and is authorized to enter into agreements with the Transportation Commission and private industry to finance, build, operate, and maintain transportation infrastructure using innovative financing and contracting methods. The board is also authorized to issue revenue bonds payable from user fees generated by transportation facilities owned by the Enterprise.

Of the seven HPTE Board members, three are from the Transportation Commission and four are selected by the Governor and are required to have expertise in transportation planning or development, local government, design-build contracting, public or private finance, engineering, environmental issues, or any other area that the governor believes will benefit the board in the execution of its powers and performance of its duties. The Governor's appointees must also fall into the following geographical distribution:

- One member who resides within the planning area of the Denver Regional Council of Governments
- One member who resides within the planning area of the Pikes Peak Area Council of Governments
- One member who resides within the planning area of the North Front Range Metropolitan Planning Organization
- One member who resides within the Interstate 70 mountain corridor

The Governor's appointees serve at his pleasure, and the members who are Transportation Commissioners serve by resolution of the Transportation Commission. Appointments are not subject to confirmation by the Colorado Senate. The board members are:

Denver Metropolitan Area: Mr. Trey Rodgers; Trogers@rothgerber.com
(Appointed August 2012, term expiring October 2017)

Transportation Commissioner: Ms. Shannon Gifford; Commissioner.Gifford@state.co.us
(Appointed 2015, term expiring TC at will)

Transportation Commissioner: Ms. Kathy Gilliland; Commissioner.Gilliland@state.co.us
(Appointed October 2011, term expiring TC at will)

Transportation Commissioner: Mr. Gary Reiff; Commissioner.Reiff@state.co.us
(Appointed July 2013, term expiring TC at will)

Pikes Peak Area: Ms. Jan Martin; Jan@martinbusinessgroup.com
(Appointed January 2016, term expiring October 2017)

North Front Range Area: Mr. Don Marostica; Don@donmarostica.com
(Appointed November 2015, term expiring October 2018)

I-70 Mountain Corridor: Mr. Thad Noll; Thad.Noll@summitcountyco.gov
(Appointed November 2015, term expiring October 2018)

Ms. Kathy Gilliland is Chair of the board, Mr. Don Marostica is Vice Chair. Mr. David Spector is the Director of the Enterprise.

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HPTE Revenue Summary

Summary of HPTE Revenue Estimate	
Funding Category	**FY 2017-18**
Tolling and Managed Lanes Revenue	6,188,000
Interest Income	200,000
Transfer from CDOT	0
Fee For Service	4,774,500
High Performance Transportation Enterprise - Total Revenue	**11,162,500**

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HPTE - Revenue Source Fact Sheet

High Performance Transportation Enterprise Revenue

Web Page: https://www.codot.gov/programs/high-performance-transportation-enterprise-hpte
Statutory Authorization: Section 43-4-806, C.R.S. (2016)
Funding Type(s): User Fees

Background

The High-Performance Transportation Enterprise (HPTE) was created by the General Assembly in Senate Bill 09-108 to aggressively pursue innovative means of more efficiently financing important surface transportation infrastructure projects that will achieve the following:

- Improve the safety, capacity, and accessibility of the surface transportation system
- Feasibly be commenced in a reasonable amount of time
- Allow more efficient movement of people, goods, and information throughout the state
- Accelerate the economic recovery of the state

Such innovative means of financing projects include, but are not limited to:

- Public-private partnerships
- Operating concession agreements
- User fee-based project financing
- Availability payments
- Design-build contracting

Revenue History and Projection

The main sources of revenue to the Enterprise are:

- Fees for services
- Interest Income
- Consulting Fees

High Performance Transportation Enterprise Revenue (in $millions)				
Funding Source	Actual FY 2014-15	Actual FY 2015-16	Estimate FY 2016-17	Estimate FY 2017-18
Tolling and Managed Lanes Revenue	4.0	2.4	3.4	6.2
Interest Income	0.6	0.3	0.2	0.2
Transfer from CDOT	1.0	0.0	0.0	0.0
Fee for Service	0.0	2.0	2.1	4.8
TOTAL	**5.6**	**4.7**	**5.7**	**11.2**

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HPTE Program Allocation Summary

Summary of HPTE Program Allocations	
High Performance Transportation Enterprise Fiscal Year 2017 - 2018 Proposed Allocations	
Expand - Increasing Capacity	
CDOT Performed Work	
High Performance Transportation Enterprise--Maintenance	-
Total CDOT Performed Work	**-**
Contracted Out Work	
High Performance Transportation Enterprise--Projects	6,388,000
Total Contracted Out Work	**6,388,000**
Total Expand - Increasing Capacity	**6,388,000**
Deliver - Program Delivery/Administration	
High Performance Transportation Enterprise--Administration & Legal Fees	4,774,500
Total Deliver - Program Delivery/Administration	**4,774,500**
Debt Service	
High Performance Transportation Enterprise - Debt Service	-
Total Debt Service	**-**
Total Transportation Commission Contingency / Debt Service	**-**
Total HPTE Program Allocations	**11,162,500**

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HPTE - Program Fact Sheet

High Performance Transportation Enterprise Allocations

Web Page	https://www.codot.gov/programs/high-performance-transportation-enterprise-hpte
Statutory Authorization:	Section 43-4-806, C.R.S. (2016)
Governance:	HPTE Board, Section 43-4-806 (2) (a), C.R.S. (2016)
Primary Funding Source:	Statewide Transportation Enterprise Special Revenue Fund, Section 43-4-806 (3) (a), C.R.S. (2016)
Budget Category:	Expand – Increasing Capacity & Deliver – Program Delivery/Administration.

Background

The High-Performance Transportation Enterprise (HPTE) was created by the General Assembly in Senate Bill 09-108 to aggressively pursue innovative means of more efficiently financing important surface transportation infrastructure projects that will achieve the following:

- Improve the safety, capacity, and accessibility of the surface transportation system
- Feasibly be commenced in a reasonable amount of time
- Allow more efficient movement of people, goods, and information throughout the state
- Accelerate the economic recovery of the state

Such innovative means of financing projects include, but are not limited to:

- Public-private partnerships
- Operating and maintenance agreements
- User fee-based project financing
- Availability payment concession agreements
- Toll risk concession agreements
- Design-build contracting

Funding

The main sources of revenue to the Enterprise are:

- Fees earned for consulting services
- User fees

High Performance Transportation Enterprise (HPTE) Operating Budget Allocations (in $millions)

Allocations	Actual FY 2014-15	Actual FY 2015-16	Proposed FY 2016-17	Proposed FY 2017-18
HPTE - Maintenance Allocation	0.0	0.0	0.0	0.0
HPTE - Administration Allocation	1.4	1.2	2.1	4.8
HTPE - Debt Service	0.0	0.8	0.0	0.0
TOTAL	**1.4**	**2.0**	**2.1**	**4.8**

Source: CDOT Office of Financial Management & Budget

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HPTE - Program Fact Sheet

High Performance Transportation Enterprise Allocations (continued)

Funding (continued)

High Performance Transportation Enterprise (HPTE) Construction Program Allocations (in $millions)				
Allocations	Actual FY 2014-15	Actual FY 2015-16	Proposed FY 2016-17	Proposed FY 2017-18
HPTE - Projects Allocation	3.4	0.5	3.0	6.4
Indirect Cost Allocation	0.5	0.1	0.4	0.0
Construction Engineering Allocation	0.3	0.0	0.2	0.0
TOTAL	**4.2**	**0.6**	**3.6**	**6.4**

Source: CDOT Office of Financial Management & Budget

Colorado Department of Transportation
Shailen Bhatt, Executive Director
4201 East Arkansas Avenue, Denver, Colorado 80222
(303) 757-9011 • https://www.codot.gov

Financial Management:(303) 757-9262 • Government Relations:(303) 757-9772 • Communications:(303) 757-9228

Appendices

Colorado Department of Transportation
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Appendix A

Senate Bill 09-108 (FASTER) Overview

Funding Advancement for Surface Transportation and Economic Recovery (FASTER)
Statutory Authorization: Section 43-4-801, et seq., C.R.S. (2016)
Funding Type(s): Registration Surcharges, Fees, Fines

Background

In 2009 the General Assembly enacted Senate Bill 09-108, which:

- Authorized several new funding sources for road and bridge safety on state and local highways
- Created the High Performance Transportation Enterprise (HPTE) and the Statewide Bridge Enterprise (BE)
- Enhanced the Department's authority with respect to bonding and highway demand management
- Required an annual report regarding the department's structural funding deficit
- Created an Efficiency and Accountability Committee of CDOT staff and external stakeholders

The impetus for the bill was the January 2008 final report of the Transportation Finance and Implementation Panel (see http://hermes.cde.state.co.us/drupal/islandora/object/co%3A2038), which concluded that the Department did not have adequate resources to maintain the state transportation system at the level of service sufficient to meet the needs of the citizens.

Additional Funding Sources for Transportation

The bill authorized the following additional revenue sources for state and local transportation systems:

- A road safety surcharge varying by vehicle weight and collected through the payment of registration fees and specific ownership taxes
- A daily fee for the use of a rented motor vehicle
- A supplemental oversize / overweight vehicle surcharge
- An increased fee for the late registration of a motor vehicle

The Statewide Bridge Enterprise

S.B. 09-108 created a new Enterprise tasked with the repair, rehabilitation, and replacement of those bridges identified as "poor" per federal guidelines and either structurally deficient or functionally obsolete. The board of the Enterprise consists of the members of the Transportation Commission.

Both CDOT Enterprises (HPTE & BE) are authorized to issue revenue bonds backed by their respective revenues. To accelerate the replacement of Colorado's poor bridges, the BE issued $300.0 million of federally subsidized Build America Bonds (see http://1.usa.gov/BuildAmericaBonds) in December 2010. For more information, see https://www.codot.gov/programs/BridgeEnterprise.

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Senate Bill 09-108 (FASTER) Overview (continued)

Senate Bill 09-108 Registration Surcharge Schedules *($millions)*

Vehicle Curb Weight	Road Safety Surcharge	Bridge Safety Surcharge
Less than 2,000 lbs.	$16.00	$13.00
Between 2,000 and 5,000 lbs.	$23.00	$18.00
Between 5,000 and 10,000 lbs.	$28.00	$23.00
Between 10,000 and 16,000 lbs.	$37.00	$29.00
Greater than 16,000 lbs.	$39.00	$32.00

Source: Senate Bill 09-108

Transit-Related Funding in Senate Bill 09-108

The General Assembly directed that $10.0 million per year of the Department of Transportation's share of highway safety surcharges and fees be expended on transit-related activities. Eligible projects include but are not limited to bicycle and pedestrian facilities. In addition, the General Assembly directed that $5.0 million per year from the municipal and county shares of the S.B. 09-108 highway safety funds be credited to the State Transit and Rail Fund for grants to local governments for transit projects.

The Transportation Deficit Report

The Department submits an annual deficit report that separately addresses the goals of repairing deficient highways and bridges, sustaining existing transportation system performance levels, and achieving the corridor visions described by regional transportation plans and public preferences. See https://www.codot.gov/library/AnnualReports/2013-transportation-deficit-report/view.

The High Performance Transportation Enterprise

S.B. 09-108 reconstituted the former Statewide Tolling Enterprise with expanded authority to pursue innovative methods of financing the state's transportation system, including:

- Public-private partnerships (see http://www.fhwa.dot.gov/ipd/p3/index.htm)
- Operating concession agreements (see http://1.usa.gov/operatingconcession)
- User fee-based project financing (see http://bit.ly/tollfinance)
- Availability payments (see http://bit.ly/availabilitypayments)
- Design-build contracting (see http://1.usa.gov/P3designbuild)

In addition, the bill authorizes the Enterprise to use road pricing on existing highway capacity as a congestion management tool if the Enterprise secures federal approval and the approval of all affected local governments. The Enterprise is governed by a seven-member board consisting of four appointees of the Governor and three members of the Transportation Commission, as chosen by the Commission (see https://www.codot.gov/programs/high-performance-transportation-enterprise-hpte).

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Senate Bill 09-108 (FASTER) Overview (continued)

Revenue History and Projection

Senate Bill 09-108 Overview (in $millions)				
Funding Source	Actual FY 2014-15	Actual FY 2015-16	Estimate FY 2016-17	Estimate FY 2017-18
Road Safety Surcharges	123.7	127.3	129.6	132.0
Late Registration Fees	17.9	18.7	18.6	19.5
Daily Vehicle Rental Fees	30.5	31.7	30.3	34.7
Oversize/Overweight Vehicle Surcharges	1.4	1.2	1.4	1.3
Local Transit and Rail	5.0	5.0	5.0	5.0
Bridge Safety Registration Surcharge	98.0	100.9	102.1	104.6
TOTAL	**276.5**	**284.8**	**287.0**	**297.1**

Sources: Department of the Treasury, Colorado Financial Reporting System

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Appendix B

Project Indirect Costs & Construction Engineering

Statutory Authorization:	Section 43-1-106 (8) (h), C.R.S. (2016)
Governance:	Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)
Primary Funding Source:	State Highway Fund, Section 43-10-109, C.R.S. (2016)
Budget Category:	Maintain -Maintaining What We Have Maximize - Making the Most of What We Have Expand – Increasing Capacity

Background

Costs incurred for the benefit of a project that are not project specific are classified as *project indirect costs*. Examples of indirect costs incurred by the regions include personal services charges for administrative offices and supervisory engineering positions, office supplies, stakes, telephones, and postage. Annually, the Department calculates an indirect cost recovery rate using data from the Project Indirect Cost Pool and other financial sources. Upon approval from the Federal Highway Administration, the rate is then applied to eligible direct project expenditures.

Construction engineering costs (CE) are those costs that have been incurred for the purpose of ensuring compliance with specific project construction specifications, generally accepted construction standards, associated testing, and materials validation activities. The CE costs that are segregated from the program costs in the budget allocation report are for CDOT personnel and operating costs associated with this type of work. Projects also incur similar costs from consultants performing this type of work, but these costs are not segregated. These CE costs benefit a single, specific project or construction activity and are measurable against a specific cost accumulating unit. However, in light of the uniform application of these activities against all individual projects, it is appropriate and logical to treat these combined activities as an allocable, central services type cost and allocate the total accumulated costs for Construction Engineering activities on a fixed rate allocable basis, against the entire construction project program. Examples of costs accumulated in the CE budget pools include:

- Construction oversight
- Materials testing
- Design services under construction

Funding

The main sources of funds for the Department's project indirect and construction engineering costs are:

- The State Highway Fund
- Federal reimbursement for eligible expenditures

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Project Indirect Costs & Construction Engineering (continued)

Funding (continued)

The Department's indirect cost and construction engineering allocations are included in the total allocations of the following programs:

FY 2017-18 Budget Allocations Net of Indirect / Construction Engineering (CE)

Program Area	Net Budgeted Fund	Indirect Cost Allocation	CE Allocation	Total Allocation
Surface Treatment Program	187.5	23.9	15.0	226.5
Structures On-System Program	58.0	7.4	4.7	70.1
Geohazards Mitigation Program	8.5	1.1	0.7	10.3
Highway Safety Improvement Program	35.2	4.5	2.8	42.5
Railway-Highway Crossings Program	2.8	0.4	0.2	3.4
Hot Spots Program	1.8	0.3	0.1	2.2
Traffic Signals Program	12.9	1.6	1.0	15.5
FASTER - Safety Projects	51.8	6.6	4.1	62.5
Permanent Water Quality Mitigation	5.4	0.7	0.4	6.5
Safety Education Program	12.6	1.1	0.7	14.4
Congestion Relief Program	3.9	0.6	0.3	4.8
Regional Priority Program	40.1	5.1	3.3	48.5
RoadX	10.0	1.3	0.8	12.1
Strategic Transportation Investment Project Program	81.4	10.4	6.6	98.4
Permanent Recovery	107.2	13.6	8.6	129.5
Bridge Enterprise Projects	75.4	9.6	6.1	91.1
HPTE - Projects	6.4	0.0	0.0	6.4

Source: CDOT Office of Financial Management & Budget

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COLORADO
Department of Transportation
Division of Accounting and Finance

4201 East Arkansas Avenue, Room 262
Denver, CO 80222

MEMORANDUM

TO: TRANSPORTATION COMMISSION

FROM: MARIA J. SOBOTA, CHIEF FINANCIAL OFFICER

DATE: 10/19/2016

SUBJECT: FY2012-2013 THROUGH Q1 OF FY2016-2017 USE OF THE TRANSPORTATION COMMISSION CONTINGENCY RESERVE FUND

Purpose

Last month, the TC asked the Division of Finance and Accounting to analyze the historical usage of the Transportation Commission Contingency Reserve Fund (TCCRF). The attached charts provide summary information and annual averages over the period (including the first quarter of the current fiscal year). The information provided is intended to support further policy discussion regarding the TCCRF use.

Background

The TCCRF has traditionally been used as both a channel for collecting and allocating surplus or unexpected revenues as well as a reserve for emergency and non-emergency funding needs.

The use of TCCRF funds requires TC approval per Policy Directive 703.0.

Transactional detail of the TCCRF is presented on a monthly basis as part of the Budget Supplement.

Between FY2012-2013 and Q1 of FY2016-2017 (Current) the TCCRF has "collected" $435.9 million and "distributed" $345.9 million. The Current Balance in the TCCRF is approximately $147.9 million.

Details

The TCCRF has collected funds through the following processes:

- Budget Distribution- The annual allocation to the TCCRF per budget setting.
- Roll Forwards- The surplus unspent funds in cost centers at the end of the year.
- Additional Revenues- The annual Federal or State revenues above the original budget estimate.
- Redistribution- The annual Federal distribution of funds unused by the rest of the nation.
- Advancements- Repayments of prior year loans or advancements to CDOT Divisions or other organizations such as the High Performance Transportation Enterprise.

The TCCRF has authorized distributions of funds for the following uses:

- Allocations to Programs- Direct funds to a specific program for use by that program lead and/or regional personnel within the predefined goals and process of that program.

    - Surface Treatment
    - Maintenance
    - Regional Priorities Program
    - Pass through of "inflexible" increases in revenue sources such as FASTER.
- Emergency Projects-The net value (allocations minus FHWA reimbursements or project returns) used to cover both natural disasters as well as unexpected failures of infrastructure outside the normal expectation of a given program. The average annual ER amount is $16.4 million during the period.
    - Flood or fire events, typically state share only as FHWA reimburses CDOT for some costs.
    - Bridge in good condition was struck and damaged by a passing truck.
- Statewide Projects-Requests for funds outside the normal budgeting process to a project that has a statewide benefit.
    - Workforce of the Future
    - RoadX
    - ADA Curb Ramps
- Regional Projects- Projects outside the normal budgeting process to a project with regional significance.
    - Southwest Chief
    - US36 Phase II
    - Twin Tunnels
    - SH 6 Devolution
- Advancements- Loans or advancements to CDOT Divisions or other organizations such as HPTE with the expectation to be repaid.

Action

This information is presented for demonstration and discussion. No action is required at this time.

Attachments

Presentation of the usage of TCCRF - FY2012-2013 through Q1 FY2016-2017 (as of 9/30/2016)

Transportation Commission Contingency Reserve Fund Usage

DEBITS

- Budget Distribution
- Roll Forwards
- Additional Revenues
- Redistribution
- Advancements

CREDITS

- Allocations to Programs
- Emergency Projects
- Statewide Projects
- Regional Projects
- Advancements

July 2012-September 2016 TCC Usage ($M)

July 2012 Beginning Balance $57.9

DEBITS

Net Collections

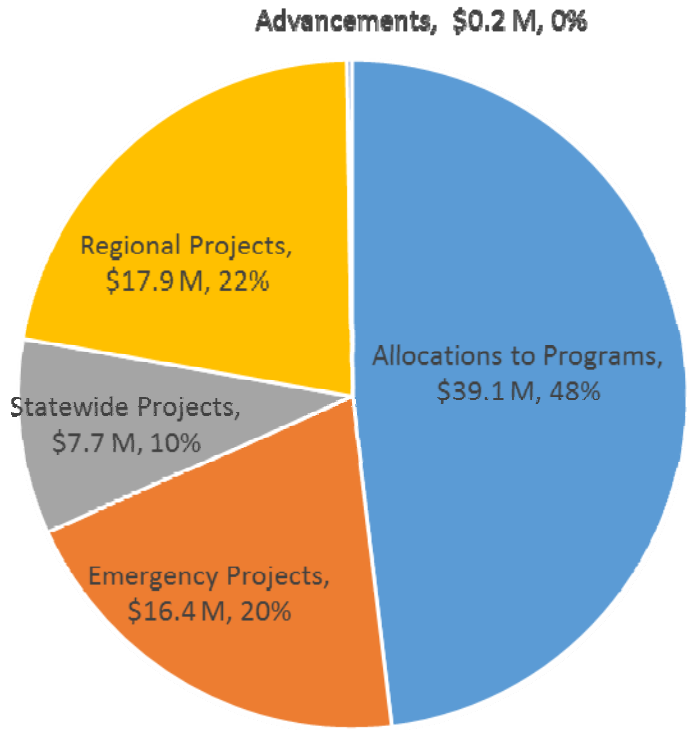
$435.9

CREDITS

- Allocations ($166.5)
- Emergency Projects ($69.7)
- Statewide Projects ($32.7)
- Regional Projects ($76.2)
- Advancements ($0.8)

September 2016 Balance $147.9

Average Annualized Usage and Percent of Total FY2012-2013 to Present (includes Q1 of FY2016-2017)



COLORADO
Department of Transportation
Statewide Bridge Enterprise

4201 E. Arkansas Ave.
Denver, CO 80222

MEMORANDUM

TO: **Bridge Enterprise Board of Directors**
FROM: **Joshua Laipply, PE - Chief Engineer**
Scott McDaniel, PE – Director of Project Support
DATE: **October 20, 2016**
SUBJECT: **Ratification of the Grand Avenue Bridge Maintenance IGA**

Purpose:
This memorandum summarizes the terms of the Maintenance Intergovernmental Agreement (IGA) executed between the Colorado Bridge Enterprise (CBE) and the City of Glenwood Springs (COGS or Local Agency) dated December 17, 2015. The Maintenance IGA is associated with the State Highway 82 Grand Avenue Bridge Replacement Project, currently in progress.

Action:
The CBE staff requests the CBE Board of Directors (BOD) ratify the Maintenance IGA at the November CBE Board meeting. Upon ratification, the CBE will be able to implement the terms of the IGA in adherence with state statues.

Background & Details:
During the pre-construction phase of the State Highway 82 Grand Avenue Bridge Replacement Project, the Construction Management/General Contractor (CM/GC) team determined that critical utilities that reside on the existing State Highway 82 vehicular bridge would need relocation to enable construction of the new State Highway 82 vehicular bridge. During the CM/GC process, various options were considered from an economic, environmental, construction phasing, and pedestrian/ADA mobility standpoint. After considerable analysis and stakeholder input, the option to replace the existing pedestrian bridge with a new pedestrian bridge capable of carrying the relocated utilities was selected.

During the design phase of the pedestrian bridge, it became apparent to CDOT and CBE that the ability to efficiently maintain a pedestrian bridge of this size that includes features such as elevators, limited access for equipment, etc. was a major concern and may expose CDOT and CBE to significant long term maintenance costs and excessive liabilities. Additionally the inclusion of many of these features may strain the budget allocated for the project. Staff chose to address these issues in the following ways:

1. Limit pedestrian bridge scope increases by conducting a project cost savings workshop to identify features that can be eliminated or modified.
2. Seek project financial participation by the stakeholders offsetting CBE's financial obligation to the new pedestrian bridge. Contributions to the project from the various stakeholders were outlined in individual funding IGAs and are summarized in the table below.

Table 1: Summary of Pedestrian Bridge Funding Sources

Local Utility Contribution (Combined)	$1,492,960
City of Glenwood Springs	$2,000,000
Garfield County	$ 3,000,000
Eagle County	$300,000
FASTER Bridge Enterprise	**$5,563,392**
Total Pedestrian Structure Direct Construction Cost	$12,356,352

3. After completion of the pedestrian structure, CBE would transfer maintenance responsibilities and ownership of the pedestrian bridge and underpass to the City of Glenwood Springs.

The terms for the ownership transfer are found in Recital #5 of the IGA. The entire IGA requires CBE Board of Directors ratification since it will grant a CBE asset constructed with the contribution of approximately $5.56M of CBE funds to the Local Agency exceeding the statutory limit of $750,000 (CRS 43-1-110(4)). The document that will execute the ownership transfer is a Bill of Sale (see attached).

Key Benefits:

Ratification of this IGA will:

- Combine the requirement to build a sole purpose utility bridge structure across the Railroad, Colorado River, and I-70 with the replacement of a pedestrian bridge that was nearing the end of its service life.
- Transfer snow and ice removal responsibilities to the Local Agency for the estimated 75 year service life of the pedestrian bridge.
- Transfers maintenance of the stairs, railings, concrete deck, pedestrian underpass tunnel and various aesthetic features for their entire service lives to the Local Agency.
- Transfer maintenance and replacement responsibilities of the dual outdoor elevators and appurtenances with an estimated service life of 20 years to the Local Agency.
- Resolves liability associated with potential ADA access issues.
- Resolves liability associated with potential vandalism and associated clean up.
- Does not request additional funding or change funding already approved for the project.

Next Steps:

Upon ratification of the IGA by resolution at the November CBE Board meeting, CBE will proceed with the ownership transfer of the pedestrian bridge to the City of Glenwood Spings at time of completion via the Bill of Sale.

Attachements:

- Maintenance IGA between CBE and City of Glenwood Springs
- Draft Bill of Sale
- Draft BE Resolution 16-11-XX

SAP # 351001204
Routing# 16-HA3-XE-00010
FOR CDOT TRACKING PURPOSES (subject to change).

CONTRACT

THIS CONTRACT is made this 17th day of December 2017 by and between the State of Colorado for the use and benefit of the Colorado Bridge Enterprise, a wholly owned subsidiary of the Colorado Department of Transportation ("State" or "CBE"), and City of Glenwood Springs, 101 W. 8th Street, Glenwood Springs, Colorado, 81601, CDOT Vendor #: 2000025 hereinafter referred to as the "Local Agency", the State and the Local Agency together shall be referred to as the "Parties."

RECITALS

1. Required approval, clearance and coordination have been accomplished from and with FHWA, the State, the Colorado General Assembly and such other entities which approve or clear the project.

2. The parties desire to enter into this Contract to delineate each ones responsibilities for maintenance for the pedestrian tunnel and project construction responsibilities, detailed in **Exhibit A**;

3. The State and the Local Agency have the authority, as provided in Sections 29-1-203, 43-1-106, 43-2-103, 43-2-104, and 43-2-144 CRS, as amended, and in applicable ordinance or resolution duly passed and adopted by the Local Agency, to enter into this Contract with the Local Agency for the purpose of maintaining the SH82 Grand Avenue Bridge Pedestrian Tunnel and adjacent Pedestrian Bridge ("the pedestrian tunnel/underpass") as hereinafter set forth; and

4. The Parties have the resources to perform the desired maintenance for pedestrian tunnel, once completed. The resources provided by the City of Glenwood Springs are subject to the City's annual appropriations.

5. CDOT shall upon completion and acceptance of the Pedestrian Bridge by the State, FHWA, and the City transfer the new Pedestrian Bridge, including but not limited to the structure, decking, approaches, elevators and other components of the Pedestrian Bridge to the City. CDOT shall also assign to the City all warranties and rights that may affect the Pedestrian Bridge and its various appurtenances, including but not limited to materials and workmanship warranties and shall have any bonds or other security which survive the acceptance of the Project guaranteeing the performance, payment or warranties associated with the Pedestrian Bridge. CDOT shall also transfer via quit claim deed any real property or transfer via easement deed any easements which have been obtained, used or are otherwise necessary for the use and maintenance of the Pedestrian Bridge and shall assign to the City for the City's benefit such title policies and insurance as it may have obtained related to the Pedestrian Bridge.

THE PARTIES NOW AGREE THAT:

Section 1. Scope of Work

CDOT has established a project for the SH82 Grand Avenue Bridge and Pedestrian Bridge that will include the demolition and reconstruction of the SH 82 Grand Avenue Bridge (F-07-A) and the deconstruction, removal and stockpiling of the existing pedestrian bridge superstructure and construction of a new pedestrian bridge adjacent to the SH 82 Grande Avenue Bridge, including ADA compliant connectivity. The Local Agency and the State will be responsible for maintaining various improvements and areas on and around the SH82 Grand Avenue Bridge.

CDOT shall provide on or before July 27, 2015 a 90% Plan Set. City shall on or before September 3, 2015 provide written approval of such 90% Plan Set.

The parties agree that during the course of the design and construction of the GAB the parties shall confer on a regular basis. The City reserves and CDOT acknowledges those items listed on **Exhibit A.D** are material to the City and any changes to those items must be approved by the City, which approval shall take not more than 10 business days from submittal, unless a shorter period is required for safety critical items. In the event changes are made without City approval the City shall have the right to amend or terminate this Agreement.

In the event that the Funding IGA or Joint Use Agreement is terminated the City may amend or terminate this Agreement.

Section 2. Order of Precedence

In the event of conflicts or inconsistencies between this Contract and its exhibits, such conflicts or inconsistencies shall be resolved by reference to the documents in the following order of priority:

1. Special Provisions contained in Section 21 of this Contract
2. This Contract
3. **Exhibit A** (Scope of Work)

Section 3. Term

This Contract shall be effective upon approval of the Local Agency and the Chief Engineer. The term of this Contract shall run in perpetuity or until it is modified or terminated in writing by one or both parties.

Section 4. State and Local Agency Commitments

A. CDOT and the Local Agency shall be responsible for "highway maintenance and operations" for specific structure and highway segments described herein. Such responsibilities are detailed in **Exhibit A**.

B. CDOT and the Local Agency shall perform maintenance and operations under this Contract in accordance with State policies and procedures. ("Maintenance" does not include reconstruction of portions of the highways destroyed by major disasters, fires, floods, or Acts of God. Provided, however, that the Local Agency shall give the State immediate notice of the existence of any such conditions on the highways.)

C. CDOT and the Local Agency shall perform all maintenance and operations responsibilities on an on-going basis. CDOT and the Local Agency's performance of such responsibilities shall comply with the standards that are currently used by the State. Any standards/directions provided by the State's representative to the Local Agency concerning the maintenance and operations services shall be in writing.

D. The Local Agency shall perform maintenance and operations projects in accordance with the terms of this Contract.

Section 5. Permission to Enter

The State grants, bargains and conveys to the Local Agency and its agents permission to enter, occupy, then exit the State's ROW as necessary for the purpose of maintaining the areas, structures and facilities described in **Exhibit A** to ensure their proper working condition as provided herein. The Local Agency grants, bargains and conveys to CDOT and its agents permission to enter, occupy, then exit the Local Agency's ROW as necessary for the purpose of inspecting and maintaining to ensure their proper working condition as provided herein.

Section 6. Record Keeping

The Local Agency shall maintain a complete file of all records, documents, communications, and other written materials, which pertain to the maintenance and operations plans under this Contract. Upon written request the Local Agency shall make such materials available for inspection at all reasonable times and shall permit duly authorized agents and employees of the State to inspect the project and to inspect, review and audit maintenance and operations project records.

Section 7. Termination Provisions

Either party may terminate this Agreement at any time upon ninety (90) days written notice to the other party provided however, that upon completion and acceptance of the pedestrian tunnel/underpass by the State, FHWA, and the City, the City's maintenance obligations identified on Exhibit A related to the maintenance of the pedestrian tunnel/underpass under SH 82 in North Glenwood may only be terminated upon mutual agreement of the parties.

Section 8. Legal Authority

Both Parties hereto warrant that they possess the legal authority to enter into this Contract and that they have taken all actions required by their respective procedures, by-laws, and/or applicable law to exercise that authority, and to lawfully authorize its undersigned signatories to execute this Contract and to bind their respective entities to its terms. The person(s) executing this Contract on behalf of each Party warrants that such person(s) has full authorization to execute this Contract.

Section 9. Representatives and Notice

The State will provide liaison with the Local Agency through the State's Region Director, Region 3, 222 South 6th Street, #308, Grand Junction 81501. Said Region Director will also be

responsible for coordinating the State's activities under this Contract and will also issue a "Notice to Proceed" to the Local Agency for commencement of the Work. All communications relating to the day-to-day activities for the work shall be exchanged between representatives of the State's Transportation Region 6 and the Local Agency. 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 State:
Region Transportation Director
CDOT Region 3
202 Centennial Street
Glenwood Springs, CO 81601
970-384-3334

If to the Local Agency:
City Manager
City of Glenwood Springs
101 West 8th Street
Glenwood Springs, CO 81601
970-384-6401

Section 10. Successors

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

Section 11. Third Party Beneficiaries

It is expressly understood and agreed that the enforcement of the terms and conditions of this contract and all rights of action relating to such enforcement, shall be strictly reserved to the State and the Local Agency. Nothing contained in this contract shall give or allow any claim or right of action whatsoever by any other third person. It is the express intention of the State and the Local Agency that any such person or entity, other than the State or the Local Agency receiving services or benefits under this contract shall be deemed an incidental beneficiary only.

Section 12. Governmental Immunity

Notwithstanding any other provision of this Contract to the contrary, no term or condition of this Contract shall be construed or interpreted as a waiver, express or implied, of any of the immunities, rights, benefits, protection, or other provisions of the Colorado Governmental Immunity Act, §24-10101, *et seq.*, CRS, as now or hereafter amended. The Parties understand and agree that liability for claims for injuries to persons or property arising out of negligence of the State of Colorado, the Local Agency and their respective departments, institutions, agencies, boards, officials and employees is controlled and limited by the provisions of §24-10-101, *et seq.*, CRS, as now or hereafter amended and the risk management statutes, §§24-30-1501, *et seq.*, CRS, as now or hereafter amended.

Section 13. Severability

To the extent that this Contract may be executed and performance of the obligations of the Parties may be accomplished within the intent of the Contract, the terms of this Contract 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.

Section 14. Waiver

The waiver of any breach of a term, provision, or requirement of this Contract shall not be construed or deemed as a waiver of any subsequent breach of such term, provision, or requirement, or of any other term, provision or requirement.

Section 15. Entire Understanding

This Contract is intended as the complete integration of all understandings between the parties. No prior or contemporaneous addition, deletion, or other amendment hereto shall have any force or effect whatsoever, unless embodied herein by writing. No subsequent novation, renewal, addition, deletion, or other amendment hereto shall have any force or effect unless embodied in a writing executed and approved by both parties.

Section 16. Survival of Contract Terms

Notwithstanding anything herein to the contrary, the parties understand and agree that all terms and conditions of this Contract and the exhibits and attachments hereto which may require continued performance, compliance or effect beyond the termination date of the Contract shall survive such termination date and shall be enforceable by the State as provided herein in the event of such failure to comply by the Local Agency.

Section 17. Modification and Amendment

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

B. Either party may suggest renegotiation of the terms of this Contract, provided that the Contract shall not be subject to renegotiation more often than annually, and that neither Party shall be required to renegotiate. If the Parties agree to change the provisions of this Contract, the renegotiated terms shall not be effective until this Contract is amended/modified accordingly in writing.

Section 18. Disputes

Except as otherwise provided in this Contract, any dispute concerning a question of fact arising under this Contract which is not disposed of by agreement will be decided by the Chief Engineer of the Department of Transportation. The decision of the Chief Engineer will be final and conclusive unless, within 30 calendar days after the date of receipt of a copy of such written decision, the Local Agency mails or otherwise furnishes to the State a written appeal addressed to the Executive Director of the Department of Transportation. In connection with any appeal proceeding under this clause, the Local Agency shall be afforded an opportunity to be heard and to offer evidence in support of its appeal. Pending final decision of a dispute hereunder, the Local Agency shall proceed diligently with the performance of the Contract in accordance with the Chief Engineer's decision. The decision of the Executive Director or his duly authorized representative for the determination of such appeals will be final and conclusive and serve as final agency action. This dispute clause does not preclude consideration of questions of law in connection with decisions provided for herein. Nothing in this Contract, however, shall be construed as making final the decision of any administrative official, representative, or board on a question of law.

Section 19. Does not supersede other agreements

This Contract is not intended to supersede or affect in any way any other contract (if any) that is currently in effect between the State and the Local Agency for other "maintenance and operations services" on State Highway rights-of-way within the jurisdiction of the Local Agency.

Section 20. Sub-Local Agencies

The Local Agency may enter into a subcontract for any part of the performance required under this Contract, subject to advance written notice to the State. The State understands that the Local Agency may intend to perform some or all of the services required under this Contract through a Sub-contract. The Local Agency agrees not to assign this Contract without the express, written consent of the State which shall not be unreasonably withheld.

Section 21. Colorado Special Provisions apply to all Contracts except where noted in italics

1. **CONTROLLER'S APPROVAL. CRS §24-30-202(1).** This Contract shall not be valid until it has been approved by the Colorado State Controller or designee.

2. **FUND AVAILABILITY. CRS §24-30-202(5.5).** Financial obligations of the State payable after the current fiscal year are contingent upon funds for that purpose being appropriated, budgeted, and otherwise made available.

3. **GOVERNMENTAL IMMUNITY.** No term or condition of this Contract shall be construed or interpreted as a waiver, express or implied, of any of the immunities, rights, benefits, protections, or other provisions, of the Colorado Governmental Immunity Act, CRS §24-10-101 et seq., or the Federal Tort Claims Act, 28 U.S.C. §§1346(b) and 2671 et seq., as applicable now or hereafter amended.

4. **INDEPENDENT LOCAL AGENCY.** Local Agency shall perform its duties hereunder as an independent Local Agency and not as an employee. Neither Local Agency nor any agent or employee of Local Agency shall be deemed to be an agent or employee of the State. Local Agency and its employees and agents are not entitled to unemployment insurance or workers compensation benefits through the State and the State shall not pay for

or otherwise provide such coverage for Local Agency or any of its agents or employees. Unemployment insurance benefits will be available to Local Agency and its employees and agents only if such coverage is made available by Local Agency or a third party. Local Agency shall pay when due all applicable employment taxes and income taxes and local head taxes incurred pursuant to this Contract. Local Agency shall not have authorization, express or implied, to bind the State to any contract, liability or understanding, except as expressly set forth herein. Local Agency shall **(a)** provide and keep in force workers' compensation and unemployment compensation insurance in the amounts required by law, **(b)** provide proof thereof when requested by the State, and **(c)** be solely responsible for its acts and those of its employees and agents.

5. **COMPLIANCE WITH LAW**. Local Agency shall strictly comply with all applicable federal and State laws, rules, and regulations in effect or hereafter established, including, without limitation, laws applicable to discrimination and unfair employment practices.

6. **CHOICE OF LAW**. Colorado law, and rules and regulations issued pursuant thereto, shall be applied in the interpretation, execution, and enforcement of this Contract. Any provision included or incorporated herein by reference which conflicts with said laws, rules, and regulations shall be null and void. Any provision incorporated herein by reference which purports to negate this or any other Special Provision in whole or in part shall not be valid or enforceable or available in any action at law, whether by way of complaint, defense, or otherwise. Any provision rendered null and void by the operation of this provision shall not invalidate the remainder of this Contract, to the extent capable of execution.

7. **BINDING ARBITRATION PROHIBITED.** The State of Colorado does not agree to binding arbitration by any extra-judicial body or person. Any provision to the contrary in this contact or incorporated herein by reference shall be null and void.

8. **SOFTWARE PIRACY PROHIBITION. Governor's Executive Order D 002 00**. State or other public funds payable under this Contract shall not be used for the acquisition, operation, or maintenance of computer software in violation of federal copyright laws or applicable licensing restrictions. Local Agency hereby certifies and warrants that, during the term of this Contract and any extensions, Local Agency has and shall maintain in place appropriate systems and controls to prevent such improper use of public funds. If the State determines that Local Agency is in violation of this provision, the State may exercise any remedy available at law or in equity or under this Contract, including, without limitation, immediate termination of this Contract and any remedy consistent with federal copyright laws or applicable licensing restrictions.

9. **EMPLOYEE FINANCIAL INTEREST/CONFLICT OF INTEREST. CRS §§24-18-201 and 24-50-507**. The signatories aver that to their knowledge, no employee of the State has any personal or beneficial interest whatsoever in the service or property described in this Contract. Local Agency has no interest and shall not acquire any interest, direct or indirect, that would conflict in any manner or degree with the performance of Local Agency's services and Local Agency shall not employ any person having such known interests.

10. ***VENDOR OFFSET. CRS §§24-30-202 (1) and 24-30-202.4.[Not Applicable to intergovernmental contracts]*** *Subject to CRS §24-30-202.4 (3.5), the State Controller may withhold payment under the State's vendor offset intercept system for debts owed to State agencies for:* ***(a)*** *unpaid child support debts or child support arrearages;* ***(b)*** *unpaid balances of tax, accrued interest, or other charges specified in CRS §39-21-101, et seq.;* ***(c)*** *unpaid loans due to the Student Loan Division of the Department of Higher Education;* ***(d)*** *amounts required to be paid to the Unemployment Compensation Fund; and* ***(e)*** *other unpaid debts owing to the State as a result of final agency determination or judicial action.*

11. ***PUBLIC CONTRACTS FOR SERVICES. CRS §8-17.5-101.[Not Applicable to contracts relating to the offer, issuance, or sale of securities, investment advisory services or fund management services, sponsored projects, intergovernmental contracts, or information technology services or products and services]*** *Local Agency certifies, warrants, and agrees that it does not knowingly employ or contract with an illegal alien who will perform work under this Contract and will confirm the employment eligibility of all employees who are newly hired for employment in the United States to perform work under this Contract, through participation in the E-Verify Program or the Department program established pursuant to CRS §8-17.5-102(5)(c), Local Agency shall not knowingly employ or contract with an illegal alien to perform work under this Contract or enter into a*

*Contract with a sub-Local Agency that fails to certify to Local Agency that the sub-Local Agency shall not knowingly employ or contract with an illegal alien to perform work under this Contract. Local Agency **(a)** shall not use E-Verify Program or Department program procedures to undertake preemployment screening of job applicants while this Contract is being performed, **(b)** shall notify the sub-Local Agency and the contracting State agency within three days if Local Agency has actual knowledge that a sub-Local Agency is employing or contracting with an illegal alien for work under this Contract, **(c)** shall terminate the subcontract if a sub-Local Agency does not stop employing or contracting with the illegal alien within three days of receiving the notice, and **(d)** shall comply with reasonable requests made in the course of an investigation, undertaken pursuant to CRS §8-17.5-102(5), by the Colorado Department of Labor and Employment. If Local Agency participates in the Department program, Local Agency shall deliver to the contracting State agency, Institution of Higher Education or political subdivision a written, notarized affirmation, affirming that Local Agency has examined the legal work status of such employee, and shall comply with all of the other requirements of the Department program. If Local Agency fails to comply with any requirement of this provision or CRS §8-17.5-101 et seq., the contracting State agency, institution of higher education or political subdivision may terminate this Contract for breach and, if so terminated, Local Agency shall be liable for damages.*

12. PUBLIC CONTRACTS WITH NATURAL PERSONS. CRS §24-76.5-101. Local Agency, if a natural person eighteen (18) years of age or older, hereby swears and affirms under penalty of perjury that he or she **(a)** is a citizen or otherwise lawfully present in the United States pursuant to federal law, **(b)** shall comply with the provisions of CRS §24-76.5-101 et seq., and **(c)** has produced one form of identification required by CRS §24-76.5-103 prior to the effective date of this Contract.

Section 22. SIGNATURE PAGE
THE PARTIES HERETO HAVE EXECUTED THIS CONTRACT

*** Persons signing for The Local Agency hereby swear and affirm that they are authorized to act on The Local Agency's behalf and acknowledge that the State is relying on their representations to that effect.**

THE LOCAL AGENCY **Glenwood Springs** Print: MICHAEL GAMBA Title: MAYOR *Signature Date: 9-17-2015	**STATE OF COLORADO** **John W. Hickenlooper, GOVERNOR** Colorado Bridge Enterprise Shailen P. Bhatt, Executive Director By: Joshua Laipply, P.E., Chief Engineer Date: 12/17/2015
2nd The Local Agency Signature if Needed Print: Title: *Signature Date:	**LEGAL REVIEW** Cynthia H. Coffman, Attorney General By: NA Signature - Assistant Attorney General Date:

EXHIBIT A – SCOPE

Maintenance and Construction Obligations
Project # FBR 0821-094 (18158)
Project # FBR 0821-105 (21122)
Project # NHPP 0821-104 (21116)
SH 82 Grand Avenue Bridge

A. Location

The referenced project is located in the City of Glenwood Springs in Garfield County, Colorado.

B. Structures

STATE responsibilities:

- Construction of a new SH 82 Vehicular Bridge and associated connectivity improvements as provided in the 90% Plan Set for the GAB Project approved by the City on or before September 3, 2015.
- Construction of a new 16 foot wide pedestrian bridge including an elevator building with two elevators, a backup electric generator, a utility room, glass windows, lighting, pedestrian railing and a set of stairs with a built-in bike channel.
- Deconstruction, removal and transport of the existing pedestrian bridge steel and truss superstructure to a location determined by the City within a 4 mile radius. Deconstruction and removal shall be in such a manner to allow for the reuse of the pedestrian bridge at another location.

City of Glenwood Spring's responsibilities:

All operations, repair and maintenance costs of the pedestrian bridge, and elevator building, and elevators.

C. Miscellaneous

City of Glenwood Spring's responsibilities:

- City will allow approximate 90-day bridge closure detour along Midland Avenue from I-70 Exit 114 to 8th Street, and 8th Street intersection east across the Roaring Fork River Bridge, during the GAB Project as included in the 90 % Plan Set as approved by the City.
- Will allow 8th Street to be used as a temporary detour route for SH 82 traffic when the existing Grand Avenue Bridge is closed.
- Will allow CDOT to construct permanent improvements on City property located at the northeast corner at the intersection of 8th Street and Midland Avenue with street and

sidewalk improvements, and the City shall be responsible for designating a parcel of their property as right-of-way.

- Will allow Colorado Avenue from 8th Street to 9th Street, and 9th Street from Colorado Avenue to Grand Avenue, be used as a temporary detour route for SH 82 traffic when the existing Grand Avenue Bridge is closed.
- Will allow 6th Street to be used as a detour for I-70 traffic during off-peak hours approximately 10 times when closures of I-70 are required to safely perform critical overhead work.
- Will allow closure of 7th Street to vehicular traffic between Colorado Avenue and Cooper Street when the existing Grand Avenue Bridge is closed.
- Will issue a Construction Work Noise Permit as allowed in the Cities' Municipal Code 100.070.030 for 24 hours/day, 7-days/week construction work when the existing Grand Avenue Bridge is closed.
- Will allow closure of River Street within CDOT Right of Way to be closed as needed to facilitate bridge construction.
- Will maintain water quality in-line diversion systems installed on the referenced project which are located in 7th Street, and between the I-70 Exit 116 westbound off-ramp and SH 82.
- Will maintain the pedestrian tunnel/underpass under SH 82 in North Glenwood. This includes snow and ice removal, lighting maintenance, graffiti removal, general cleaning and upkeep, etc.

STATE responsibilities:

- To complete the GAB in accordance with the 90 % Plan Set as approved by the City.
- Will develop *and implement* a Pedestrian Access and Mobility Plan for safe crossings of City Streets and SH 82 prior to the closure of the existing Grand Avenue Bridge.
- Will work with the City, County, Colorado State Patrol and other emergency services and law enforcement agencies on development of incident response plans prior to the closure of the existing Grand Avenue Bridge. Will provide uniformed traffic control and signage as necessary as determined jointly by the City and the State. Requests of the City's police department to augment would only be made during emergency situations or specific phases. Service cost would then be reimbursed to the City. At a minimum, weekly traffic control meetings would be held with the City during the period of full bridge closure to evaluate and revise problem areas (areas of extreme congestion or safety). Daily meetings may be necessary at the beginning of the closure, with construction phase changes or when new operations begin.
- Will provide responsive public information services and public information for the Grand Avenue Bridge project.
- Business access will be maintained as practically feasible during construction. If business owners feel they have been damaged by the project, an established claims process is in

place for the business owners to file damage claims.

- CDOT shall also provided a robust, real time and effective public information program regarding the Project including schedules and detour information.

D. Material Items

- Detours
- Pedestrian Bridge and enhancements
- Landscaping
- GAB Aesthetics
- Restrooms
- Pedestrian underpass
- Public Information

EXHIBIT B (NOT APPLICABLE)

LOCAL AGENCY

ORDINANCE or RESOLUTION

BILL OF SALE

GRAND AVENUE PEDESTRIAN BRIDGE

THIS BILL OF SALE is entered into by the State of Colorado, for the use and benefit of the Colorado Bridge Enterprise, a government-owned business within the Colorado Department of Transportation ("Transferor") and the City of Glenwood Springs ("Transferee").

IN CONSIDERATION of Ten Dollars ($10.00) and other good and valuable consideration, including Transferee's prior Three Million Dollar ($3,000,000) contribution toward the funding of the Grand Avenue Pedestrian Bridge and Transferee's agreement to provide for the permanent maintenance of the Grand Avenue Pedestrian Bridge and its appurtenances, the receipt and sufficiency of which consideration is hereby acknowledged by Transferor, the Transferor SELLS AND DELIVERS to Transferee, the following property known and described as the GRAND AVENUE PEDESTRIAN BRIDGE:

A new 16 foot wide pedestrian bridge spanning the Colorado River within the City of Glenwood Springs including the structure, decking, approaches, elevator building with two elevators, a backup electric generator, a utility room, glass windows, lighting, pedestrian railing and a set of stairs with built-in bike channel.

TRANSFEROR WARRANTS: (1) that Transferor is the legal owner of the Grand Avenue Pedestrian Bridge and its appurtenances; (2) the Grand Avenue Pedestrian Bridge and its appurtenances are free and clear of all liens and encumbrances; (3) Transferor has full right and authority to sell and transfer the Grand Avenue Pedestrian Bridge and its appurtenances; (4) Transferor will defend the title of the Grand Avenue Pedestrian Bridge against any and all claims and demands of third parties; (5) Transferor will execute and deliver other documents and instruments and take other actions that may be reasonably required or appropriate to evidence or carry out the intent and purposes of this Bill of Sale or to show the ability to carry out the intent and purposes of this Bill of Sale.

Transferee has been given the opportunity to inspect the Grand Avenue Pedestrian Bridge and its appurtenances and accepts it in its existing condition. Any and all warranties and rights affecting the Grand Avenue Pedestrian Bridge and its appurtenances relating to materials and workmanship have been or will be

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separately assigned by Transferor to Transferee. This Bill of Sale shall be construed in accordance with the laws of the State of Colorado.

SIGNED, SEALED AND DELIVERED this ___ day of _____, 2017.

STATE OF COLORADO

COLORADO BRIDGE ENTERPRISE

_____ _____

Shailen Bhatt, Director Witness Signature

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Colorado Bridge Enterprise
November 17, 2016

Resolution #BE-16-11-XX

Ratification of the Grand Avenue Bridge Maintenance Intergovernmental Agreement

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

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

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

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

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

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

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

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

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

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

Signed as of November 17, 2016

_____ _____

Herman Stockinger, Secretary Date
Bridge Enterprise Board of Directors

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Transportation Commission of Colorado
Technology Committee Agenda
Wednesday, October 19, 2016
4201 East Arkansas Avenue; Auditorium
Denver, Colorado

Shannon Gifford, Chairwoman
District 1

Ed Peterson
District 2

Kathy Gilliland
District 5

Kathy Hall
District 7

Rocky Scott
District 9

HERMAN STOCKINGER
Policy and Government Relations Director/Secretary

The Chairwoman may change the item sequence or timing

1. **Call to order**
2. **Autonomous Vehicle Policy**
3. **Road X**
4. **Public Private Initiatives Program Proposals**
5. **Adjourn**

COLORADO
Transportation Commission

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

DATE: October 14, 2016
TO: Transportation Commission
FROM: Peter Kozinski, RoadX Program Director, Ryan Rice, TSM&O Director, Amy Ford, Director of Communications
SUBJECT: RoadX Policy and Funding

Purpose
To update and confirm with the Commission two policy directions related to the RoadX program.

1. Autonomous Vehicle Policy
2. Funding Policy

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

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

1. Autonomous Vehicle Policy: The Colorado Department of Transportation (CDOT), Colorado Department of Revenue/Division of Motor Vehicles (DMV) and the Department of Safety/Colorado State Patrol (CSP) have worked together to begin establishing a consistent policy direction in support of an autonomous mobility future.
2. Funding Policy: The RoadX team has established a funding direction and criteria by whichh to select and choose RoadX projects and how to incorporate RoadX project into the overall CDOT funding structure. Additional discussions have been started looking at the long term funding and possible organizational structure. Will also provide additional detail about RoadX budget

Details

1. Autonomous Vehicle Policy: The Colorado Department of Transportation (CDOT), Colorado Department of Revenue/Division of Motor Vehicles (DMV) and the Department of Safety/Colorado State Patrol (CSP) have worked together to begin establishing a consistent policy direction in support of an autonomous mobility future.
2. Funding Policy: The RoadX team has established a funding direction and criteria by whichh to select and choose RoadX projects and how to incorporate RoadX project into the overall CDOT funding structure. Additional discussions have been started looking at the long term funding and possible organizational structure.

Attachments
Autonomous Vehicle Policy White Paper
Funding Policy Powerpoint

Autonomous Mobility Policy White Paper

Colorado Department of Transportation
Colorado Department of Revenue
Colorado Department of Safety

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VISION

Transportation in the 21st century will be transformed as demographic shifts collide with information technology, vehicle technology and disruptive business models. The state of Colorado is committed to using innovative technology to save lives, improve mobility and foster the continued economic vitality of our state as the transportation paradigm transitions to autonomous mobility.

To do so, Colorado must have a nimble regulatory and policy structure that enables innovation while at the same time being protective of the travelers in the state of Colorado. The goal is to foster an environment where industry has the flexibility to deploy safe and innovative technological solutions to transform an aging transportation system. Equally, Colorado is focused on ensuring that the state's policies serve as the bridge between the traveler and the new technology, protecting their safety and providing clarity in understanding about roles and responsibilities.

PURPOSE

COLORADO'S GOAL IS AN AGILE POLICY FRAMEWORK THAT ENABLES TRANSPORTATION INNOVATION WHILE CREATING A HOLISTIC EXPERIENCE THAT HELPS THE TRAVELER, REGULATORY & ENFORCEMENT AGENCIES AND OTHERS SAFELY AND WITH CLARITY ADAPT TO THE CHANGING TRANSPORTATION ENVIRONMENT AND TECHNOLOGY.

SHAPING AUTONOMOUS MOBILITY POLICY

The Colorado Department of Transportation (CDOT), Colorado Department of Revenue/Division of Motor Vehicles (DMV) and the Department of Safety/Colorado State Patrol (CSP) have worked together to begin establishing a consistent policy direction in support of an autonomous mobility future. To begin, the agencies establish that the state is not directly responsible for validating safety of the vehicles and their evolving technology and Colorado's anticipate that the National Highway Transportation Safety Administration (NHTSA) will establish best practice guidance to industry on the principles of safe operation for autonomous vehicles. In the absence of any national framework and consistent with our current state laws, we are, however, responsible for establishing the basic policy structure for how the vehicles interact with each other and a policy environment that defines who is the "driver" and how autonomous vehicles would operate on Colorado roads.

DEFINITIONS

NHTSA has defined four levels of vehicle automation. Currently, some vehicles (Tesla, BMW, Mercedes) are on the road with Level 2 automation and Google, Uber and Volvo are testing Level 4 vehicles in the US and in other countries. Others automotive and technology firms are quickly following.

LEVEL 0	LEVEL 1	LEVEL 2	LEVEL 3	LEVEL 4
No Automation	**Function-Specific Automation**	**Combined-Function Automation**	**Limited Self Driving Automation**	**Full Self-Driving Automation**

DRAFT 08/2016

The "traditional" version of car design that dominated through the 20th century. The driver is in complete and sole control of the primary vehicle controls – brake, steering throttle and motor power – at all times. Automatic gears are still counted as Level 0 automation.	Involves automation of one or more specific control functions, e.g. electronic stability control or pre-charged brakes, where the vehicle automatically assists with braking to enable the driver to stop faster than possible by acting alone.	Automation of at least two primary control functions working in unison to relieve the driver of control. An example of combined functions enabling a Level 2 system is adaptive cruise control in combination with lane centering.	The driver can cede control of all safety-critical functions under certain conditions, and rely on the vehicle to monitor for changes that require transition back to driver. The driver must be available for control, after some transition time.	The vehicle is designed to perform all safety-critical driving functions and monitor roadway conditions for an entire trip. The driver will provide destination or navigation input, but is not expected to be available for control at any time. Source: Don Hunt, Traffic Technology International, April/May 2016

The state of Colorado maintains that all Level 0 – 3 vehicles must comply with applicable traffic and motor vehicle laws in the state and that Level 4 vehicles will require additional definition.

OTHER STATES

Currently, there are six states that have laws in place for autonomous vehicles: California, Florida, Louisiana, Michigan, Nevada, and Tennessee, as well as Washington, D.C. Of these, California, Florida, and Nevada share the same basic definitions for "autonomous vehicle," "autonomous technology" and "operator":

TERM	DEFINITION
Autonomous Vehicle	Any vehicle equipped with autonomous technology.
Autonomous Technology	Technology that has the capability to drive a vehicle without the active, physical control or monitoring by a human operator.
Operator	The person who causes the autonomous technology or autonomous vehicle to engage, regardless of whether the personal is physically in the vehicle while it is engaged.

The regulatory framework for autonomous vehicles in California and Michigan allow testing by manufacturer personnel, while in Florida and Nevada, testing is not restricted only to the manufacturer. For liability, California, Florida, and Nevada require manufacturers to have $5 million in insurance. These three states also impose the same requirements on autonomous vehicle capability during testing:

- Vehicle has mechanism to engage and disengage the autonomous technology that is easily accessible;
- Vehicle has visual indicator of when autonomous technology is engaged; and
- Vehicle has system to safely alert operator if there is a failure of autonomous technology, and either require the operator to take control, or if the operator is unable to take control, is capable of coming to a complete stop.

Many other states have introduced bills that closely mirror California, Florida, and Nevada's regulatory framework. Michigan is in the process of introducing bills that move beyond testing to enable the sale and operations of autonomous vehicles on the road. Additionally, NHTSA will soon release guidance on safe operation for fully autonomous vehicles.

AUTOMOTIVE/TECHNOLOGY INDUSTRY CONSIDERATIONS

Some automotive representatives have expressed the desire for the US to develop guidelines for the testing and certification for autonomous mobility. Others believe that there is need to eventually establish national guidance on Level 3 and 4 vehicles but because the technology is still in development, a more conducive strategy would be to work collaboratively together. The potential is, however, that in absence of a national framework, a patchwork system of state laws and regulations could stifle the market and potential benefits of automated vehicles. That said, automakers and technology firms are currently only testing Level 4 vehicles in states with enabling legislation (Level 2 vehicles are currently on the road across the US and operate under existing regulations). Interestingly, much of the industry believes that Level 3 vehicles have an unreasonable expectation to reengage a driver during an emergency, and due to those safety concerns, have moved towards Level 4 technology.

Those currently testing Level 4 vehicles have accepted all liability for any accidents or violations while the vehicles are in fully autonomous mode. There is also some development of after-market Level 2 – 4 automation, which drives additional discussion about who is responsible for liability, the technology entity or the installer.

Lastly, in addition to automotive testing of Level 4 vehicles, commercial vehicle firms have also been working on connected vehicle and self-driving technologies. Testing has operated under existing national and state regulations in states like Michigan, Utah and Nevada. It is anticipated there will be a variety of national regulatory shifts (driving hours, stopping at ports of entry, weigh stations, running truck platoons, etc.) pending the technology.

ENFORCEMENT CONSIDERATIONS

Because Level 2 vehicles are currently on the road, law enforcement is applying all existing regulations to any vehicle or driver involved in accidents or moving violations. This includes the assertion that the driver (regardless of whether lane centering/cruise control/automatic braking are activated) is responsible for the vehicle and must follow all traffic laws (exercising due care, reckless/careless driving, following too closely, accident reporting, etc.), licensing and insurance requirements. Enforcement believes that the same standards should apply to Level 3 vehicles as the driver is still responsible during an emergency.

For Level 4 vehicles, a number of questions still remain about how the computer or "automated driving system" will interact with various situations on the roadway. It is anticipated that the the automated driving system, more aptly defined as the "operator" rather than the "driver," will need to do more than simple drive and stop on the road. For example, it must be able to recognize enforcement officials in a roadway flagging them over at a traffic stop or DUI checkpoint. It is also anticipated that tickets will be issued to the automotive/technology entity responsible for the automated driving system. Electronic Data Recorders (EDR) in the vehicle will also become increasingly important for investigators as they address crashes or violations of traffic and motor vehicle laws.

There are additional elements that must also be considered related to the requirements of commercial motor vehicles. For example, a Level 4 autonomous commercial motor vehicle must

be able to still implement chain laws on a highway or understand when a Port of Entry is closed. It is anticipated that federal guidelines will also address these issues.

Lastly, other questions also arise about the transport of illegal products in both passenger and commercial vehicles. In some instances one could anticipate that laws such as those governing commercial vehicles or even the federal postal laws (which prohibit the shipping of illegal products) would apply to all Level 4 vehicles.

INSURANCE INDUSTRY CONSIDERATIONS

Currently the automotive/technology entities who are testing Level 4 vehicles have accepted full liability for any accidents or violations while the vehicles are in autonomous mode. As all states currently and will continue to require proof of insurance for all vehicles, this could significantly change the current model of the type of insurance and how insurance is secured. In the long term, insurance will likely shift risk coverage from "human error" to "technical failure" (source: McKinsey July 2016). Instead of individual policies for millions of drivers, the insurance model may shift to cover the small number of automotive/technology entities, similar to the current model for cruise lines or marine shipping companies. States, however, will still require that each vehicle on the road provide proof of insurance and it is anticipated that the named holder of the insurance will be some combined approach between the automotive/technology entity and person who owns the vehicle.

POLICY DIRECTION

Supportive laws and regulations that both encourage transportation innovation and provide safety and clarity about roles and responsibilities in an autonomous mobility future are critical. As such, CDOT, DMV and CSP establish the following steps as the path forward:

- **Confirm that all existing traffic and motor vehicle laws and regulations apply to Level 0 – 3 vehicles.** Colorado's priority is to not complicate existing laws. The state asserts that if a person, and not the automated driving system/computer, is asked at any point to be responsible for the vehicle, the individual behind the wheel holds all responsibility as the "driver." All existing laws will apply to that driver.
- **Enable autonomous mobility on Colorado roads.** Colorado's priority is to clarify any existing legislation and rules that will enable part or full-time Level 4 autonomous vehicles on the roadway. The state's goal is to provide simple definitions that define that anticipated future state, including:
    - **Motor Vehicle:** All Level 4 capable vehicles will still be defined as a motor vehicle.
    - **Driver/Operator:** The automotive/technology entity responsible for the full or part-time Level 4 automated driving system of the vehicle will be defined as

JUST AS COLORADO MADE THE RADICAL SHIFT FROM HORSES TO CARS IN THE EARLY 20TH CENTURY, TRANSPORTATION IS AGAIN AT A CROSSROADS. COLORADO BELIEVES EMBRACING TECHNOLOGY CAN TRANSFORM TRANSPORTATION , THE SAFETY AND DAILY LIVES OF RESIDENTS, BUSINESSES AND VISITORS NOW.

the operator. *(Level 0 – 3 laws will continue to refer to the "driver" and will not require change.)*

- **Insurance:** The automotive/technology entity responsible for the full or part-time automated driving system will be responsible for the liability and for the insurance coverage of the vehicle while in Level 4 mode, proof of which will be necessary to operate on Colorado roads. Insurance coverage standards will follow current minimum requirements. (If Level 4 mode is not engaged, current laws about liability for the "driver" will apply).
- **Titling and Registration:** Titling information must document if the vehicle is a Level 4 capable vehicle. Vehicles must support an intelligent data driven connection to identify the vehicle as Level 4 for infrastructure and enforcement. In absence of a technology connection, Level 4 vehicles must have a visual indicator.
- **Enforcement:** In all instances where the automated driving system is responsible for the interactions on the road, the automotive/technology entity will be responsible for complying with and will be responsible for any violations of the Uniform Traffic Code. Equally, the automatic driving system must be capable of reporting accidents to the state/enforcement. This includes providing access to data collected by Electronic Data Recorders (EDR) to support any investigations. Any traveler in and/or owner of the vehicle is also still responsible for reporting any accidents, remaining on scene and rendering any information or aid as required by law.
- **Security and Illegal Activity:** It will be a crime to attempt or obtain unauthorized access the electronic data of a motor vehicle to obtain data or control of the vehicle. Also, transport of any illegal products in autonomous vehicles will be prohibited.

- **Outline whether Colorado needs to establish legislation to permit testing or whether legislation that permits Level 4 vehicles is sufficient for testing environments.** Colorado will continue to work with legislators, industry and others to determine if it is necessary to establish a formal testing environment prior to legislation that permits the sale and public operation of Level 4 vehicles.
- **Follow the NHTSA policy making and defined safety standards for the operation of fully autonomous vehicles.** Colorado establishes that the state is not directly responsible for validating safety of the vehicles and their evolving technology and as they do with current vehicles, NHTSA will be responsible for developing and implementing the regulations that govern the safety of the vehicles.
- **Monitor additional areas for potential new legislation and/or rule-making with the intent of balancing both innovation and safety.** Colorado will continue to monitor the national and international development of policy frameworks for autonomous driving; how to approach connected and automated vehicle data; work on compatible vehicle to vehicle (V2V) and vehicle to infrastructure (V2I) systems; and monitor and coordinate on data and vehicle security. Additionally the state will be tracking issues of taxing structures as related to titling/registration (especially for fleets) and implications to revenue for state/local jurisdictions.

If Colorado succeeds in establishing clarity in the state's laws and regulations, this will enable the benefits of innovative technology to boost the health and safety of the transportation system, connect Colorado's economy and its residents' lives - giving people the freedom to decide how, when and where they want to travel.

COLORADO'S ROAD X

POLICY AND FUNDING APPROACH

SUPPORTING ROADX

TECHNOLOGY COMMITTEE

POLICY

FUNDING/RISK
STRATEGY FRAMEWORK

PEOPLE

WORKFORCE OF
THE FUTURE

PLANNING

PROJECT LEVEL DEEP DIVES
FIVE YEAR STRATEGY

RoadX **FUNDING CRITERIA**:

COMMUTING

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

TRANSPORT

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

CONNECTION

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

RoadX **FUNDING CRITERIA**:

SUSTAINABILITY

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

SAFETY

MAKE A DRAMATIC LEAP TOWARDS ZERO DEATHS ON COLORADO ROADWAYS.

FUNDING STRATEGEY

- RoadX funds pilots and early deployments
- Assess project feasibility based on five criteria
- Some efforts will include:
  - RFPs for researched RoadX technologies
  - Challenge programs to bring best concepts
  - Public Private Partnerships

FUNDING STRATEGEY

- Initial projects review based on:
  - Technology and transformative impact
  - Return on investment (or potential return on investment based on five criteria)
  - Potential for additional public private partnerships
- Expanded deployment included in existing CDOT funding:
  - Asset Management
  - Operations
  - Safety

FUNDING STRATEGEY

- Exploring broader organizational/funding strategy that enables:
  - "Fee for service" funding (use of wireless system, data, charging infrastructure)
  - Broader public private partnerships
  - Shared intellectual property ownership
- Reviewing enterprise or non-profit structures
  - UK Model
  - Hawaii Model
  - HPTE Model

RoadX **BUDGET**:

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

*Totals in millions

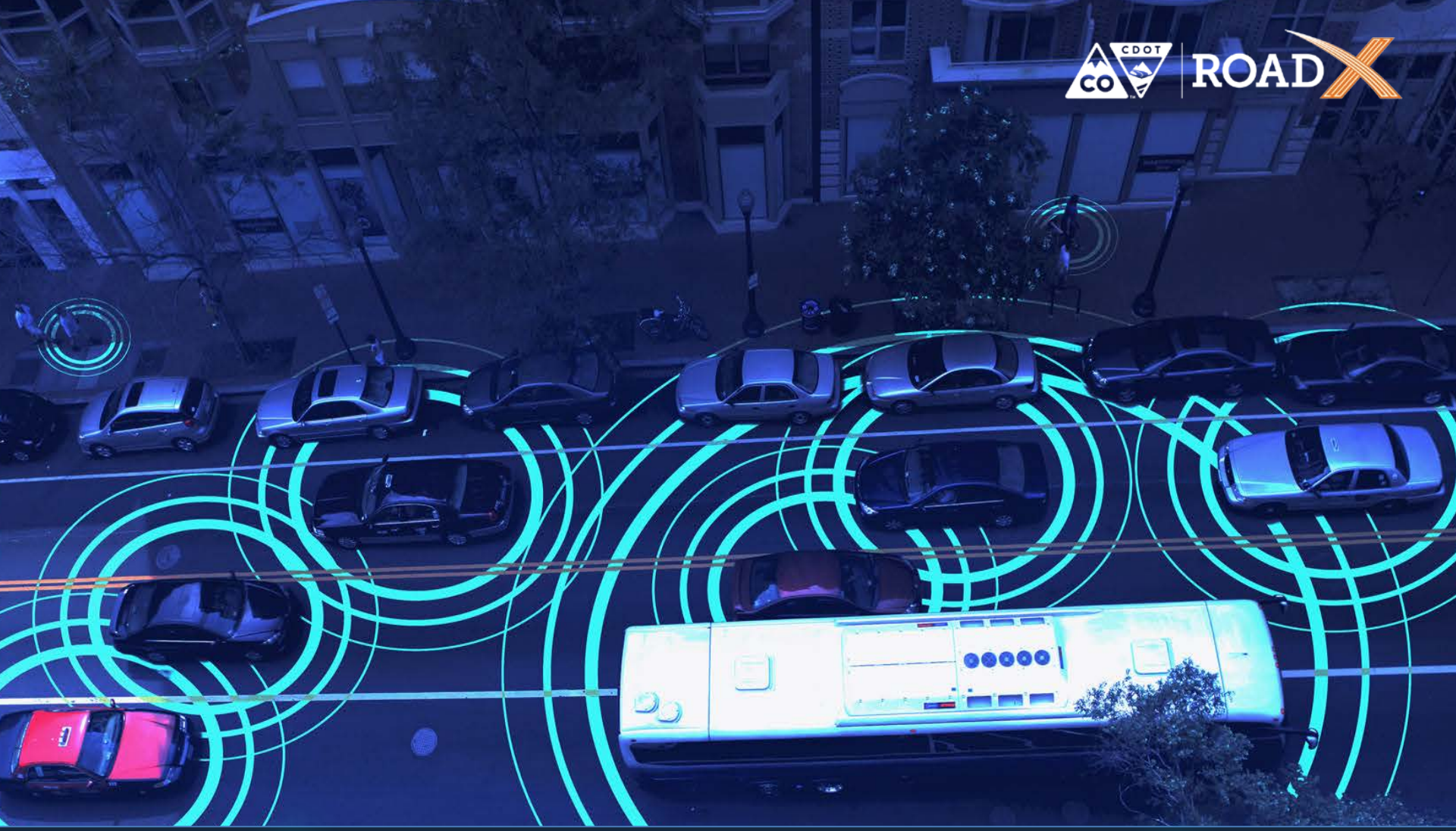
RoadX **PROPOSED PROJECTS/FUNDING**:

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

*Totals in millions

	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19
Roll Forward	$ -	$ 7,560,000	$ (5,693,475)	$ (8,371,950)
Initial Budget	$ -	$ 12,096,525	$ 12,096,525	$ 12,096,525
Supplement	$ 10,000,000	$ -	$ -	$ -
Total Budget:	**$ 10,000,000**	**$ 19,656,525**	**$ 6,403,050**	**$ 3,724,575**

Focus Area	Projects	Expenditures				Project Total
Administration	Administration	$ (190,000)	$ (200,000)	$ (350,000)	$ (350,000)	$ (1,090,000)
Commute	Smart 25	$ (900,000)	$ (5,000,000)	$ (1,700,000)		$ (7,600,000)
Connection	Smart 70 from Golden to Vail	$ (1,000,000)	$ (5,750,000)	$ (3,250,000)	$ (1,200,000)	$ (11,200,000)
Transport	Smart Truck Parking		$ (400,000)			$ (400,000)
Connection	Place Global		$ (20,000)			$ (20,000)
Connection	Blynsy		$ (30,000)			$ (30,000)
Program Support	Consultant Support	$ (300,000)	$ (750,000)	$ (750,000)	$ (750,000)	$ (2,550,000)
Program Support	PR & Marketing	$ (50,000)	$ (150,000)	$ (150,000)	$ (150,000)	$ (500,000)
Program Support	Grant Writing		$ (50,000)	$ (75,000)	$ (50,000)	$ (175,000)
Focus Area	**Proposed Projects**	**Proposed Expenditures**				**Project Total**
Connection	Expand Smart 70 Cellular CV		$ (4,000,000)			$ (4,000,000)
Connection	Smart Roads CV/AV Data Program Blueprint		$ (8,500,000)			$ (8,500,000)
Connection	Fiber Broadband Office with OEDIT			$ (750,000)		$ (750,000)
Sustainability	Ped/Bike Connectivity Challenge		$ (500,000)			$ (500,000)
Safety	Smart Pavement US 285			$ (2,750,000)		$ (2,750,000)
Transport	Smart City Denver I-70 Peleton			$ (2,000,000)		$ (2,000,000)
Safety	Rural Safety Challenge			$ (2,000,000)		$ (2,000,000)
Sustainability	Planning (Also working with DRCOG and Mobility Choice)			$ (1,000,000)		$ (1,000,000)
	Annual Project Expenditures	$ (2,440,000)	$ (25,350,000)	$ (14,775,000)	$ (2,500,000)	$ (45,065,000)
	Budget Leftover for Roll Forward	$ 7,560,000	$ (5,693,475)	$ (8,371,950)	$ 1,224,575	**Total remaining cash of $1.2 million after FY 2018-19 with minimal expenditures during fiscal year**



Questions?

COLORADO
Department of Transportation
Division of Audit

Colorado Transportation Commission
Audit Review Committee (ARC) Agenda
October 19, 2016 at 3:30pm
CDOT Headquarters – Room 225

Sidny Zink, Chairwoman
District 8 - Durango

Ed Peterson	Gary Reiff	Bill Thiebaut
District 2 – Lakewood	District 3 – Englewood	District 10 - Pueblo

All Commissioners are invited to attend the Audit Review Committee

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1. Call to Order and Roll Call

2. Approval of June 2016 Minutes
   (Attachment 1)

3. Release of Final Patrol Inventory Audit from June 2016 ARC Committee
   (Attachment 2)

4. Audit Division Update
   (Verbal Presentation)

COLORADO
Department of Transportation
Division of Audit

Colorado Transportation Commission
Audit Review Committee (ARC) Meeting
June 16, 2016
9:20 a.m. to 9:50 a.m.
CDOT Headquarters Room 225

***AUDIT COMMITTEE MEMBERS PRESENT*:** Sidny Zink, Gary Reiff, Ed Peterson

***ALSO PRESENT*:** Chris Wedor, Audit Director; Mike Lewis, CDOT Deputy Director; Maria Sobota, CDOT CFO; Daniel Pia, IT Auditor; Lisa Gibson, Program Administrator; Andrew Weissman, Auditor.

***AND*:** Other Executive Management Team members and the public.

Call to Order

ARC Chair Zink called the meeting to order on June 16, 2016 at 9:20 a.m. Chair Zink also called role and noted the Audit Committee members present are Commissioner Reiff, Commissioner Peterson and herself. The meeting was held in Room 225 at the Colorado Department of Transportation Headquarters' building.

Approval of Minutes of the February 18, 2016 ARC Meeting

Commissioner Reiff moved to approve the meeting minutes for February 18, 2016. Commissioner Peterson seconded the motion. The minutes were approved with no opposition. The minutes were adopted as published in the agenda.

Release of the Patrol Inventory Audit

Chair Zink reviewed options related to release of a report. Chair Zink motioned to release the report and Commissioner Peterson seconded the motion. All committee members voted to approve and release report. The report was released with no opposition. Mr. Wedor noted that moving forward the Audit Division will be changing its report format for ease of reading and comprehension.

Commissioner Reiff asked what lessons for CDOT were learned from this audit. Mr. Wedor said that other regions are being provided a management plan moving forward.

Chair Zink asked about responsiveness in a timely manner. Mr. Wedor pointed out the fraud issue was handled in a very timely manner reaching conclusion in just a few weeks. Mr. Lewis complimented the Audit Division as to quick turnaround and professional manner in which the fraud investigation was addressed. Commissioner Reiff said what is important is maintaining your independence while being able to work in partnership with management. Ms. Sobota also referred to the finding her section received related

to sub-recipients where Mr. Wedor assisted with research and writing of processes, which was highly beneficial.

Review of the 2017 Strategic Plan

Mr. Wedor went over the Vision, Mission and Guiding Principles which will be used moving forward in the Audit Division. It brings the division into alignment with the overall vision of CDOT.

Review of the 2017 Audit Plan

Mr. Wedor reviewed the priorities for the Audit Division which are: Maintenance Shops, Workmen's Compensation, Purchase Card Usage (Region 1), IT Change Management (SAP). Chair Zink said she was surprised to see Workmen's Compensation on the list. Chair Zink asked why it is there. She also asked that the name be changed to Worker's Compensation. Mr. Wedor noted the change and explained that it was asked to determine why the Worker's Compensation claims are going down. Commissioner Peterson said it will be good to see what's driving those numbers down, but to ensure that resources are allocated properly. Mr. Lewis said he feels this will give a better look at the details surrounding the Worker's Compensation program.

The Purchase Card Usage audits will begin with Region 1. Mr. Wedor explained that this will be on-going for some time as the division works through all of the regions. These audits will also be done in conjunction with the division's Fraud Awareness program.

The IT Change Management audit will be a fairly large audit. It is the first IT audit the division will have performed.

Internal Audit Universe

Mr. Wedor reviewed what the Internal Audit Universe encompasses. Commissioner Reiff and Mr. Lewis feel there needs to be more defined objectives moving forward. Mr. Wedor agreed that the scope will be much tighter in the future.

External Audit Universe

Mr. Wedor reviewed what the External Audit Universe encompasses. Commissioner Reiff noted that there was information regarding adjustments on claims was previously heard about and he is curious as to where we are on that now. Mr. Wedor said he would provide an update to the ARC at the next meeting. Chair Zink said there were complaints about the prequalification process from consultants in the past. Mr. Wedor said a solution is currently being implemented for that process.

Mr. Wedor said we are assisting with the EPA compliance review. Commissioner Reiff said it would be beneficial to know what issues came before to ensure that the same issues are not repeating.

Peer Review Results

Mr. Wedor went over the results of the peer review. The Audit Division passed with two minor findings. Chair Zink stated that the results on the review are very good.

Fraud Hotline Update

There has been a reboot on the Fraud Awareness program. There will be more focus on getting this information out to the regions. There were some allegations as to misuse of P-Card and those allegations were substantiated; therefore, it has become a focus for the division.

Personal Identifiable Information was taken from CDOT and the Colorado Bureau of Investigation is looking into this matter further. Commissioner Reiff asked who takes ownership of the cyber security for CDOT. Mr. Lewis explained that ownership of that is with OIT.

Follow Up Process

Mr. Wedor said the division will try to provide guidance to management on closing the recommendations and providing regular updates to the ARC. The division will focus on high profile or repeat findings and re-audit those areas that are not closed with a recommendation. Recommendations will be closed out after a certain amount of time. Chair Zink requested that the ARC receive an update as to the outstanding recommendations.

Audit Division Updates

Commissioner Peterson expressed thanks to Mr. Wedor for both he and the division accomplishing so much in a short period of time.

Mr. Wedor discussed that the division is in the final interview stage for the last two positions and the division will be fully staffed for the first time in a long time.

Meeting was adjourned at 9:53 a.m.

COLORADO
Department of Transportation
Division of Audit
4201 E. Arkansas Ave, Shumate Bldg.
Denver, CO 80222-3400

DATE: June 17, 2016

MEMORANDUM FOR: CDOT Transportation Commission

SUBJECT: **Released Audit Report**
Review of the Patrol Inventory

The attached audit report presents the results of our review of Patrol Inventory (Project number 16-001) reviewed and released by CDOT Audit Review Committee on June 16, 2016. This audit adds value by assisting management with reducing risk related to physical security, safeguarding of assets, maintenance operations, and CDOT's overall reputation

We conducted this audit pursuant to Section 43-1-106, C.R.S., which authorizes us to conduct internal audits on CDOT. This report presents our findings, conclusions, recommendations and the responses of CDOT management. This audit was completed at the request of Management.

If you have any questions or need additional information, please contact me at (303) 757-9687.

Chris Wedor
CDOT Audit Division Director

Attachment

cc: Shailen Bhatt, CDOT Executive Director
Michael Lewis, CDOT Deputy Executive Director
Amy Ford, CDOT Director of Communications
Kathy Young, Senior Assistant Attorney General

PERFORMANCE AUDIT REPORT

COLORADO
Department of Transportation
Division of Audit

Patrol Inventory

This report contains management's comments and our evaluation of management's comments.

RELEASED REPORT

Report Date: February 2, 2016

Audit No: 16-001

EXECUTIVE SUMMARY

Purpose of Review and Objectives

The purpose of this audit is to assess the internal controls at the patrol level. This audit was made at the request of the Deputy Director of Maintenance. Our objective was to assess the adequacy and effectiveness of the internal controls over storeroom material and supplies at the maintenance patrols in Region 1.

This report adds value by addressing risks related to physical security, safeguarding of assets, maintenance operations, and CDOT's overall reputation. This report presents the results of the CDOT Performance Audit of the internal controls over patrol inventory.

Background

CDOT storerooms receive, store, and issue a wide variety of supplies and materials for maintenance, engineering residencies, and highway patrols operating throughout the state. Maintenance patrols consume the majority of storeroom inventory. The most common items obtained from storerooms include hand tools, tires, uniforms, signs, building materials, and safety barriers. This inventory provides maintenance patrols the tools and materials they need to provide the traveling public with safe roads on a daily basis.

Based on our analysis of SAP patrol activity, Region 1 patrols accounted for approximately 30% or $5.6 million of total storeroom consumption in fiscal year 2015.

Region 1 maintenance management identified fraud and abuse risks associated with a lack of internal controls over storeroom inventory at the patrol level. In addition, there were hotline complaints regarding possible fraud and/or abuse of inventory at the patrol level.

Based on the specific audit request by Region 1 maintenance management, the identified fraud/abuse risks, and the higher level of activity in Region 1 patrols, the audit scope was limited to Region 1 patrols.

Conclusion

The internal controls over storeroom inventory obtained by maintenance patrols should be improved to ensure Region 1 patrol inventory is properly safeguarded and managed. Specifically, we found:

- Inconsistent and undocumented procedures
- No SAP approval process
- No formalized process of monitoring patrol inventory

These conditions mainly occurred because maintenance personnel did not receive any training on developing internal controls over patrol inventory. Management also overlooked the importance and benefits of documenting procedures.

The lack of documented internal guidance and consistent monitoring can result in stolen, wasted, or abused inventory. Also, documenting expected operational procedures and periodically training employees on system usage ensures data is consistent, relevant, and timely.

We recommend that maintenance management perform an annual review of the internal control system at the patrol level. We also recommend management:

- Enhance and document internal controls at the patrol level
- Annually train staff on these internal controls

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Introduction

CDOT storerooms receive, store, and issue a wide variety of supplies and materials for maintenance, engineering residencies, and highway patrols operating throughout the state. Maintenance patrols consume the majority of storeroom inventory. The most common items obtained by maintenance patrols include hand tools, tires, uniforms, signs, building materials, and safety barriers. The Region 1 storerooms obtain, store, and distribute the most inventory of all the CDOT storerooms. This inventory provides maintenance patrols the tools and materials they need to provide the traveling public with safe roads.

Patrols can obtain storeroom inventory by submitting a work order or storeroom reservation in SAP. Once the inventory is distributed from the storeroom the responsibility for safeguarding, appropriate use, and tracking is transferred to the patrol. Based on our analysis of SAP patrol activity, Region 1 patrols accounted for approximately 30% or $5.6million of total storeroom consumption in fiscal year 2015. Region 1 patrols had the highest level of consumption of all CDOT Regions.

Region 1 maintenance management identified fraud and abuse risks associated with a lack of internal controls over storeroom inventory at the patrol level. In addition, there were hotline complaints regarding possible fraud and/or abuse of inventory at the patrol level.

Conclusion

The internal controls over storeroom inventory obtained by maintenance patrols should be improved to ensure Region 1 patrol inventory is properly safeguarded and managed. Specifically, we found:

- Inconsistent and undocumented procedures
- No SAP approval process
- No formalized process of monitoring patrol inventory

These conditions mainly occurred because maintenance personnel did not receive any training on developing internal controls over patrol inventory. Management also overlooked the importance and benefits of documenting procedures.

The lack of documented internal guidance and consistent monitoring can result in stolen, wasted, or abused inventory. Also, documenting expected operational procedures and periodically training employees on system usage ensures data is consistent, relevant, and timely.

Audit Results

Generally, internal controls for inventory at maintenance patrols could be improved. We found that physical security as well as ensuring the safe storage of hazardous and inflammable materials were adequate. Based on our observation of the maintenance patrols, entity assets are safeguarded with appropriate physical controls. Access gates into

the patrols have electronic keypad or padlocks in place and the perimeters are surrounded by metal fences. During our visits we also observed properly labeled and secured storage for flammable and hazardous materials.

However, inventory controls over monitoring and accountability could be improved. Specifically, we found:

- Inconsistent and undocumented procedures
- No SAP approval process
- No formalized process of monitoring patrol inventory

Procedures are not consistent or documented for all Region 1 patrols. According to the storeroom activity data in SAP and discussions with storeroom personnel, Region 1 maintenance patrols obtain storeroom inventory by submitting a reservation request. However, the system has the ability to automatically generate a reservation when a work order is submitted. Patrols in other Regions are utilizing the work order process to reserve materials. In fact, 67% of cost centers from other Regions that obtained inventory from the Region 1 storeroom utilized a work order instead of a storeroom reservation. Several maintenance employees communicated that the process of using both work orders and reservations was cumbersome and inefficient.

Unauthorized reservations and possible theft are mitigated by appropriate segregation of duties, however, approval is not documented in SAP. Generally on a bi-monthly basis, the TM II at each patrol creates a list for their TM III of material and tools they needs for assigned projects. The TM III then submits the reservation request into the SAP module for storeroom personnel to process. Storeroom personnel provide each maintenance patrol with a receipt when they pick up their inventory.

The supervisory monitoring process has not been formalized for managers and supervisors to ensure consistent information is being recorded and analyzed. Generally, the TM III and LTC Ops perform at least a monthly review of their patrols' consumption but almost every patrol we visited performed it differently. There is no formal guidance on what information is required for patrols to record in SAP for every reservation and work order. We also observed a lack of formal performance measures or indicators that management could use to monitor storeroom consumption.

Three of the six maintenance patrols we observed did not perform an inventory of storeroom inventory. The remaining three did not perform an inventory consistently. Additionally, there is no way to pull a current inventory report by patrol from SAP as this capability has not yet been developed.

The lack of documented internal guidance and consistent monitoring can result in stolen, wasted, or abused inventory. Also, documenting expected operational procedures and periodically training employees on system usage ensures data is consistent, relevant, and timely. A formalized procedure document reinforces management's expectations from the patrols and provides guidance to achieve organizational objectives.

Management Actions

During the course of the audit, management began to take corrective action. Specifically, management began creating a formalized document to provide guidance on roles and responsibilities related to inventory and monitoring of patrol inventory.

Recommendations

We recommend that maintenance management perform an annual review of the internal control system at the patrol level. We also recommend management:

- Enhance and document internal controls at the patrol level
- Annually train staff on these internal controls

Management Comments

Management agreed with the findings and recommendations made in this report.

"We are reasonably certain the findings of this audit could be replicated in any storeroom within CDOT. From our perspective, CDOT has a pretty good handle on procurement and its associated managerial controls, but we definitely need a state-wide solution for our storerooms, and for property issued from storerooms. In other words, we need more effective accountability of property from purchase through consumption. The good news is, the Division of Highway Maintenance, Procurement, and Policy will begin writing a PD for Storeroom Operations that is planned to be implemented by 12/31/16. This new PD will address training, inventory/managerial controls, documentation, and employee accountability."

Evaluation of Management Comments

The Division of Audit considers management's comments responsive to the recommendations and the planned corrective actions should resolve the issues identified in the report.

Objective, Scope, Methodology and Criteria

Our objective was to assess the adequacy and effectiveness of the internal controls over storeroom material and supplies at the maintenance patrols in Region 1.

We conducted this review from June 2015 through January 2016 accordance with Generally Accepted Government Auditing Standards (GAGAS) except for a peer review not conducted within the three-year requirement. This peer review is expected to be conducted by the spring of 2016. These standards require that we plan and perform the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings and conclusions based on our audit objective. We believe that the evidence obtained provides a reasonable basis for our findings and conclusions. We did not identify any instances of fraud or abuse.

In order to meet our objective, we conducted interviews with Region 1 maintenance management, storeroom personnel, and maintenance patrol employees. We also conducted analysis of storeroom reservation activity by patrol and judgmentally selected the six maintenance patrols with the highest total storeroom inventory consumption in fiscal year 2015. This sample represents approximately 15% of all Region 1, Section 5 maintenance patrols. We visited these patrols to observe processes and procedures over material and supplies obtained from the storerooms.

We used the following audit criteria, when applicable:

- Standards for Internal Control in the Federal Government
- CDOT Accounting Manual
- Fiscal Procedures Manual
- State Fiscal Rules
- Documented policies and procedures over material and supplies

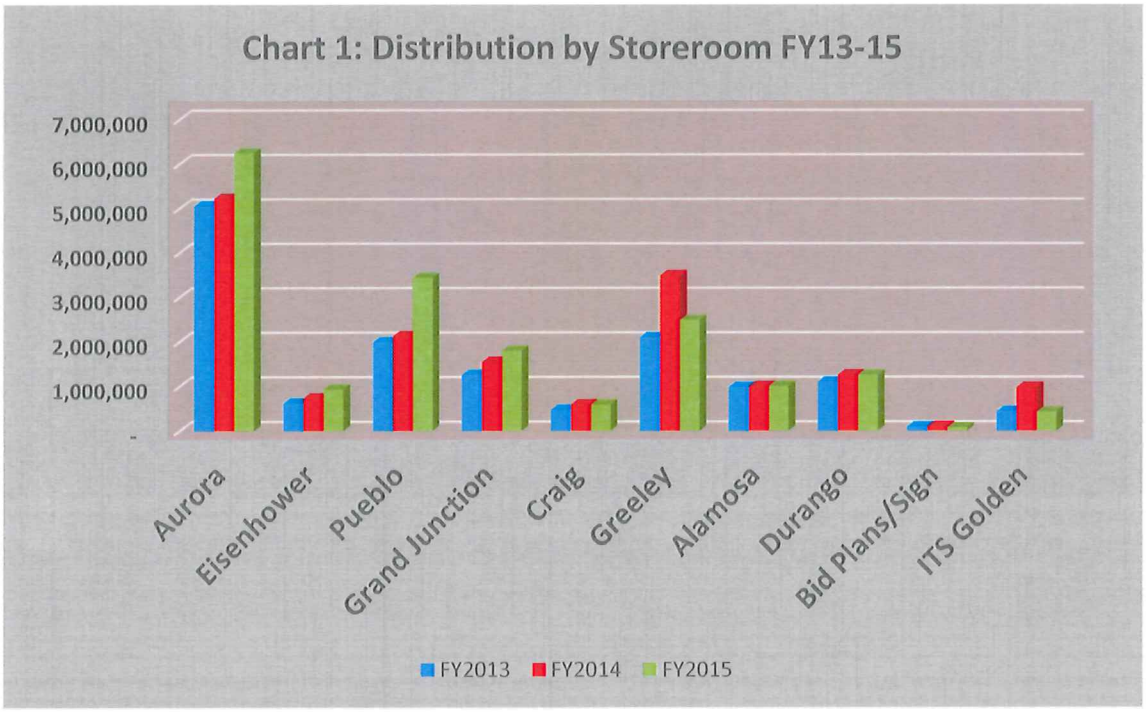
Prior Audit Coverage

We audited the internal controls at the Aurora storeroom in 2004 (Audit No. 0409). We noted that the controls were adequate but were not documented. Upon follow up procedures conducted in 2004, the CDOT Audit Division determined that the recommendations were implemented.

Additional Information

The following graph shows distribution by storeroom for the past three full fiscal years. Region 1 consists of two storerooms located in Aurora and the Eisenhower tunnel. Patrols primarily obtain supplies and materials from the storerooms located in their Region but occasionally request items from a closer storeroom due to the convenience or availability.

The purpose of this graph is to show the Region 1 consumption relative to the rest of the CDOT Regions and the assets at risk by area. Distribution from all CDOT storerooms totaled approximately $18.2 million in fiscal year 2015. This has grown from approximately $14.1 million and $16.9 million in fiscal years 2013 and 2014, respectively.



Source: Audit Division's analysis of SAP data

Suggestions

We suggest management consider the following when establishing internal controls over patrol inventory:

- Standards of conduct that communicate expected behavior
- Consistent, documented process for utilizing SAP, reservations, and work orders
- Specific usage benchmarks or indicators for measuring and monitoring usage
- Identify, describe, and document roles and responsibilities of all parties involved
- Document threshold for inventory that is more closely monitored
- Periodically survey all interested parties to identify strengths, weakness, and challenges

Transportation Commission of Colorado
Regular Meeting Minutes
Sept. 15, 2016

Chairman Gary Reiff convened the meeting at 9:00 a.m.

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

EXCUSED: Heather Barry, District 4

VACANT: District 9

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

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

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

Audience Participation
Chairman Reiff opened the floor for audience participation. There were no public comments.

Individual Commissioner Comments

Commissioner Hall reminded everyone that Grand Junction is a great place to visit for festivals or a weekend away. In September, she attended the Club 20 State Senate Debate. All of those involved were concerned about transportation.

Commissioner Gifford had nothing to report.

Commissioner Hofmeister had nothing to report.

Commissioner Thiebaut thanked the Region 2 Staff for their efforts as they go through Southeast Colorado for their county meetings. He stated that three years ago when he was appointed, the locals didn't have a great relationship with CDOT. However, those relationships have greatly improved thanks to the staff at Region 2.

Commissioner Peterson attended the Jefferson County Transportation Town Hall yesterday where he learned about a number of transportation projects in his district.

Commissioner Connell has been attending the County meetings throughout her area in September. Additionally, she attended the I-70 coalition meeting.

Commissioner Gilliland attended the International Bridge, Tunnel and Turnpike Association meeting hosted by E-470. She learned a lot about issues and solutions around tolling nationally and internationally. There is a number of issues of how to make every state have a seamless solution to tolling.

Vice Chair Zink attended the County Commissioner Meeting for Hinsdale County. She stated the commissioners are appreciative of CDOT and its efforts.

Chair Reiff had the chance to meet with Mayor Hogan of Aurora in September about the needs of Aurora as they go forward. He also gave a shout out to Maria's finance team for an excellent presentation at Workshops.

Executive Director's Report

Executive Director Bhatt informed everyone that there was an accident on I-70, that was quickly responded to by staff and the Chief Engineer. Ryan and his team were able to quickly avoid a significant safety situation. Additionally, CDOT was nominated for awards for the I-70 Mountain Express Lanes and the US 6 project. Finally, he attended the CDOT Truck Roadeo in Poncha Springs. Region 2 took the prize at this year's event.

Chief Engineer's Report

Chief Engineer Josh Laipply brought up a concern about workzone safety. There has been discussions internally to improve safety for the workers maintaining and building the system. Additionally, he brought up the local hiring grant from FHWA for the I-70 project. As part of that, there was a planning meeting where it was decided that the workforce project wouldn't be kept to Central 70, but a statewide workforce development program. Finally, he recognized Mark Imhoff and David Krutzinger for winning the Amtrack Presidential Safety Awards.

HPTE Director's Report

HPTE Director David Spector discussed HPTE's involvement at the International Bridge Tunnel and Turnpike Association's national conference, where Director Spector and Executive Director Bhatt both spoke. HPTE staff and Commissioner Gilliland join the conference to learn best practices in tolling. Additionally, HPTE has reached a milestone and distributed over 100,000 HOV switchable transponders.

FHWA

Alicia Nolan informed the Commission that it is the end of the Federal Fiscal year. However, FHWA has funds authorized through FAST Act, so they will not be shut down if the government shuts down. As it is the end of the year, she noted that in the last year there have been a number of things that Colorado should be proud of, including the I-25 TIGER Grant. However, crashes have been increasing, not just in Colorado, but the country too.

STAC

Vince Rogalski let the Transportation Commission know that they had a robust discussion the last month on Transit. STAC recommended DTR work throughout the state to inform what decisions would be made from 5311. STAC also encouraged that the entire Transportation Commission should attend the October STAC meeting. They believe it is a legislative mandate. Commissioner Reiff stated he and Commissioner Zink would be in attendance.

Act on Consent Agenda

Chairman Reiff stated that he removed items C, F and G from the Consent agenda to be moved for full discussion by the Commission. Chairman Reiff entertained a motion to approve the Consent Agenda. Commissioner Connell moved for approval of the resolution, and Commissioner Hofmeister seconded the motion. Upon vote of the Commission, the resolution passed unanimously.

Resolution #TC-16-9-1

BE IT HEREBY RESOLVED, that the Transportation Commission's Regular Meeting Minutes for June 16, 2016, are approved.

Resolution #TC-16-9-2

Resolution #TC-16-9-2

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

Approved by the Transportation Commission on Sept. 15, 2016.

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

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

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

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

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

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

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

Herman F. Stockinger III

Herman Stockinger, Secretary
Transportation Commission of Colorado

9-15-16

Date of Approval

Resolution #TC-16-9-3

Resolution #TC-16-9-3

Approving the disposal of abandoned Woodland Park Maintenance Facility

Approved by the Transportation Commission on Sept. 15, 2016.

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

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

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

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

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

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

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

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

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

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

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

Herman F. Stockinger III

Herman Stockinger, Secretary
Transportation Commission of Colorado

9-15-16

Date of Approval

Resolution #TC-16-9-4

Resolution #TC-16-9-4
Approval of the disposal of property near SH 287 in Lafayette.

Approved by the Transportation Commission on Sept. 15, 2016.

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

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

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

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

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

WHEREAS, Parcel 11A consists 6.071 acres;

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

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

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

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

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

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

WHEREAS, the Department of Transportation, Region 4 has declared through Joshua Laipply as Chief Engineer, that the 6.071 acres of land is not needed for State transportation purposes;

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

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

WHEREAS, the City of Lafayette desires to exercise its right of refusal to purchase the 6.071 acres of land in US 287 right of way, which is no longer needed for State transportation purposes;

NOW THEREFORE BE IT RESOLVED, pursuant to the provisions of the C.R.S, 43-1-210(5) and 23 CFR 710.403 the Department of Transportation be given authority to declare Parcel 11A as excess property and dispose of the SH 287 right of way which is no longer needed for State transportation purposes without monetary compensation.

Herman F. Stockinger III

Herman Stockinger, Secretary
Transportation Commission of Colorado

9-15-16

Date of Approval

Resolution #TC-16-9-5

Resolution # TC-16-9-5

Approval of the disposal of the 4th Street Bridge Field Office in Pueblo.

Approved by the Transportation Commission on Sept. 15, 2016.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

WHEREAS, the Fraternal Order of Eagles desires to exercise its right of refusal to

purchase the 21,690 sf of SH 96 right of way which is no longer needed for transportation purposes;

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

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

Herman F. Stockinger III

Herman Stockinger, Secretary
Transportation Commission of Colorado

9-15-16

Date of Approval

Resolution #TC-16-9-6

Resolution # TC-16-9-6

Repeal of Policy Directive 387.0 "Administration of Federal-Aid Highway Projects by Public Agencies".

Approved by the Transportation Commission on Sept. 15, 2016.

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

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

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

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

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

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

Herman F. Stockinger III

Herman Stockinger, Secretary
Transportation Commission of Colorado

9-15-16

Date of Approval

Resolution #TC-16-9-7

Resolution # TC-16-9-7

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

Approved by the Transportation Commission on Sept. 15, 2016.

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

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

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

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

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

Herman F. Stockinger III

Herman Stockinger, Secretary
Transportation Commission of Colorado

9-15-16

Date of Approval

C-470 IAA

David Spector outlined the IAA between HPTE and CDOT for C-470. This is similar to what has been previously passed, however there are some changes to the IAA due to the differences in projects, namely TIFIA loans and toll revenue backed bonds.

David Spector introduced the Commission to why they need to have a scope of work/Fee for Service agreement with HPTE. This is approved yearly in the budget cycle, and the amendments cover any additional cost or work. Commissioner Zink asked about where the accountability on HPTE. David answered that HPTE works hand in hand with DAF to ensure the services are being delivered, and also is required to present to the Commisison mid-year to previde an update on services and a reconciliation, if necessary.

Chairman Reiff entertained a motion to approve the C-740 IAA. Commissioner Peterson moved for approval of the resolution, and Commissioner Hall seconded the motion. Upon vote of the Commission, the resolution passed unanimously.

Review and Approve 1st Amendment to HPTE 2016/17 Scope of Work

David Spector introduced the Commission to why they need to have a scope of work/Fee for Service. This is approved yearly in the budget cycle, and the amendments cover any additional cost or work. Commissioner Zink asked about where the accountability on HPTE was? David answered that HPTE works hand in hand with DAF to ensure the services are being delivered.

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

Resolution #TC-16-9-8

Resolution #TC-16-9-8

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

Approved by the Transportation Commission on Sept. 15, 2016.

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

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

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

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

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

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

Herman F. Stockinger III

Herman Stockinger, Secretary
Transportation Commission of Colorado

9-15-16

Date of Approval

Resolution #TC-16-9-11
Approval of the 1st Amendment to the HPTE 2016/17 Scope of work.

Approved by the Transportation Commission on Sept. 15, 2016.

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

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

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

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

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

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

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

Herman F. Stockinger II — 9-15-16

Herman Stockinger, Secretary — Date of Approval
Transportation Commission of Colorado

Disposal of Properties at Region 4 and Headquarters

Joshua Laipply outlined to the commission the need to dispose of properties that housed the former Region 4 headquarters, as well as the Headquarters building in Denver.

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

Resolution #TC-16-9-9

Resolution # TC-16-9-9

Disposal of the former Region 4 Headquarters properties.

Approved by the Transportation Commission on Sept. 15, 2016.

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

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

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

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

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

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

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

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

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

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

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

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

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

NOW THEREFORE BE IT RESOLVED, pursuant to the provisions of the C.R.S, 43-1-210(5) the Department of Transportation be given authority to declare the subject properties located at 1420 2nd Street in Greeley and 3939 Riverside Parkway in Evans as excess property and sell/exchange the subject properties, which are no longer needed for maintenance or transportation purposes.

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

Herman F. Stockinger III

Herman Stockinger, Secretary
Transportation Commission of Colorado

9-15-16

Date of Approval

Resolution #TC-16-9-10

Resolution # TC-16-9-10

Approval of the disposal of the four properties that will be vacated from the old Statewide and Region 1 Headquarters.

Approved by the Transportation Commission on Sept. 15, 2016.

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

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

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

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

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

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

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

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

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

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

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

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

9-15-16
Date of Approval

Discuss and Act on 3rd Budget Supplement

Maria Sobota asked the board if there were any questions on the supplement.

Commissioner Thiebaut asked if there was a policy to help projects where RPP money is low. Maria stated the contingency reserve is not often used for project relief funds. Commissioner Hofmeister echoed Commissioner Thiebaut's concerns.

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

unanimously.

Larimer County Parcel #15010-00-017

Joshua Laipply explained to the commission that this property condemnation is part of the US34 Big Thompson Canyon project. This discussion was brought to the Commission due to the continuing Supreme Court Case.

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

Resolution #TC-16-9-14

Resolution # TC-16-9-14

Authorizing the Chief Engineer to negotiate with and tender damages to C. Kevin Stees

Approved by the Transportation Commission on Sept. 15, 2016.

WHEREAS, the Transportation Commission is authorized pursuant to Section 43-1-106(8), C.R.S. to formulate the general policy with respect to management, construction and maintenance of public highways and other transportation systems in the state and to promulgate and adopt all budgets of CDOT; and

WHEREAS, pursuant to Colorado law at Section 43-1-208, C.R.S., the Colorado General Assembly has conferred the power of eminent domain upon CDOT to acquire property necessary for state high ways purposes; and

WHEREAS, pursuant to the final sentence of Section 43-1-208(3), C.R.S., since 1994 the Transportation Commission has authorized CDOT to condemn private property without following the more prescriptive practice for condemnation set forth in Section 43-1-208(1), (2) and the first two sentences of (3); and

WHEREAS, there is pending before the Colorado Supreme Court a challenge to the Transportation Commission's and CDOT's authority to condemn private property pursuant to the final sentence of Section 43-1-208(3) which case is titled *Department of Transportation v. Amerco Real Estate Company; U-Haul Company of Colorado; et al.*, 2016SA75; and

WHEREAS, the pendency of the Colorado Supreme Court case is having a negative impact on CDOT's ability to timely acquire possession of property sought for state highway purposes under the authority granted pursuant to the final sentence of Section 43-1- 208(3); and

WHEREAS, in order to allow CDOT construction projects to proceed in a more timely fashion, the Transportation Commission, without admitting the validity of the challenge to its condemnation authority presented in the pending Colorado Supreme Court case, is electing to follow the prescriptive practice set forth in Section 43-1-208(1), (2) and the first two sentences of (3); and

WHEREAS, the Transportation Commission is authorized pursuant to Section 43-1-208(2). C.R.S. to determine whether a proposed change to a state high way will serve the interest and convenience of the public; and

WHEREAS, the Transportation Commission may enter a resolution upon its minutes approving the proposed high way changes and authorizing the

CDOT Chief Engineer to tender landowners the amount of damages, as estimates by the Chief Engineer; and

WHEREAS, CDOT has an immediate need for the Property and the inability to work on the Property will likely cause delay to Unit 1 of the PR US 34 Big Thompson Canyon Project which is a Flood Project, resulting in significant monetary harm to CDOT; and

WHEREAS, CDOT and Mr. C. Kevin Stees have not been able to agree on the fair market value of the Property; and

WHEREAS, without admitting that CDOT is required to comply with the provisions of Section 43-1-208(1), (2) and the first two sentences of (3), C.R.S., the Transportation Commission acknowledges that it has reviewed the written report of the Chief Engineer in relation to Unit 1 of the PR US34 Big Thompson Canyon Project and the C. Kevin Stees Property; and

WHEREAS, after reviewing the Chief Engineer's written report regarding Unit 1of the PR US34 Big Thompson Canyon Project and the Property, the Transportation Commission has determined that the proposed changes to the alignment of US Highway 34 will *serve* the public interest and convenience of the travelling public; and

WHEREAS, the Transportation Commission also approves the Chief Engineer's estimate of damages set forth in his written report.

NOW THEREFORE BE IT RESOLVED, the Transportation Commission hereby declares that the public interest and convenience will be served by the proposed changes US High way 34 by virtue of Unit 1of the PR US34 Big Thompson Canyon Project, and authorizes the Chief Engineer to negotiate with the Owner regarding the amount of damages, and tender at least the damages estimated by him, and authorizes CDOT to proceed with condemnation of the Property in the event negotiations are unsuccessful.

Herman F. Stockinger III — 9-15-16

Herman Stockinger, Secretary
Transportation Commission of Colorado

Date of Approval

Approval of R2 HQ

David Fox and Maria Sobota walked the commission through the proposed location of the new Region 2 Headquarters. They informed the commission on the issues with the current building, the site selected for the new building, and the financing that will be used to fund the new building. The floor was then opened to Commissioners.

Commissioner Gifford asked why the budget is different for Colorado State Patrol. The answer is they have different requests going into the building.

Commissioner Hofmeister asked why this project costs more than the Region 4 project. The R2 building's cost is higher due to the needs from Colorado State Patrol. However the CDOT side, the budget is very similar.

Commissioner Reiff asked how long before COP's can be closed on. Maria estimated by the end of the Fiscal Year.

Commissioner Thiebaut informed the commission that the father of his daughter-in-law is related by marriage to the owner of the site selected. He does not feel this should recuse him from the discussion. He stated that he has a policy statement that outlines his concern and the reason why he will vote no on this location. He

believes the other site is more favorable for CDOT when taking into account the area involved. The policy paper is as follows:

Finding the Right Site for CDOT's Pueblo Headquarters
by Bill Thiebaut

In 2013, which was early in my first term as Transportation Commissioner, I advocated for a new Colorado Department of Transportation regional office building and maintenance facility in Pueblo. Current office and maintenance space in downtown Pueblo was built during the middle of the last century. The facilities are dangerous, deficient, and costly to operate and maintain. Given the age and condition of the buildings, it has been determined that it is cost prohibitive to renovate them. But the location chosen at this time for the new Pueblo CDOT headquarters is not the right site.

Any new site must be beneficial to Colorado taxpayers and provide our capable state work force of today and the future with an environmentally friendly work facility that will allow them to meet the demands of the bold, multi-modal transportation mission of CDOT for the next 50 years or more.

A Process Yielding the Wrong Outcome

A design-build contractor team was hired by CDOT to assist the department with the selection of a site for the new Pueblo headquarters, and to establish a guaranteed maximum price in order to design and build the facility. There were two competing sites that had a scorecard of equal value. The team chose the site in north Pueblo near Outlook Boulevard and Wills Boulevard (behind the Kohl's-anchored shopping center). In making its decision, the team overlooked the opportunity cost of not selecting the alternate competing site near U.S. 50 West and S.H. 45 (Pueblo Boulevard). The map in the presentation shows the "Pueblo Relocation Options." It describes the Outlook site as the "Selected Site" and the Pueblo Boulevard site as the "Alternate Site" (p. 4).

Opportunity cost is the value of a forgone alternative when another activity is chosen, especially when two options are otherwise equal – difficult to quantify, but real. In this case the Outlook site will spur low-paying retail jobs while a single developer benefits; the Pueblo Boulevard site will create high-paying commercial jobs while many developers will prosper. My argument, an overarching one, is that when two otherwise equal sites are under consideration the one that promotes higher paying commercial jobs is a better legacy for CDOT to leave Puebloans than one that only offers low-paying retail jobs, especially when safety considerations at the Outlook site may lead to greater consequences than the alternate site, and when the Pueblo Boulevard site can stimulate a needed link between Pueblo and Pueblo West.

A Rare Opportunity to Stimulate Commercial Development

I believe it is fair to say that once the team had decided that it preliminarily favored the Outlook site, there were no further deliberations about the Pueblo Boulevard location, including its collateral benefits to Pueblo. Instead, two items of concern to the team were left without resolution: The grading of the terrain and the proximity of the Pueblo West water treatment plant. In my judgment, the one could have been mitigated and the other remediated, both in an economically feasible manner within a reasonable time.

The Outlook site is land owned by an out-of-state developer who will donate it to the City of Pueblo. The City will then transfer it to CDOT. Of course, the developer is *giving* the land with an expectation of a return on his *investment*. He is banking on the fact that his donation of the land for the new Pueblo CDOT headquarters will create a chain reaction so that the facility will serve as an anchor in order to generate future retail development – creating retail jobs that will pay a worker a retail wage-scale salary – and so that in the end his company will make a lot of money. Notably, the Pueblo Boulevard site is already owned by the City – a site that will spur commercial development, and commercial jobs that will pay substantially more to a worker than a retail job.

By selecting the Outlook site millions of dollars will not flow into the Pueblo economy that otherwise would be generated at the Pueblo Boulevard site. The City has a long-standing "Honor Farm" master plan for the private development of this site. It has seven separate use zones all compatible with CDOT's operations. Commercial investors and developers are already building adjacent to this site – medical facilities, the Social Security Office, financial institutions, and the YMCA, are examples of facilities either under construction or completed. Notably, the current Highway 50/Pueblo Boulevard CDOT maintenance 'yard' that parks, loads and dispatches snow plows is located across from the Pueblo Boulevard site and will remain at that location.

Moreover, the Outlook property is pinned in by retail and is "more mixed residential with CDOT industrial use". Over the next 50 years there will be dangerous congestion as retail development growth continues and as residential development blossoms adjacent to the site. Imagine CDOT's heavy trucks driving into the maintenance shop for repair while interacting with retail shoppers and residents who are and will be living in the area. But the Pueblo Boulevard site is more compatible with CDOT's industrial use than the dangerous mixed use at the Outlook site.

A Missed Opportunity to Stimulate the Connection of Communities

The number of residents in Pueblo West equals approximately one-third of the entire population of Pueblo County. Each day the Pueblo West population drives to and from Pueblo to engage in employment, and to access other services. The RAMP project that is underway on U.S. 50 West between Pueblo and Pueblo West, along with an expansion of that project, will provide safer and less congested travel between Pueblo and Pueblo West.

Future plans to alleviate congestion along U.S. 50 West (eastbound and westbound between Pueblo West and Pueblo) include expanding Pueblo Boulevard (S.H. 45) to the north beyond its intersection with U.S. 50 West. It will intersect with I-25 as an alternative to accessing I-25 on U.S. 50 West eastbound.

Moreover, the communities of the City of Pueblo, Pueblo County and Pueblo West can determine if they wish to undertake a developer-constructed project to extend Spaulding Ave. westbound as a way to align with roadways in Pueblo West. This will create another connection between Pueblo West and Pueblo rather than utilizing U.S. 50 West.

The Outlook Site: Managing the Risks and Taking Advantage of the Location

The design-build team should know, or reasonably should know, the contingencies that are associated with the Outlook site. At that site there have been historical drainage issues; and there will be a need to maintain public roads and internal roads, (presumably the former will be maintained by the City and the latter will be maintained by the property owners), as well as a need to provide future signalized intersections. Accessibility to the site from southbound I-25 is not as direct as it will be from northbound I-25. Apparently, a large mound of dirt will remain adjacent to the site until a developer acquires that area for retail development and removes the mound.

Bustang: Eventually, Bustang will service Pueblo. Now is a good time to consider a bus park-and-ride service terminal within the North Pueblo Urban Renewal Project area, especially on the west side of I-25 near the new headquarters. Training CDOT's workforce of the future: There could be a higher potential for recruiting Pueblo residents to work at CDOT's Pueblo headquarters. Why not engage our local community college to undertake a program for the training of Puebloans who want to be part of CDOT's work force of the future?

Paying for the Pueblo Headquarters

The cost to build the headquarters is about $23 million. The exiting downtown facility consisting of nine buildings has an estimated net property value of $1 million.

The City has agreed to front about $2 million of Pueblo taxpayer dollars for initial infrastructure improvements for the Outlook site (or the Pueblo Boulevard site): public roads, water and sewer services, curbs and gutters, manholes, sidewalks, street lighting, and so on. Because the Outlook site is part of the North Pueblo Urban Renewal Project area, the idea is that as retail development occurs in this area, the City will, theoretically, be reimbursed for the $2 million.

CDOT should spend cash to build the headquarters if it is possible. If not, it will need to borrow the money. Notably, there is a remarkable financial opportunity currently available to bundle the loan with the financing of other CDOT facilities under construction: A new state headquarters in downtown Denver, and new Region 1 (Denver) and Region 4 (Greeley) headquarters. The annual fiscal cost to retire the debt service for all these projects, including Pueblo, is about $8 million a year. This amount is available from the CDOT capital building budget, including operational costs for each facility.

But would you pay for a mortgage on a house that is located on the wrong site? Would you borrow money to send your child to college that is not the right one for him or her? Would you sign a promissory note to buy a car that is not the best car for you?

I cannot, and will not, saddle taxpayers with debt for the Pueblo headquarters unless all three of the following factors are present: Cash is not available, CDOT can afford the debt, and the correct site is chosen.

Commissioner Hofmeister asked the selection committee what they would think if a maintenance facility were built in their neighborhood. He believes it is a safety concern that hasn't been addressed properly.

Commissioner Peterson stated that he was involved in the site selection of the R2 site, and thanked staff for his involvement. He believes operationally for CDOT this was the best site available.

Chairman Reiff gave his endorsement to the COP funding of this project.

Chairman Reiff entertained a motion to approve the New Region 2 Headquarters. Commissioner Peterson moved for approval of the resolutions, and Commissioner Connell seconded the motion. Upon vote of the Commission, the resolution 6-2, with Commissioners Thiebaut and Hofmeister voting no.

Resolution #TC-16-9-15

Resolution #TC-16-9-15

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

Approved by the Transportation Commission on Sept. 15, 2016.

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

Approved by the Transportation Commission on Sept. 15, 2016.

WHEREAS, the Colorado State Transportation Commission (the "Commission") is the governing body of CDOT; and

WHEREAS, CDOT presently intends to acquire, renovate and construct certain properties to house CDOT operations (the "Project"), including facilities in Pueblo, Colorado; and

WHEREAS, on June 18, 2015, the Transportation Commission approved resolution #15-6-9 to authorize staff to expend $1,600,000 (in aggregate, including the initial design amount) to fund design through the Design Development phase, provide earnest money in an effort to secure potential site location(s) for the Project, and establish the Project GMP; and

WHEREAS, CDOT has made an agreement with the City of Pueblo ("City") and W.L. Enterprises for the acquisition of approximately 12 acres of property located on the northeast corner of Outlook Blvd. and Wills Blvd.; and

WHEREAS, W.L. Enterprises is donating this land to the City, which will plat and rezone the property before deeding the property to CDOT for the purpose of constructing its new Region 2 headquarters; and

WHEREAS, the City has also agreed to pay for and construct the offsite improvements required to enable development of the site; and

WHEREAS, CDOT currently intends and reasonably expects to participate in a lease purchase financing to finance the Project, including an amount of approximately $23,275,000 (the "Reimbursement Amount") for reimbursing CDOT for capital expenditures made by CDOT prior to the date when funds for the Project are available from such financing;

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

DATE: October 20, 2016
TO: Transportation Commission
FROM: Debra Perkins-Smith, Director, Division of Transportation Development
SUBJECT: Policy Directive 14.0 Approval

Purpose
To review final proposed revisions to Policy Directive (PD) 14.0.

Action
Transportation Commission (TC) approval of recent revisions to PD 14.0 and of the attached resolution, Attachment A.

Background
PD 14.0 sets objectives for safety, infrastructure condition, system performance, and maintenance. The PD 14.0 goals and objectives help provide a framework for development of the Statewide Transportation Plan (SWP) and guide distribution of resources in the SWP, the Statewide Transportation Improvement Program (STIP), and the annual budget. To better align budget setting with PD 14.0, the Commission annually reviews the performance of PD 14.0 objectives to determine if there is a need to modify objectives or realign resources in an effort to meet an objective(s).

The TC had several workshops in recent months on infrastructure condition and maintenance performance. The September 14 workshop focused on the current performance of safety, and system performance, as well as suggested refinements to the objectives for system performance and infrastructure condition.

Details
Attachment B is an updated PD 14.0, including the changes presented to the TC in September. Changes reflect refinements and clarifications to existing objectives, technical modifications, and changes to align with recent federal performance measure rulemaking. In general, these are not significant changes but refinements, without additional implication for the allocation of resources. Changes are highlighted in red and include:

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

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

Next Steps

Staff will continue to monitor performance of PD 14.0 objectives and report to the TC in order to inform the annual budget setting process. Staff will also continue to monitor the need for changes to objectives based on federal rulemaking and/or changes in funding.

Attachments

Attachment A: Resolution of Adoption

Attachment B: Updated PD 14.0 - October 2016

Resolution #TC-16-XX-XX

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

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

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

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

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

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

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

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

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

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

_____ _____

Herman Stockinger, Secretary
Transportation Commission

Date

COLORADO
Department of Transportation
Office of the Chief Engineer

DATE: August 30, 2016
TO: Transportation Commission
FROM: Joshua Laipply, P.E. Chief Engineer
SUBJECT: SH 160/SH 550 - DIsposal to the City of Durango

Purpose
CDOT is proposing to dispose of ~13.3 acres of land in SH 160/SH 550 right of way that is no longer needed for transportation purposes. The property will be quitclaimed to the City of Durango for nominal value.

Action
CDOT R5 is requesting a resolution approving the disposal of ~13.3 acres of land of SH 160/SH 550 ROW that is no longer needed for State transportation purposes.

Background
The three parcels were acquired as part of CDOT Project RF 019-2(14) Sec 2 in 1986. The parcels are currently occupied by the City as part of the Santa Rita Park and the City's Waste Water Treatment Plant (WWTP).

Details
The City of Durango is proposing to utilize the subject parcels for the continued use as a public park, with ancillary public uses and a public waste-water treatment facility and other city utility uses. Pursuant to 23 CFR 710.403(d)(1), the parcels will revert to CDOT in the event the City of Durango ceases to use the parcels for parks, recreation, scenic, greenbelt and open space purposes. Additionally, the subject parcels will revert to CDOT in the event the placement of outdoor advertising signs on or near the subject parcel violates the Federal-Aid Highway Act of 1958 and/or the Federal Highway Beautification Act of 1970. The disposal of the three parcels will have no effect upon the operation, use, maintenance or safety of the highway facility. The disposal of the three parcels will be for nominal value in accordance with 23 CFR 710.403.

Key Benefits
CDOT will be relieved of maintenance responsibility and liability associated with this property. Additionally, the State of Colorado will benefit from the public park and public waste-water treatment facility managed by the City of Durango.

Next Steps
Upon approval of the Transportation Commission, CDOT will execute a quitclaim deed to convey the three parcels to the City of Durango. The deed will be recorded in office of the La Plata County Clerk and Recorder

Attachments
Proposed Resolution
Exhibit Depicting the Parcels Available Upon Request

Project #: RF 019-2(14) Sec. 2
Location: SH 160/SH 550
Parcel #: Area 1, 2 and 3
County: La Plata

PROPOSED RESOLUTION

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

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

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

WHEREAS, Area 1 consists ~1.7 acres;

WHEREAS, Area 2 consists ~1.6 acres;

WHEREAS, Area 3 consists ~10.0 acres;

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

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

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

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

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

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

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

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

WHEREAS, the City of Durango desires to exercise its right of refusal to purchase the 13.3 acres of land in SH 160/SH 550 right of way, which is no longer needed for State transportation purposes;

NOW THEREFORE BE IT RESOLVED, pursuant to the provisions of the C.R.S, 43-1-210(5) and 23 CFR 710.403(d) (1) the Department of Transportation be given authority to declare the parcels comprising of Area

1, 2 and 3 as excess property and dispose of the SH 160/SH550 right of way which is no longer needed for State transportation purposes for nominal value.

COLORADO
Department of Transportation
Office of the Chief Engineer

DATE: October 4, 2016
TO: Transportation Commission
FROM: Joshua Laipply, P.E. Chief Engineer
SUBJECT: 6075 W. Frontage Rd., Frederick - Frederick Maintenance Site – Exchange and Relocation

Purpose
CDOT is proposing to exchange an existing maintnance site for a new turnkey maintenance site. The property will be exchanged for no less than fair market value.

Action
CDOT R4 is requesting a resolution approving the exchange and relocation of the existing CDOT Maintenance Facility in Frederick, CO.

Background
The subject property, located at 6075 W. Frontage Rd. in the City of Frederick, was originally acquired for the development of a maintenance facility to serve highway maintenance needs in portions of Weld County. The Frederick Maintenace Facility is currently utilized for transportation or maintenance purposes.

Details
The City of Frederick would like to purchase CDOT's Maintenance Facility at I25 and SH 52 (6075 W. Frontage Rd., Frederick) in an effort to improve the entry to their City from I-25. The City of Frederick's proposal to CDOT includes the provision of five acres of suitable land and the construction of a new facility to CDOT specifications. CDOT Region 4 and the City of Frederick have identified an acceptable replacement property for the maintenance site. The exchange and relocation of the subject property will have no effect upon the operation, use, maintenance or safety of the highway facilities. The exchange of the subject property will be for no less than fair market value.

The exchange and relocation of CDOT's Maintenance Facility currently located at 6075 W. Frontage Rd in the City of Frederick is pending the execution of an IGA between CDOT and the CITY of Frederick. The IGA will outline the terms and responsibilities for the construction of CDOT's replacement facility. If the IGA cannot be negotiated to terms acceptable to CDOT thenthe exchange will not be completed. The City of Frederick has requested the approval of this resolution to confirm CDOT's willingness to enter into this exchange prior to finalizing IGA negotiations.

Key Benefits
CDOT will obtain brand new maintenance facility buildings at a location that CDOT has determined is operationally equivilant to the existing location.

Next Steps
Upon approval of the Transportation Commission, CDOT will proceed with the execution of an IGA and the exchange and relocation of the subject property for no less than fair market value value, in accordance with C.R.S. 43-1-210(5).

Attachments
Proposed Resolution
Exhibit Depicting the Disposal Property Available Upon Request

Project #: Frederick Maintenance Site
Location: 6075 W. Frontage Rd., Frederick, Colorado
Parcel #: N/A
County: Weld

PROPOSED RESOLUTION

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

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

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

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

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

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

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

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

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

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

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

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

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

COLORADO
Department of Transportation
Office of Policy and Government Relations

DATE: Oct. 19, 2016
TO: Transportation Commission
FROM: Herman Stockinger, Transportation Commission Secretary
SUBJECT: Transportation Commission Committee and Board Membership

Purpose
To officially approve the roster of the Transportation Commission membership on the Audit Review Committee, Transit and Intermodal Committee, Scenic Byways, DBE Committee (To be renamed as Small Business and Diversity Committee), Efficency and Accountability Committee, State Infrastructure Bank Review Committee and HPTE Board of Directors for FY 2016/17 with the new addition of Commissioner Rocky Scott. The Technology and Resiliency committees membership are not required to be approved as they are defined as ad hoc committees.

Action
Approve the appointment of the Transportation Commissioners to their respective Committees and Board for FY 2016/17.

Background
Persuant to statue C.R.S. 43-1-106, the following roster of the proposed Commission Committees and Board must be approved via resolution.

Details

	HPTE Board of Directors	Audit Review Committee	DBE Committee	Transit & Intermodal Committee	Efficiency & Accountability Committee (1 member)	State Infrastructure Bank Review Committee (1 Member)	Scenic Byways Committee (1 Member)
GIFFORD	Member			Member			
PETERSON		Member		Member			
REIFF - Chair	Member						
BARRY			Chair				
GILLILAND	Chair		Member	Member			
CONNELL		Member					
HALL				Member			Hall
ZINK		Chair			Member		
THIEBAUT		Member	Member	Chair			
HOFMEISTER			Member			Member	

SCOTT		**Member**					

Next Steps

Option 1: Approve the FY 2016/2017 Committees and Board roster as listed.

Option 2: Discuss and update the Committees and Board roster.

Attachments

Resolution

Resolution #TC-16-10-X
Adopting the Transportation Commission Committee and Board Rosters for 2016/2017

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

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

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

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

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

_____ _____

Herman Stockinger, Secretary
Transportation Commission of Colorado

Date of Approval

COLORADO
Department of Transportation
Division of Accounting and Finance

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

MEMORANDUM

DATE: October 20, 2016
TO: Transportation Commission
FROM: Maria J. Sobota, Chief Financial Officer
SUBJECT: Fourth Supplement – FY 2016-17

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

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

Region 1

$883,000-*I-70:C470 TO 32ND CABLE RAIL*- **Highway Safety Improvement Program** -This project is installing tension cable barrier of I-70 between C-470 and 32nd Avenue. In order to meet required safety ratings in the median of I-70 the slopes must be 6:1 or flatter. The original median was constructed with slopes steeper than this. During construction the contractor performed a detailed survey to identify areas that needed flattening. Results indicated that the slopes in many areas were steeper than the 6:1 and more correction would be needed than originally planned for. The increase will address the added embankment material and other work items to meet required safety slopes. (20552/1000…)

I-70: C470 TO 32ND CABLE RAIL

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget	Supplement Action: Year of Budget FY 2017	FY 2018	FY 2019	Total Request	Percent Increase	Revised Budget	Expended To-Date
Design	*Highway Safety Improvement*	$41,752	$0	$0	$0	$0		$41,752	$37,109
	Total Design	**$41,752**	$0	$0	$0	$0		**$41,752**	**$37,109**
Construction	*Highway Safety Improvement*	$1,664,404	$883,000	$0	$0	$883,000		$2,547,404	$1,077,934
	Total Construction	**$1,664,404**	**$883,000**	**$0**	**$0**	**$883,000**		**$2,547,404**	**$1,077,934**
Total Project Budget		**$1,706,156**	**$883,000**	**$0**	**$0**	**$883,000**	**52%**	**$2,589,156**	**$1,115,043**

Year of Expenditure FY 2017	FY 2018	FY 2019	Total Request
$883,000	$0	$0	$883,000

This item is being included in Supplement per PD703.0 as the increase is above the 15% and $500,000 thresholds.

COLORADO DEPARTMENT OF TRANSPORTATION

STATE OF COLORADO

Fourth
Supplement

Fiscal Year 2016-2017

Dated:
October 20, 2016

COLORADO DEPARTMENT OF TRANSPORTATION

STATE OF COLORADO

RESOLUTION NO. TC –

"BE IT RESOLVED, That the Fourth Supplement to the Fiscal Year 2016-2017 Budget be approved by the Commission"

Transportation Commission Contingency Reserve Fund Reconciliation
Fourth Supplement FY 2017 Budget

Transaction Date	Transaction Description	Amount	Balance	Reference Document
June-16	*Ending Balance 12S16*		**$79,876,372**	
July-16	*Balance 1S17*		**$89,842,565**	
August-16	*Balance 2S17*		**$76,456,318**	
September-16	*Balance 3S17*		**$154,235,405**	
	state match for ER permanent repair projects	$ (881,823)		1000229770-1000231290
	Additional FY15 Cost Center Residual Balance	$ 151,621		Pending
	Region 2 Property Advancement to CSP	$ (5,600,000)		Pending
October-16	*Pending Balance 4S17*		**$147,905,203**	

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

Transaction Date	Transaction Description	Amount	Balance	Reference Document
	FY17 Budget Allocation	$10,000,000		1000223849
July-16	*Balance 1S17*		**$10,000,000**	
August-16	*Balance 2S17*		**$10,000,000**	
September-16	*Pending Balance 3S17*		**$10,000,000**	

Transportation Commission Contingency RAMP Reserve
Fourth Supplement FY 2017 Budget

Transaction Date	Transaction Description	Amount	Balance
June-16	*Balance 12S16*		**$1,619,839**
July-16	*Balance 1S17*		**$1,619,839**
August-16	*Balance 2S17*		**$1,619,839**
September-16	*Balance 3S17*		**$1,619,839**
October-16	*Pending Balance 4S17*		**$1,619,839**

Transportation Commission Contingency Reserve Fund

Emergency and Permanent Repairs-Nonparticipating costs and state match

September 11, 2013 Flood Related Monthly Activity

Reg	State Highway	Mileposts			Project Description	County	Total Budget TCCRF
4	006J	404.500	-	407.000	PR SH 6 Flood Repairs	Logan	$ (1,893,100)
4	034A	64.100	-	87.700	PR US 34 Big Thompson Canyon	Larimer	$ (119,070)
1	225A	7.100	-	11.740	PR I-225:Miss to I-70 Flood Repairs	Arapahoe/Adams	$ 7,596
4	072B	32.369	-	54.063	PR SH 72B Resurfacing	Boulder	$ (100,577)
4	060B	11.580	-	11.770	PR SH60 & SH257 Structures	Weld	$ (64,809)
4	066B	46.470	-	47.150	PR SH66B Permanent Flood Repairs	Weld	$ 641
					Total		$ (2,169,319)

Spring 2015 Flood Related Monthly Activity

Reg	State Highway	Mileposts			Project Description	County	Total Budget TCCRF
					Miscellaneous project funding returns		$ 1,533,061
3	070A	116.000	-	133.000	ER I-70 Glenwood Canyon MP 124.2	Garfield	$ 485,066
4	052B	87.000	-	87.700	PR SH 52 Storm Drain Repair	Morgan	$ (1,800,000)
2					PRLA CR 67 Phantom Canyon	Fremont	$ 1,122,600
4					PRLA Mill St. Overlay in Brush	Morgan	$ (53,231)
					Total		$ 1,287,496

Grand Total TCCRF Activity for Emergency Relief Since Last Reporting **$ (881,823)**

Refer to the Budget Workshop for this month's TCCRF Reconciliation.

COLORADO
Department of Transportation
Division of Accounting and Finance

4201 East Arkansas Avenue, Room 262
Denver, CO 80222

MEMORANDUM

TO: TRANSPORTATION COMMISSION
FROM: MARIA SOBOTA, CHIEF FINANCIAL OFFICER (CFO)
DATE: OCTOBER 19, 2016
SUBJECT: NEW BUILDINGS PROJECT UPDATE

Purpose

This memorandum summarizes financing information for the new CDOT Headquarters (HQ)/Region 1 and Region 2 buildings that were announced in August 2016 and September 2016, respectively. Information for reimbursement of the new Region 4 HQ is also included.

Action

No action for the Transportation Commission (TC). This memorandum is informational only.

Background & Details

CDOT New HQ/Region 1 and Region 2 Building

In 2012, CDOT completed a report on the condition of the Headquarters, Region 1, Region 2 and Region 4 facilities. The goal of the facilities' condition report was to create a road map that would allow CDOT to upgrade its major offices to a quality level that will help CDOT retain and recruit top-level employees. Key findings from the facilities' condition assessment across the regions include fire/life safety concerns, floodplain concerns, Americans with Disabilities Act (ADA) deficiencies, costly capital improvement repairs, including mechanical systems and glass/glazing past their useful life.

On August 17, 2016, Executive Director Shailen P. Bhatt announced that the new CDOT HQ/Region 1 building would be constructed in Denver near the intersection of 14th Avenue and Decatur Street at 2829 West Howard Place. The move is expected to take place in early 2018, and will allow CDOT to sell five existing building structures and pieces of land. A new Region 2 building in Pueblo located in north Pueblo at the intersection of Outlook Boulevard and Wills Boulevard, and shared with Colorado State Patrol, was also announced and will be built by April 2018. These new buildings are in addition to the new Region 4 HQ in Greeley. After consolidating HQ/Region 1, Region 2 and Region 4 land and buildings, accounting for the maintenance and operational savings of moving into new buildings, and adding property tax revenue back into state coffers, there is expected to be a positive fiscal impact of $23.0 million. The property value of all buildings (including Region 2 and 4 properties), is expected to be $65.0 million more than the value of current buildings.

Progress

The HQR1 Gross Maximum Price (GMP) contract amendment has been signed and the contractor is working on completion the construction document phase of the project. A Voluntary Cleanup (VCUP) application for environmental issues at the site has been submitted to the Colorado Department of Public Health and Environment (DPHE). The Voluntary Cleanup Program (VCUP), once approved, will allow for reimbursement of some expenditures related to environmental mitigation. The sellers of the property are on track to have all of their releases complete to allow for a property closing in late November/early December. The team is on track to start construction as scheduled in the first part of December. CDOT is progressing with the sale of of existing HQ and R1 Facilities. CDOT is taking steps to make sure that the property value is maximized before officially marketing the property for sale.

The R2 GMP contract amendment has also been signed and the contractor is working on completion the construction document phase of the project. The Pueblo Project is on track to start construction, as planned, in the first part of November.

Certificates of Participation

With the useful life of the buildings anticipated for several decades, the preferred method of financing for the new building sites is through the use of Certificates of Participation ("COPs" or "Certificates"), which allow the repayment over the term of the financing through the use of lease payments. COPs provide CDOT the most efficient way to finance the construction of these facilities over the useful life of the properties. In this instance, CDOT will be making lease payments to repay the Certificates. In the event of non-allocation from the Transportation Commission, CDOT would lose the use of the facilities and the Trustee would seek remedies on behalf of investors. The current plan anticipates COPs will be issued to finance the HQ/Region 1, Region 2, and Region 4 facilities up to an aggregate $128.0 million, building before the end of the calendar year. All repayment will be made with Highway User Tax Fund (HUTF) revenues, a dedicated funding source. Issuance of the COPs is estimated for December 2016. Repayment by CDOT to investors will occur two times per year (June and December 15) for twenty-five years. Once the new facilities are completed, CDOT intends to cooperate with local agencies to sell its existing facilities, and will retain the ability to use those sale proceeds to redeem a portion of the COPs. Meetings were held between all financial stakeholders on September 13 and September 30 to discuss the Preliminary Official Statement (POS) and financing of the new facilities.

CDOT is legally required to pursue a competitive procurement process through the State Treasurer's office for the contemplated offering of the COPs and the associated underwriting syndicate of banks. In June 2016, CDOT and the Treasurer's Office released a Request for Proposal ("RFP") for qualified underwriting firms to provide services related to issuing the proposed COPs. After receiving eleven qualified responses to the RFP, the State Treasurer's office and CDOT selected three firms – Wells Fargo Securities, George K. Baum Company, and Loop Capital Markets – to underwrite the transaction.

Existing Buildings and Lands

An important reason to build new HQ/Region 1 and Region 2 buildings is to consolidate existing resources and save space. By moving employees and equipment into fewer land and buildings, CDOT will realize financial benefits along with greater collaboration between employees. The space will also maximize area efficiencies per employee. Currently, CDOT has facilities providing as much as 325 gross square feet per employee. The new buildings will provide 225 gross square feet per employee, a 30% space reduction per employee. Once the new buildings are operational, CDOT will sell existing buildings and/or pieces of land for approximately $21.0 million, which will be used to redeem a portion of the COPs issued for HQ/R1 and reduce future lease payments. These buildings include the current CDOT Headquarters building, the Region 1 South Holly office building, the former Region 4 Headquarters building in Greeley, and two residency buildings in Region 4. These properties will be sold after both Region 1 and Headquarters staff have relocated to the new Headquarters property in early 2018.

Key Benefits

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

Options and Recommendations

N/A

Next Steps

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

4201 East Arkansas Avenue
Denver, CO 80222-3406

DATE: October 20, 2016

TO: Transportation Commission

FROM: Tony DeVito, Project Director, Central 70 Project

SUBJECT: Quarterly Update

Purpose
Commission Resolution 3179 (July 21, 2014) directed staff to prepare quarterly updates on the development of the Central 70 Project and related procurement efforts. The attached presentation summarizes the status of the Central 70 Project across the following areas:

- Status of NEPA and Procurement Schedule
- Update on right-of-way acquisitions and project mitigation commitments
- Workforce development outreach and goals for CY17
- Update on outreach and community engagement

Action
No actions are requested at this time, this memo and power point presentation is for information purposes only.

Details
The attached power point presentation covers several topics as mentioned above. Additional detail on the schedule is provided below. The project continues to receive frequent media attention. Most recently, the 'duct work event (featured in workshop presentation) received local and national press.

A Record of Decision (ROD) for Phase 1 is on a slight delay in order to react to the conformity updates that DRCOG issued to the 2040 projection year. The ROD is anticipated in early 2017.

Following the Commission's decision in February 2015 to pursue a Design Build Finance Operate Maintain (DBFOM) method of delivery for I-70 East, staff has continued to engage industry in the Central 70 project. Completed and upcoming milestones include:

- ✓ March 11, 2015: Industry Forum
- ✓ March 25, 2015: Release of Request for Qualifications (available publicly)
- ✓ June 22, 2015: Deadline for receipt of Statement of Qualifications
- ✓ July 24, 2015: Announcement of shortlisted teams
- ✓ September 15 and 29, 2015: Release of Draft No 1 Request for Proposals (available publicly)
- ✓ February 23, 2016: Second Draft RFP (available publicly)
- ✓ June 14, 2016: Third RFP Addendum (available publicly)
- ✓ July 28, 2016: Fourth RFP Addendum (clarify legal & financial provisions—available publicly)
- October 20, 2016 Fifth RFP Addendum (available publicly)
- Spring 2017: Final RFP (available publicly)
- Summer 2017: Developer selection
- Fall 2017: Financial Close

Central 70 Project

October 20, 2016

Schedule Update

- NEPA
  - ROD on track for early 2017
  - Public comment periods for air quality conformity and alternatives comparison planned for this Fall
  - Working with Denver to resolve conflict between I-70 drainage design and City's plans (comment in FEIS)
- Procurement
  - Fifth RFP adendum in development
  - Final in Spring 2017
  - TIFIA Financing and Interagency Agreement

Update on ROW

- 56 Total Residential Acquisitions Required
  - 33 completed to date
  - 16 renters now homeowners
- 17 Total Business Acquisitions Required
  - 8 completed to date
- No use of eminent domain authority to date

Mitigation Commitments

- ROD will finalize commitments
  - Improvements to nearby residential properties and Swansea Elementary School
  - Contributions to affordable housing and fresh food access
- Details of affordable housing contribution ($2M) still in development

Workforce

Local (geographic) hiring:

- First in CDOT history, required special permission from FHWA
- One of fewer than a dozen highway projects nationwide to pilot
- Draft goal set at 20% of total work hours
- Geographic area spans both sides of the highway from Sunnyside to Montbello/Aurora

Workforce Development:

- Focus on providing pathways to lifetime career opportunities
- Received $400,000 in grant funding from FHWA to fund training and supportive services
- Also exploring broader opportunities that would help connect workforce development for major projects across the region/corridor
- Intent is to develop and implement program in 2017

Outreach and Community Engagement

- Presence at numerous community events and festivals
- Presentations to local organizations and RNOs
- ‘duct-work

COLORADO
Department of Transportation
Division of Project Support

DATE: October 20, 2016
TO: Transportation Commission
FROM: Josh Laipply, Chief Engineer
SUBJECT: De-federalization of Locally-Administered Pilot Projects

Purpose

As discussed at the September 2016 TC meeting, this memo supports Resolution #, De-Federalization of Locally Administered Pilot Projects, and provides additional background and details concerning the de-federalization of select locally-administered projects on a pilot basis.

Action

Adoption of Resolution

Background

FHWA has identified the Local Agency Program, nationwide, to be at risk due to non-compliance with Federal requirements, ineffective oversight and inefficient use of Federal funds. In acknowledgment of this, in 2015 CDOT staff listed the Local Agency Program (from Federal to State) in the "Improve Customer Experience" base camp to the System Peak strategy for becoming the best DOT in the Country. With encouragement from federal and local partners, CDOT began internal discussions regarding methods of improving delivery of locally-administered projects in Colorado. Discussion included de-federalization (swapping federal funds for state funds), along with a combination of various other strategies. Over a four month period, CDOT explored opportunities and constraints and began to determine the requirements, restrictions, mechanics, risks and benefits of various options. The goals for the effort were identified as:

1. Reduce FHWA risk and management load
2. Improve the ability of programs and local agencies to deliver projects

Details

Pilot projects will be used to identify administrative and procedural changes needed to support defederalizing projects. The pilot projects were selected for defederalization based on the following considerations:

- Local agency volunteer – CDOT looked for local agencies willing to help pilot the program
- Work from ground up to develop requirements – Projects and participating agencies were to understand that requirements have not been determined and the pilot projects will be used to develop the requirements
- Opportunities to streamline and reduce requirements – Projects will be considered where there are numerous federal requirements that would be replaced with new, streamlined State requirements
- Projects should be those where administration of projects would be improved through streamlining
- Local agency match would still apply

CDOT Region Staff have identified 16 "candidate" locally-administered projects for de-federalization and these projects have been vetted with our federal partners for suitability as pilots. For each pilot project, federal pass-through program funds will be swapped out for the identical amount of state funds. The state-funded project will then proceed using state (plus local match) funds and be delivered by the local under CDOT oversight following less complicated state-only rules and regulations. CDOT will then move the swapped

out federal funds into projects that already qualify for federal funding and deliver projects that comply with all federal and state rules and regulations. By doing this, CDOT hopes to reduce the administrative burden on local staff unfamiliar with federal rules and regulations and realize benefits, including shortened project delivery times for less cost. STAC is supportive of any measures to improve the Local Agency Program.

Preliminary estimates for these 16 candidate projects over a five year period total approximately $11M in design and $56 M in construction costs (state + local amounts) or $8.8 M in design and $44.8 M in construction costs (state only amounts). Federal program funds affected include Surface Transportation (STP), and possibly Transportation Alternatives (TAP) and Congestion Mitigation and Air Quality Improvement (CMAQ).

Next Steps

Upon TC endorsement of the Resolution, Staff will continue to move forward with the pilot projects. STIP administrative amendments (and TIP amendments if applicable) will be processed where needed, changing the type of funding from federal to state. As the projects proceed, changes and lessons learned will be compiled and documented as the basis for a formal process for future projects. At the conclusion of the pilot projects, Staff will identify criteria for de-federalization of future projects and update internal processes as appropriate. Based on the lessons learned and anticipated project savings (if any), CDOT will work together with Local Agencies to incorportate best practices into the Local Agency Program.

Attachment

- Resolution

Resolution # TC-

De-federalization of Locally-Administered Pilot Projects

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

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

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

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

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

_____ _____

Herman Stockinger Date of Approval
Transportation Secretary

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

MEMORANDUM

TO: TRANSPORTATION COMMISSION

FROM: JOSHUA LAIPPLY, CHIEF ENGINEER

DATE: October 6, 2016

SUBJECT: REPORT PURSUANT TO COLORADO REVISED STATUTES, §43-1-208 REGARDING PROJECT NUMBER STU1211-084/19868

Background

This written report to the Transportation Commission is pursuant to Colorado Revised Statutes ("C.R.S."), Section 43-1-208(1) (statute attached with this memorandum). I deem it desirable to widen State Highway 121("SH 121" or "Wadsworth Boulevard") as recommended by the Environmental Assessment completed in 2010.

SH 121 - Wadsworth Capacity Project, Highland to 10th ("Project") is necessary for the continuation of three through lanes and multi-use paths in both directions on SH 121 . This will increase the capacity on SH 121 to meet current and future demands of the traveling public and is therefore desirable. I hereby request that the Transportation Commission determine that the proposed changes of the Project serve the public interest and/or convenience of the travelling public.

The property required is located on the east side of Wadsworth between 6th (US 6) and 9th Avenue, addressed as 820 Wadsworth Boulevard, Lakewood, Colorado 80214 80 and owned by Amerco Real Estate Company ("Property"). This was the Property at issue in the recent Colorado Supreme Court case titled *Department of Transportation v. Amerco Real Estate Company and U-Haul of Colorado*, 2016SA75. The Colorado Supreme Court issued its opinion on September 26, 2016. The Court ruled that the Transportation Commission alone must analyze particular properties and the amount of damages estimated by the chief engineer and enter a resolution upon its minutes approving the public interest or convenience of the proposed change to the state highway and also authorizing the chief engineer to either tender each landowner the amount of damages estimated by the chief engineer or authorize condemnation.

If the Transportation Commission determines that the specific Property and proposed changes to SH 121 will serve the public and/or convenience of the traveling public, I respectfully request that the Transportation Commission enter a resolution upon its minutes, approve the same, and authorize CDOT to either make tender or to initiate and conduct condemnation proceedings for the Property, at my discretion.

Description of Portion of Highway to be Changed and Proposed Changes

The Project will construct additional travel lanes on SH 121 to increase the capacity and make improvements to Lakewood Gulch to enhance the flood plain characteristics and maintenance access. The Project is a highway expansion project, received land acquisition approval on July 9, 2014, and plans for this segment authorized on July 10, 2015. I have determined that it is necessary to widen this portion of SH 121 to increase the capacity on SH 121 and match the existing section of SH 121 north of 10th.

Description of Amerco's Property Needed for Project

The Amerco property is a 2.9-acre site located on the east side of Wadsworth between 6th (US 6) and 9th Avenue addressed as 820 Wadsworth Boulevard, Lakewood, Colorado 80214, operated as a U-Haul Rental business. CDOT seeks to acquire approximately 71,343 square feet (1.638 acres) from Amerco. The acquisitions are necessary for widening the highway and drainage improvements/floodplain maintenance. Legal descriptions of the Amerco parcels are attached with this memorandum.

Estimate of Damages and Benefits Accruing to Amerco

CDOT obtained an independent appraisal authored by Marcus Scott, who valued the acquired Property at $463,444. No benefits were identified for the Property. CDOT's independent appraisal represents a reasonable budget of the costs and damages related to the Property.

Attachments
§43-1-208, C.R.S.
Legal Descriptions of Parcels RW-53, RW-53A-Rev, PE-53, PE-53A, TE-53Rev
Right-of-Way Plans
Proposed Resolution

C.R.S. 43-1-208

This document reflects changes current through all laws passed at the Second Regular Session of the Seventieth General Assembly of the State of Colorado (2016)

43-1-208. State highway - damages - eminent domain

(1) The chief engineer, when he deems it desirable to establish, open, relocate, widen, add mass transit to, or otherwise alter a portion of a state highway or when so required by the commission, shall make a written report to the commission describing the portion of the highway to be established, opened, added to, or changed and the portions of land of each landowner to be taken for the purpose and shall accompany his report with a map showing the present and proposed boundaries of the portion of the highway to be established, opened, added to, or changed, together with an estimate of the damages and benefits accruing to each landowner whose land may be affected thereby.

(2) If, upon receipt of such report, the commission decides that public interest or convenience will be served by the proposed change, it shall enter a resolution upon its minutes approving the same and authorizing the chief engineer to tender each landowner the amount of damages, as estimated by him and approved by the commission. In estimating the amount of damages to be tendered a landowner, due account shall be taken of any benefits which will accrue to such landowner by the proposed action. The amount of benefit shall not in any case exceed the amount of damages awarded.

(3) Any person owning land or having an interest in any land over which any proposed state highway extends who is of the opinion that the tender made to him by the transportation commission is inadequate, personally or by agent or attorney on or before ten days from the date of such tender, may file a written request addressed to the transportation commission for a jury to ascertain the compensation which he may be entitled to by reason of damages sustained by altering, widening, changing, or laying out such state highway. Thereupon the transportation commission shall proceed in the acquisition of such premises, under articles 1 to 7 of title 38, C.R.S. The transportation commission also has the power and is authorized to proceed in the acquisition of the lands of private persons for state highway purposes, according to said articles 1 to 7 of title 38, C.R.S., without tender or other proceedings under this part 2.

(4) Notwithstanding any other provision of this section, the commission may not acquire through condemnation any interest in oil, natural gas, or other mineral resources beneath land acquired as authorized by this section except to the extent required for subsurface support.

History

Source:

L. 21: p. 370, § 20.C.L. § 1404.CSA: C. 143, § 111.CRS 53: § 120-3-8. C.R.S. 1963: § 120-3-8.L. 91: (3) amended, p. 1091, § 107, effective July 1.L. 2008: (1) amended and (4) added, p. 628, § 3, effective August 5.

EXHIBIT "A"

PROJECT NUMBER: ES6-006A-047; Unit-1
PARCEL NUMBER: RW-53
PROJECT CODE: 17858
DATE: June 12, 2014
DESCRIPTION

A parcel of land No. RW-53 of the Department of Transportation, State of Colorado Project No. ES6-006A-047; Unit 1 containing 2,441 sq. ft. (0.056 acres), more or less, located in the Southeast Quarter of Section 2, Township 4 South, Range 69 West, of the 6th Principal Meridian, in Jefferson County, Colorado, being more particularly described as follows:

Commencing at the Center Quarter Corner of said Section 2;

Thence S. 00°13'56" W, a distance of 1136.75 feet, along the west line of said Southeast Quarter of Section 2;

Thence N. 89°17'37" E., a distance of 50.00 feet to a point on the north line of the parcel described in Reception Number F0056566, the records of the Clerk and Recorder of said Jefferson County, also being the TRUE POINT OF BEGINNING;

1. Thence S. 00°13'56" W., a distance of 317.64 feet, on a line 50.00 feet east of and parallel with the west line of the Southeast Quarter of Section 2, to a point on the south line of said parcel described in Reception Number F0056566;

2. Thence S. 89°17'40" W., a distance of 5.00 feet coincident with said south parcel line to a point on the east right-of-way line for Wadsworth Blvd. (S.H. 121);

Thence coincident with said east right-of-way line the following three (3) courses:

3. N. 00°13'47" E., a distance of 147.30 feet;

4. Thence N. 89°59'13" W., a distance of 5.00 feet;

5. Thence N. 00°13'56" E., a distance of 170.27 feet, to a point on the north line of said parcel described in Reception Number F0056566;

6. Thence N. 89°17'37" E., a distance of 10.00 feet, coincident with said north parcel line, to the TRUE POINT OF BEGINNING.

The above described parcel contains 2,441 sq. ft. (0.056 acres), more or less.

Basis of Bearings: All bearings are based on the East line of the SW ¼ of Section 2, Township 4 South, Range 69 West of the 6th Principal Meridian, City of Lakewood, Jefferson County,

Colorado, as bearing S. 00°13'56" W., monumented by a 3" Aluminum Cap, Stamped PLS 14112, at the Center ¼ Corner, and a 3" Aluminum Cap, Stamped PLS 24957, at the South ¼ Corner, with a measured distance of 2644.73 feet, using an adjusted Fast Static GPS control network, established for CDOT Project Number STU 0062-019, Project Code 15215.

Authored by:
Kathryn Jane Lyon, Colorado PLS Registration Number 38110
For and on behalf of the Colorado Department of Transportation
Region 1, Right of Way/Survey
2000 S. Holly St.
Denver, CO 80022
Ph: 303.757.9923

EXHIBIT "A"

PROJECT NUMBER: ES6-006A-047; Unit-1
PARCEL NUMBER: RW-53A-Rev
PROJECT CODE: 17858
DATE: September 19, 2014
DESCRIPTION

A parcel of land No. RW-53A-Rev., of the Department of Transportation, State of Colorado Project No. ES6-006A-047; Unit 1, containing 55,959 sq. ft. (1.285 acres), more or less, located in the Southeast Quarter of Section 2, Township 4 South, Range 69 West, of the 6th Principal Meridian, in Jefferson County, Colorado, being more particularly described as follows:

Commencing at the Center Quarter Corner of said Section 2;

Thence S. 00°13'56" W, a distance of 1385.83 feet, along the west line of said Southeast Quarter of Section 2;

Thence N. 89°17'37" E., a distance of 50.00 feet to a point on a line 50.00 feet east of said west line of the Southeast Quarter, and the TRUE POINT OF BEGINNING;

1. Thence N. 80°31'04" E., a distance of 38.44 feet;

2. Thence N. 55°12'26" E., a distance of 149.12 feet;

3. Thence S. 89°45'42" E., a distance of 250.46 feet, to a point on the east line of the parcel described in Reception Number F0056566, the records of the Clerk and Recorder of said Jefferson County;

Thence coincident with the boundary lines of said parcel the following two (2) courses and distances:

4. S. 00°14'14" W., a distance of 153.89 feet, to the southeast corner of said parcel;

5. Thence S. 89°17'40" W., a distance of 410.50 feet, coincident with the south line of said parcel;

6. Thence N. 00°13'56" E., a distance of 68.56 feet, along a line being 50 feet east of and parallel with said west line of the Southeast Quarter, to the TRUE POINT OF BEGINNING.

The above described parcel contains 55,959 sq. ft. (1.285 acres), more or less.

Basis of Bearings: All bearings are based on the East line of the SW ¼ of Section 2, Township 4

South, Range 69 West of the 6th Principal Meridian, City of Lakewood, Jefferson County, Colorado, as bearing S. 00°13'56" W., monumented by a 3" Aluminum Cap, Stamped PLS 14112, at the Center ¼ Corner, and a 3" Aluminum Cap, Stamped PLS 24957, at the South ¼ Corner, with a measured distance of 2644.73 feet, using an adjusted Fast Static GPS control network, established for CDOT Project Number STU 0062-019, Project Code 15215.

Authored by:
Kathryn Jane Lyon, Colorado PLS Registration Number 38110
For and on behalf of the Colorado Department of Transportation
Region 1, Right of Way/Survey
2000 S. Holly St.
Denver, CO 80022
Ph: 303.757.9923

EXHIBIT "A"

PROJECT NUMBER: ES6-006A-047; Unit-1
PERMANENT EASEMENT NUMBER: PE-53
PROJECT CODE: 17858
DATE: June 12, 2014
DESCRIPTION

A Permanent Easement No. PE-53 of the Department of Transportation, State of Colorado Project No. ES6-006A-047; Unit 1 containing 3,842 sq. ft. (0.088 acres), more or less, located in the Southeast Quarter of Section 2, Township 4 South, Range 69 West, of the 6th Principal Meridian, in Jefferson County, Colorado, said easement being more particularly described as follows:

Commencing at the Center Quarter Corner of said Section 2;

Thence S. 00°13'56" W, a distance of 1136.75 feet, along the west line of said Southeast Quarter of Section 2;

Thence N. 89°17'37" E., a distance of 50.00 feet to a point on the north line of the parcel described in Reception Number F0056566, the records of the Clerk and Recorder of said Jefferson County, also being the TRUE POINT OF BEGINNING;

1. Thence N. 89°17'37" E., a distance of 15.50 feet;

2. Thence S. 00°13'56" W., a distance of 246.68 feet;

3. Thence S. 80°30'45" W., a distance of 15.73 feet;

4. Thence N. 00°13'56" E., a distance of 249.08 feet, on a line 50.00 feet east of said west line of the Southeast Quarter, to the TRUE POINT OF BEGINNING.

The above described Permanent Easement contains 3,842 sq. ft. (0.088 acres), more or less. The purpose of the above-described Permanent Easement is for the construction use and maintenance of sidewalk, utility facilities and associated appurtenances.

Basis of Bearings: All bearings are based on the East line of the SW ¼ of Section 2, Township 4 South, Range 69 West of the 6th Principal Meridian, City of Lakewood, Jefferson County, Colorado, as bearing S. 00°13'56" W., monumented by a 3" Aluminum Cap, Stamped PLS 14112, at the Center ¼ Corner, and a 3" Aluminum Cap, Stamped PLS 24957, at the South ¼ Corner, with a measured distance of 2644.73 feet, using an adjusted Fast Static GPS control network, established for CDOT Project Number STU 0062-019, Project Code 15215.

Authored by:
Kathryn Jane Lyon, Colorado PLS Registration Number 38110
For and on behalf of the Colorado Department of Transportation
Region 1, Right of Way/Survey
2000 S. Holly St.
Denver, CO 80022 Ph: 303.757.9923

COLORADO LICENSED
KATHRYN JANE LYON
38110
6/27/14
PROFESSIONAL LAND SURVEYOR

EXHIBIT "A"

PROJECT NUMBER: ES6-006A-047; Unit-1
PERMANENT EASEMENT NUMBER: PE-53A
PROJECT CODE: 17858
DATE: June 12, 2014
DESCRIPTION

A Permanent Easement No. PE-53A of the Department of Transportation, State of Colorado Project No. ES6-006A-047; Unit 1 containing 104 sq. ft. (0.002 acres), more or less, located in the Southeast Quarter of Section 2, Township 4 South, Range 69 West, of the 6th Principal Meridian, in Jefferson County, Colorado, said easement being more particularly described as follows:

Commencing at the Center Quarter Corner of said Section 2;

Thence S. 00°13'56" W, a distance of 1341.51 feet, along the west line of said Southeast Quarter of Section 2;

Thence N. 89°17'37" E., a distance of 144.09 feet, to the TRUE POINT OF BEGINNING;

1. Thence N. 34°27'02" W., a distance of 4.41 feet;

2. Thence N. 55°35'36" E., a distance of 24.00 feet;

3. Thence S. 33°21'17" E., a distance of 4.25 feet;

4. Thence S. 55°12'26" W., a distance of 23.92 feet, more or less, to the TRUE POINT OF BEGINNING.

The above described Permanent Easement contains 104 sq. ft. (0.002 acres), more or less.

The purpose of the above-described Permanent Easement is for the construction, use and maintenance of utility facilities and associated appurtenances.

Basis of Bearings: All bearings are based on the East line of the SW ¼ of Section 2, Township 4 South, Range 69 West of the 6th Principal Meridian, City of Lakewood, Jefferson County, Colorado, as bearing S. 00°13'56" W., monumented by a 3" Aluminum Cap, Stamped PLS 14112, at the Center ¼ Corner, and a 3" Aluminum Cap, Stamped PLS 24957, at the South ¼ Corner, with a measured distance of 2644.73 feet, using an adjusted Fast Static GPS control network, established for CDOT Project Number STU 0062-019, Project Code 15215.

Authored by:
Kathryn Jane Lyon,
Colorado PLS Registration Number 38110
For and on behalf of the Colorado Department of Transportation
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Denver, CO 80022
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COLORADO LICENSED
KATHRYN JANE LYON
38110
6/27/14
PROFESSIONAL LAND SURVEYOR

EXHIBIT "A"

PROJECT NUMBER: ES6-006A-047; Unit-1
TEMPORARY EASEMENT NUMBER: TE-53Rev
PROJECT CODE: 17858
DATE: September 19, 2014
DESCRIPTION

A Temporary Easement No. TE-53Rev. of the Department of Transportation, State of Colorado Project No. ES6-006A-047; Unit-1, containing 8,997 sq. ft. (0.207 acres), more or less, located in the Southeast Quarter of Section 2, Township 4 South, Range 69 West, of the 6th Principal Meridian, in Jefferson County, Colorado, said easement being more particularly described as follows:

Commencing at the Center Quarter Corner of said Section 2;

Thence S. 00°13'56" W, a distance of 1383.42 feet, along the west line of said Southeast Quarter of Section 2;

Thence N. 89°17'37" E., a distance of 65.50 feet, to the TRUE POINT OF BEGINNING;

1. Thence N. 00°13'56" E., a distance of 246.68 feet, to a point on the north line of the parcel described in Reception Number F0056566, the records of the Clerk and Recorder of said Jefferson County;

2. Thence N. 89°17'37" E., a distance of 17.51 feet, coincident with said north parcel line;

3. Thence S. 00°13'56" W., a distance of 67.26 feet;

4. Thence S. 20°39'38" E., a distance of 74.87 feet;

5. Thence S. 00°13'56" W., a distance of 78.77 feet;

6. Thence N. 55°03'59" E., a distance of 122.68 feet;

7. Thence S. 00°13'43" W., a distance of 12.23 feet;

8. Thence S. 55°12'26" W., a distance of 56.59 feet;

9. Thence N. 33°21'17" W., a distance of 4.25 feet;

10. Thence S. 55°35'36" W., a distance of 24.00 feet;

11. Thence S. 34°27'02" E., a distance of 4.41 feet;

12. Thence S. 55°12'26" W., a distance of 68.60 feet;

13. Thence S. 80°30'58" W., a distance of 22.71 feet, more or less, to the TRUE POINT OF BEGINNING.

The above described Temporary Easement contains 8,997 sq. ft. (0.207 acres), more or less.

The purpose of the above-described Temporary Easement is for access and construction of driveway, utilities and associated appurtenances.

Basis of Bearings: All bearings are based on the East line of the SW ¼ of Section 2, Township 4 South, Range 69 West of the 6th Principal Meridian, City of Lakewood, Jefferson County, Colorado, as bearing S. 00°13'56" W., monumented by a 3" Aluminum Cap, Stamped PLS 14112, at the Center ¼ Corner, and a 3" Aluminum Cap, Stamped PLS 24957, at the South ¼ Corner, with a measured distance of 2644.73 feet, using an adjusted Fast Static GPS control network, established for CDOT Project Number STU 0062-019, Project Code 15215.

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COLORADO LICENSED
KATHRYN JANE LYON
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10/3/14
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Region 1 KJL

Sheet Revisions		
Date	Description	Initials
9/19/14	Revise Sheet 1.01: Commitment notes	KJL
9/19/14	Revise Sheets: 1.01, 2.02, 2.04, 2.05, 2.06	KJL
9/19/14	Revise: 5.01, 5.02, 5.03, 7.02, 7.03	KJL
9/19/14	Revise:7.04, 7.05, 7.07, 7.08, 8.01	KJL
9/19/14	Revisions: 7.02A-deleted, add Sheet 7.09	KJL
10/02/14	Revise: Sheet 7.03	KJL
12/17/14	Revise: 2.03. 2.04, 5.01, 7.02, 7.07, 8.01	KJL

Sheet Revisions		
Date	Description	Initials
06/01/15	Revise information on sheets 2.02, 2.05, 5.01, 5.02, 5.03, 7.02, 7.03, 7.06, 7.09, 8.01	KJL

Sheet Revisions		
Date	Description	Initials
mm/dd/yy	XXXXXXXX	XXX

Right of Way Plans
Title Sheet

Project Number: ROW:ES6 006A-047 Unit 1; CONST:STU 1211-084
Project Location: Wadsworth Blvd. (Highland Dr.- 10th Ave.)
Section 2, T4S, R69W, 6TH P.M.

Project Code:	Last Mod. Date	Subset	Sheet No.
ROW: 17858	06-01-05	(0) of 1.01	1.01
CONST.: 19868			

DEPARTMENT OF TRANSPORTATION
STATE OF COLORADO

RIGHT OF WAY PLANS OF PROPOSED

FEDERAL AID PROJECT NO.: Right of Way: ES6 006A-047; UNIT 1

Construction Number: STU 1211-084

STATE HIGHWAY NO. 121

JEFFERSON COUNTY

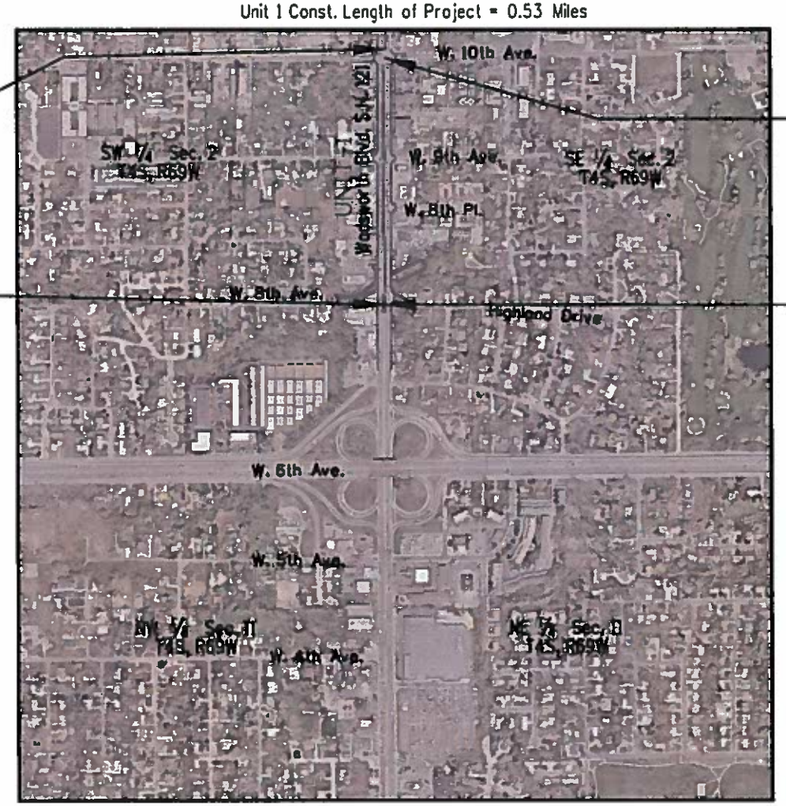
Unit 1 R.O.W. Length of Project = 0.423 Miles
Unit 1 Const. Length of Project = 0.53 Miles

End Const Project
Station: 151+80.00
M.P.: 13.08

End ROW Project
Unit 1
Station: 149+62.0
M.P.: 13.08

Begin Const Project
Station: 129+00
M.P.: 12.65

Begin ROW Project
Unit 1
Station: 132+00
M.P.: 12.65



SECTION CORNER
QUARTER AND SIXTEENTH SECTION CORNERS
SET EASEMENT MONUMENT
TEMPORARY EASEMENT POINT
RIGHT OF WAY MARKER
BLM — BLM MARKER
PP — PROPERTY PIN
NOAA — NOAA MARKER
QUARTER, SIXTEENTH, AND SECTION CORNERS (Topo Point)
FED — FEDERAL MONUMENT
WC — WITNESS CORNER
WC — BENCH MARK
BM — USGS MARKER
LOCAL OR PLSS MONUMENT
SECONDARY CONTROL MONUMENT
ROW — RIGHT OF WAY MARKER
N 9.88 E 3.81 EL 0.00 — PROJECT CONTROL MONUMENT
N 10.13 E 3.81 EL 0.00 — DENSIFICATION CONTROL MONUMENT
N 10.38 E 3.81 EL 0.00 — HIGH ACCURACY REFERENCE NETWORK CONTROL MONUMENT

PERMANENT, PROPERTY, SLOPE, & UTILITY EASEMENT LINE
TEMPORARY EASEMENT LINE (EXISTING)
PROPERTY BOUNDARY LINE (EXISTING AND PROPOSED)
ACCESS CONTROL LINE (PROPOSED/EXISTING)
BARRIER ACCESS CONTROL LINE (PROPOSED/EXISTING)
RIGHT OF WAY LINE (PROPOSED/EXISTING)
VIRGIN RIGHT OF WAY LINE (PROPOSED)
CITY LIMIT LINE (EXISTING)
COUNTY LINE (EXISTING)
QUARTER SECTION LINE
SECTION LINE
SIXTEENTH SECTION LINE
STATE LINE (EXISTING)
TOWNSHIP LINE (EXISTING)

SURVEY/ROW

TOP OF CUT
TOE OF FILL

TERRAIN

Note: For a complete listing of symbology used within this set of plans, please refer to the M-100-1 Standard Symbols of the Colorado Department of Transportation M&S Standards Publication dated July 2012.

JEFFERSON COUNTY SURVEY DEPOSITING CERTIFICATE:

Deposited this _____day of _____, 20____, at _____ o'clock ____.M. in Book _____ at page_____ of Land Surveys/Right of Way Surveys, under Reception No._____.

By: _____

Title: _____

PROJECT LOCATION MAP
NOT TO SCALE

NOTICE: According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years from the date of the certification shown hereon.

N

SHEET NO. INDEX OF SHEETS

SHEET NO.	INDEX OF SHEETS
1.01-1.01	(1) Title Sheet
2.01-2.06	(6) Tabulation of Properties
3.01-3.0X	(NA) Project Control Diagram
4.01-4.07	(7) Land Survey Control Diagram
5.01-5.03	(3) Monumentation Sheets
7.01-7.09	(9) Plan Sheets
8.01	(1) Ownership Map
	(27) Total Sheets

Scales of Original 11 x17' Drawings
Plan Sheets 1 =50', 1"=30
Ownership Map 1' 200'

GENERAL NOTES:

1. This Right-of-Way Plan is to document right-of-way acquisitions and monumentation of lands required to construct and operate the proposed roadway. Title lines of lands adjoining the Right of Way or proposed Right of Way, are based on positions determined from evidence adjoining the Right of Way and from record documents, not from field surveys of the entire adjoining properties. Title investigations on parcels adjoining the proposed Right-of-Way were limited to informational title commitments.This Right-of-Way Plan is not a boundary survey of the adjoining property and is prepared for the Colorado Department of Transportation purposes only.

2. Basis of Bearings: All Bearings shown, or computed using coordinate values listed herein are grid bearings of the Colorado coordinate system of 1983, Central Zone (502). The line between Control Points CP 131 and CP 144 bears N26°55'07"W, a distance of 5267.96 feet, based on a existing control network established by the Colorado Department of Transportation for Project STU 0062 019, Project Code 15215, and shown on diagrams deposited under Reception Number's 2007087074 and 2011026028, Clerk and Recorder's Office of Jefferson County.

3. For title information, The Colorado Department of Transportation relied on Front Range Title of Downtown Denver, LLC.; Commitment File Numbers NF01139-01140, NF01365-01369, NF01372-01377, NF01443, NF01478, NF01652, NF01661.

4. This plan set is subject to change and may not be the most current set It is the user's responsibility to verify with CDOT that this set is the most current. The information contained on the attached drawing is not valid unless this copy bears an original signature of the Professional Land Surveyor hereon named.

COLORADO DEPARTMENT OF TRANSPORTATION
FEDERAL-AID HIGHWAY PROJECT

ROW PLANS AUTHORIZED: 7/10/2015
DATE

CDOT ROW PROGRAM MANAGER

Surveyor's Statement (ROW Plan):

I, Kathryn Jane Lyon, a Professional Land Surveyor licensed in the State of Colorado, do hereby state to the Colorado Department of Transportation that this Right-of-Way Plan was prepared and the research, calculations and evaluation of the survey evidence were performed under my responsible charge and, based upon my knowledge, information and belief, in accordance with applicable standards of practice defined by Colorado Department of Transportation documents This statement is not a guaranty or warranty either expressed or implied.

Kathryn Jane Lyon, PLS No. 38110 *Date*

6/10/2015 lyonk 2:41:52 PM W:\ST_121\17858-ES6-006A 047\ROW_Survey\Drawings\19868ROW_TitleShtRev.dgn

Colorado Department of Transportation
2000 South Holly
Denver, CO 80222
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Region 1 KJL

Sheet Revisions			Sheet Revisions			Sheet Revisions		
Date	Description	Initials	Date	Description	Initials	Date	Description	Initials
08/26/14	Revise RW-53A and Remainder Right, TE-53	KJL	mm/dd/yy	XXXXXXXX	XXX	mm/dd/yy	XXXXXXXX	XXX
08/26/14	Revise RW-55	KJL						
12/15/14	Correct RW-55- Remainder square footage							

Right of Way Plans
Tabulation of Properties
Project Number: ES6-006A-047, UNIT-1
Project Location: Wadsworth Blvd. (Highland Dr. to 10th Ave.)
Section 2, T4S, R69W, 6TH P.M.

Project Code:	Last Mod. Date	Subset	Sheet No.
17858	12/15/14	2.01 to 2.06	2.04

Sheet 4 - Tabulation of Properties

R.O.W. TABULATION OF PROPERTIES IN JEFFERSON COUNTY S.H. NO. 121

Parcel No.	Ownership Name and Mailing Address	Site Address	Location	Area In Square Feet (Acres)					Book and Page No. And/Or Reception No.	Title Commitment No.	Remarks
				Area Of Parcel	Existing ROW	Net Area	Remainder Left	Remainder Right			
RW-52	Harman Management Corporation,	890 Wadsworth Blvd.	SE 1/4 SEC. 2, T.4S, R.69W	774 S.F.				20,181 S.F.		NF01374	
	5544 Green St.	Lakewood, CO 80214									
	Salt Lake City, UT 84123										
PE-52	SAME AS ABOVE	SAME AS ABOVE	SE 1/4 SEC. 2, T.4S, R.69W	2,204 S.F.							For the construction, use and maintenance of
											sidewalk, utility facilities and associated appurtenances.
TE-52	SAME AS ABOVE	SAME AS ABOVE	SE 1/4 SEC. 2, T.4S, R.69W	4,314 S.F.							For access and construction of roadway,
											driveway and sidewalk.
RW-53	AMERCO REAL ESTATE COMPANY	820 Wadsworth Blvd.	SE 1/4 SEC. 2, T.4S, R.69W	2,441 S.F.				0		NF01375	
	P.O. Box 29046	Lakewood, CO 80214									
	Phoenix, AZ 85038										
RW-53A-Rev	SAME AS ABOVE	SAME AS ABOVE	SE 1/4 SEC. 2, T.4S, R.69W	55,959 S.F.				70,379 S.F.			
PE-53	SAME AS ABOVE	SAME AS ABOVE	SE 1/4 SEC. 2, T.4S, R.69W	3,842 S.F.							For construction, use and maintenance of
											sidewalk, utility facilities & associated appurtenances.
PE-53A	SAME AS ABOVE	SAME AS ABOVE	SE 1/4 SEC. 2, T.4S, R.69W	104 S.F.							For construction, use and maintenance of
											utility facilities & associtated appurtenances.
TE-53Rev	SAME AS ABOVE	SAME AS ABOVE	SE 1/4 SEC. 2, T.4S, R.69W	8,997 S.F.							For access and construction of driveway.
											utilities and associated apputenances
PE-54	Jefferson County Association	950 Wadsworth Blvd.	SE 1/4 SEC. 2, T.4S, R.69W	4,931 S.F.						NF01135	For construction, use and maintenance of
	of Realtors	Lakewood, CO 80214									sidewalk, utility facilities & associated appurtenances
	12445 E. 39th Ave. Ste 202										
	Denver, CO 80239										
TE-54	SAME AS ABOVE	SAME AS ABOVE	SE 1/4 SEC. 2, T.4S, R.69W	1,415 S.F.							For access and construction of roadway.
TE-54A	SAME AS ABOVE	SAME AS ABOVE	SE 1/4 SEC. 2, T.4S, R.69W	3,122 S.F.							For access and construction of sidewalk.
RW-55Rev	KEN-O, INC.	850 Wadsworth Blvd.	SE 1/4 SEC. 2, T.4S, R.69W	1,365 S.F.				22,993 S.F.		NF01376	
	a Colorado Corporation	Lakewood, CO 80214									
	7895 W. 8th Ave.										
	Lakewood, CO 80214										

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Colorado Department of Transportation

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Region 1 KJL

Sheet Revisions		
Date	Description	Initials
08/28/14	7.02A deleted, info shown on this sheet	KJL
08/28/14	Revised RW-56, PE-56 and TE-56	KJL
08/28/14	Revise RW-53A, TE-53	KJL
08/28/14	Revise PE-57, TE-57	KJL
09/29/14	Revise TE-57 & TE-180	KJL
06/05/15	Delete PE-57, TE-57; Add RW-57	KJL

Sheet Revisions		
Date	Description	Initials
mm/dd/yy	XXXXXXXX	XXX

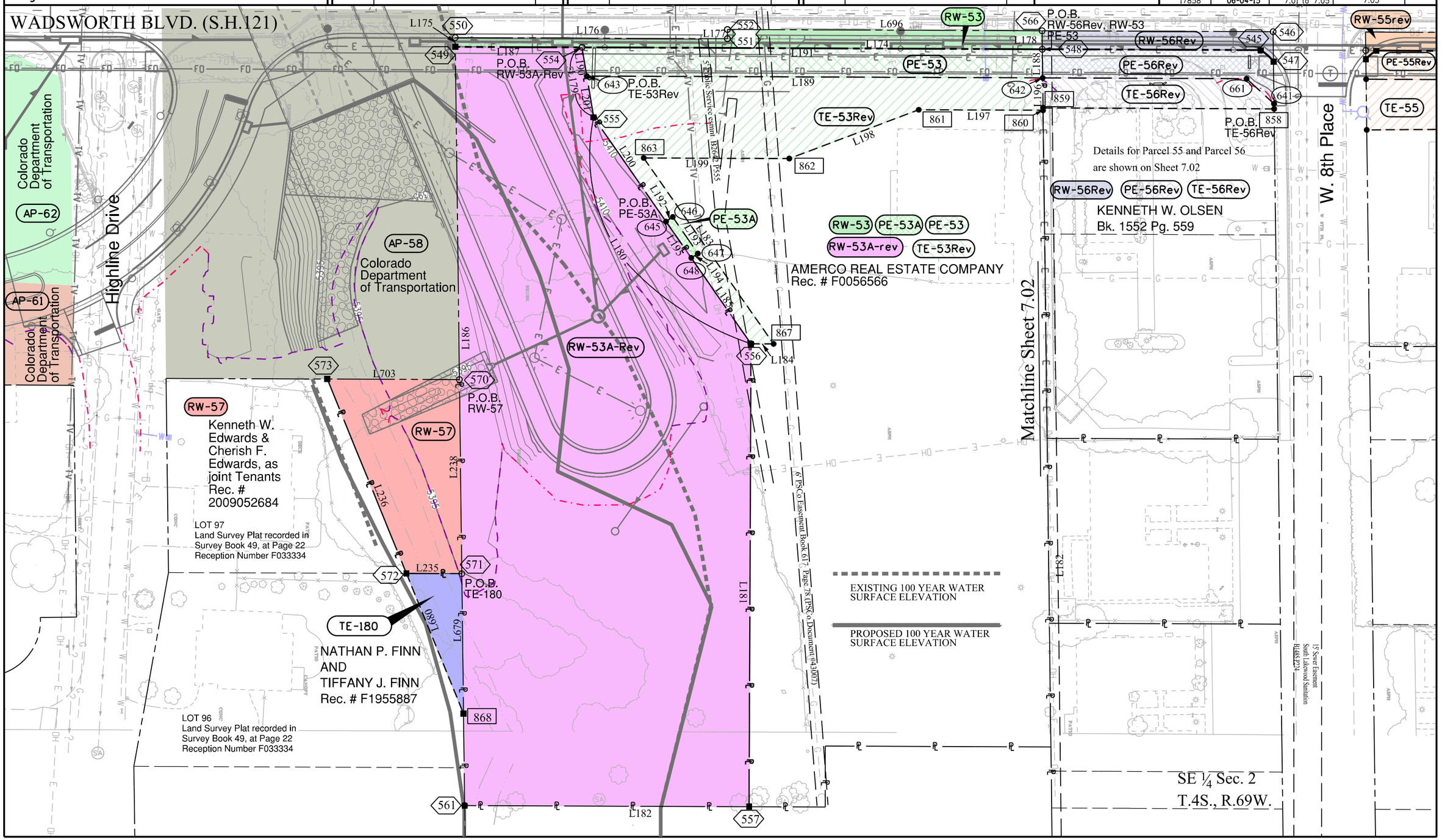
Sheet Revisions		
Date	Description	Initials
mm/dd/yy	XXXXXXXX	XXX

0' 25' 50'
1" = 50'

Right of Way Plans
Plan Sheet

Project Number: ES6 006A-047; UNIT 1
Project Location: Wadsworth Blvd. (Highland Dr.-10th Ave.)
Section 2 , T4S, R69W, 6TH P.M.

Project Code:	Last Mod. Date	Subset	Sheet No.
17858	06-04-15	7.01 to 7.05	7.03



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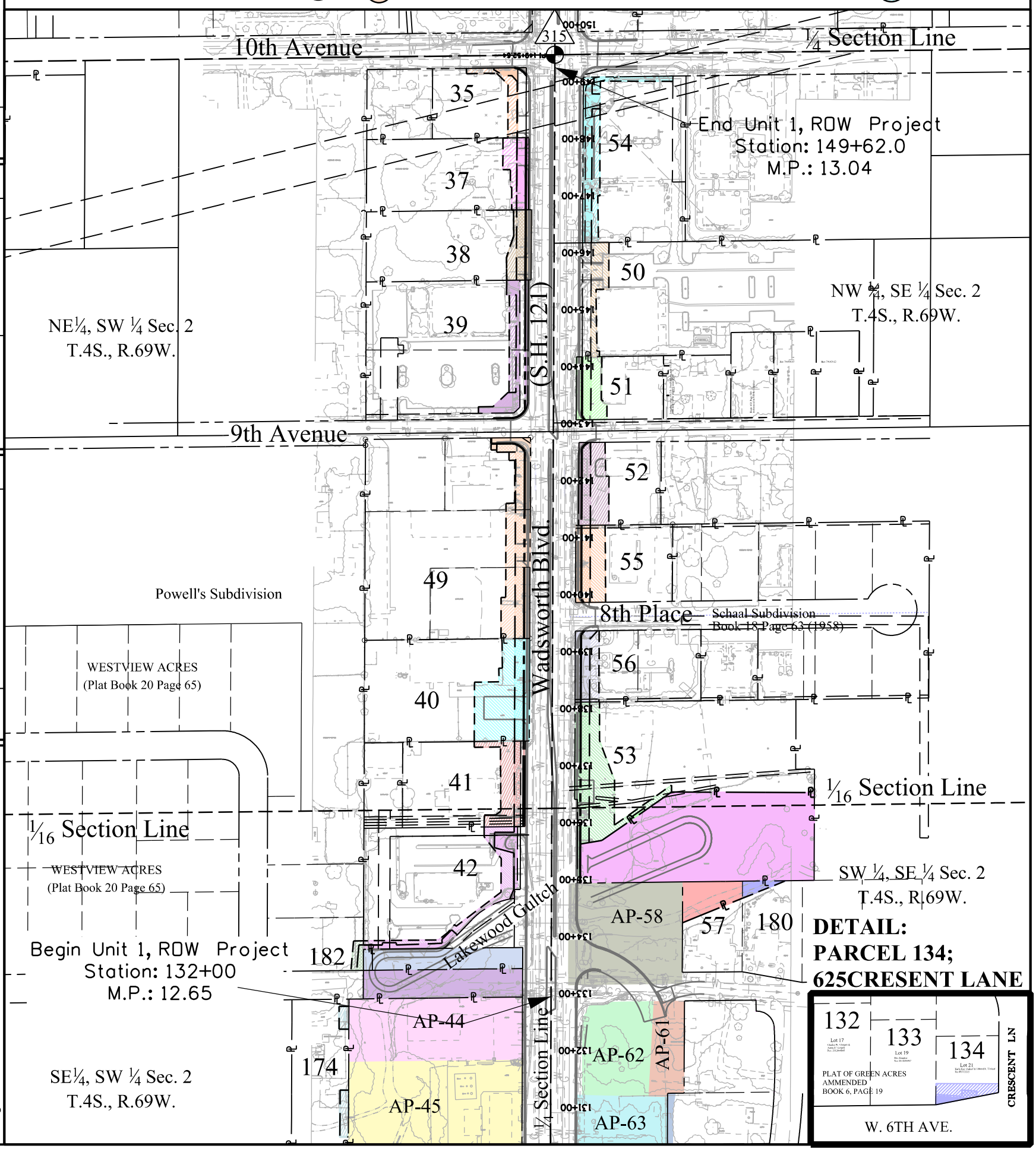
Right of Way Plans
Ownership Sheet

Project Number: ES6-600A-047; UNIT 1
Project Location: Wadsworth Blvd. (Highland Dr.- 10th Ave.)
Section 2, T4S, R69W, 6TH P.M.

Project Code:	Last Mod. Date	Subset	Sheet No.
17858	06/10/15	8.01 to 8.01	8.01

Parcel No.	Owner
RW-35, PE-35, TE-35	Mary Susan Carranza Living Trust,
RW-37, PE-37, TE-37	Jessica Y. Park
RW-38, PE-38, TE-38	Steve Hazel
RW-39, PE-39, TE-39	Peebles Properties, LLC, a Colorado limited liability company
RW-40, PE-40, TE-40Rev	McCarty Family RealEstate Company, a General Partnership
RW-41, PE-41, TE-41	Grace Enterprises, LLC a Colorado limited liability company
PE-42Rev, PE-42A Rev, TE-42Rev	McDonalds Corporation, a Delaware corporation, C/O Clara Corp McDonalds Restaurant
RW-49Rev, PE-49, TE-49, TE-49A	Laramie Investments, LLC (Colorado Limited Liability Company)
TE-50	Norton Frickey Family Partnership
RW-51, PE-51, TE-51	Robert L. Alldredge, as to a undivided 50% interest Robert Tucker Irizarry & Carol Jean Irizarry, an undivided 50% interest as joint tenants
RW-52, PE-52, TE-52	Harman Management Corporation,
RW-53, RW-53A Rev, PE-53, PE-53A, TE-53Rev	AMERCO REAL ESTATE COMPANY
PE-54, TE-54, TE-54A	Jefferson County Association of Realtors
RW-55Rev, PE-55, TE-55	KEN-O, INC., a Colorado Corporation
RW-56Rev, PE-56Rev, TE-56Rev	KENNETH W. OLSEN
RW-57	Kenneth W. & Cherish F. Edwards, as Joint Tenants
AP-58	Colorado Department of Transportaion
PE-174, TE-174, PE-174A	Patricia Sue Osthoff
TE-180Rev	Nathan P. & Tiffany J. Finn
PE-182Rev, TE-182Rev	BRIAN A. HAITZ and KATHERINE W. HAITZ
RW-134, PE-134, TE-134	Karla Kay Umlauf and Edward L. Umlauf



Sheet Revisions

Date	Description	Initials
09/11/14	Revised acquisitions: PE-42,PE-42A,TE-42	KJL
09/11/14	Revised acquisitions:: RW-53A,TE-53, RW-55	KJL
09/11/14	Revised acquisitions: RW-56, PE-56, TE-56	KJL
09/11/14	Revised acquisitions: PE-174, PE-182, TE-182	KJL
12/17/14	Revised acquisitions: RW-49	KJL
06/10/15	Revised acquisitions: TE-40Rev, RW-57	KJL

Sheet Revisions

Date	Description	Initials
mm/dd/yy	XXXXXXXX	XXX

Sheet Revisions

Date	Description	Initials
mm/dd/yy	XXXXXXXX	XXX

Colorado Department of Transportation
Region 1
2000 South Holly
Denver, CO 80222
Phone: 303-757-9923 FAX: 303-757-9390
KJL

6/10/2015 lyonk 4:39:45 PM W:\ST_121\17858-ES6-006A 047\ROW_Survey\Drawings\19868ROW_Ownership8.01.dgn

Resolution # TC-16-5-[ ]

Authorizing the Chief Engineer to either negotiate and tender damages to Amerco Real Estate Company ("Amerco") or to initiate and conduct condemnation proceedings pursuant to articles 1 to 7 of title 38, C.R.S. for the Amerco Real Estate Company property.

Approved by the Transportation Commission on _____, 2016.

WHEREAS, the Transportation Commission is authorized pursuant to Section 43-1-106(8), C.R.S. to formulate the general policy with respect to management, construction and maintenance of public highways and other transportation systems in the state and to promulgate and adopt all budgets of CDOT; and

WHEREAS, pursuant to Colorado law at Section 43-1-208, C.R.S., the Colorado General Assembly has conferred the power of eminent domain upon the Transportation Commission to acquire private property necessary for state highway purposes; and

WHEREAS, on September 26, 2016 the Colorado Supreme Court announced its decision in *Department of Transportation v. Amerco Real Estate Company; U-Haul Company of Colorado; et al.*, 2016SA75; and

WHEREAS, the *Amerco Real Estate Company* opinion held that the Transportation Commission must decide that the public interest and convenience will be served by a proposed alteration of a state highway and that the Commission's decision must be made in consideration of the portions of land of each landowner to be taken and an estimate of the damages and benefits accruing to each landowner prior to authorizing condemnation of property; and

WHEREAS, the *Amerco Real Estate Company* opinion also held that the Transportation Commission is authorized to either direct the Chief Engineer to make tender to a landowner or the Transportation Commission can proceed in the acquisition of private lands for state highway purposes, according to articles 1 to 7 of title 38, C.R.S., without tender to the landowner; and

WHEREAS, the *Amerco Real Estate* opinion further held that the Transportation Commission could delegate to the "legal staff or representatives of the commission or department" the "initiation and conduct of condemnation proceedings." *Amerco Real Estate Company*, 2016SA75, ¶15; and

WHEREAS, the Transportation Commission is authorized pursuant to Section 43-1-208(2), C.R.S. to determine whether a proposed change to a state highway will serve the interest and convenience of the public; and

WHEREAS, the Transportation Commission may enter a resolution upon its minutes approving the proposed highway changes and authorizing the CDOT Chief Engineer to

either tender landowners the amount of damages, as estimated by the Chief Engineer or authorize condemnation without tender to the landowner; and

WHEREAS, the property owned by Amerco is located at 820 Wadsworth Boulevard, Lakewood, Colorado 80214 ("Property"), which is within the Project boundaries.

WHEREAS, CDOT seeks to acquire 71,343 square feet (1.638 acres) of the Property for widening State Highway 121 and for necessary drainage improvements and floodplain maintenance; and

WHEREAS, the Property may include tenant-owned improvements, personal property, and other real estate; and

WHEREAS, CDOT has an immediate need for the Property and the inability to work on the Property will likely cause delay to the Wadsworth Capacity Project, Highland to 10th (Project Number STU1211-084/19868)("Project"), resulting in significant monetary harm to CDOT; and

WHEREAS, the Transportation Commission acknowledges that it has reviewed the written report of the Chief Engineer, which included all information and documents required pursuant to Section 43-1-208(1), in relation to the Project and the Property; and

WHEREAS, after reviewing the Chief Engineer's written report regarding the Project and the Property, the Transportation Commission has determined that the proposed changes to State Highway 121 will serve the public interest and convenience of the traveling public and that acquisition of the Property described in the report is necessary and in the public interest; and

WHEREAS, the Transportation Commission also approves the Chief Engineer's estimate of damages set forth in his written report.

NOW THEREFORE BE IT RESOLVED, the Transportation Commission hereby declares that the public interest and convenience will be served by the proposed changes to State Highway 121 by virtue of the Wadsworth Capacity Project, Highland to 10th (Project Number STU1211-084/19868), and authorizes the CDOT staff either to negotiate and tender the Owner of the Amerco Real Estate Company Property the amount of estimated damages pursuant to C.R.S. 38-1-121 and pursuant to the Federal Uniform Relocation and Real Property Acquisition Act, , or CDOT may initiate and conduct condemnation proceedings for the Property. CDOT is authorized to increase or decrease the size of its acquisition based on sound engineering principals and determinations, subject to approval by the Transportation Commission upon conclusion of the acquisition. Further, if a settlement amount, certificate of ascertainment and assessment, or verdict is reached with respect to the amount of just compensation due to the landowner, the final settlement, certificate of ascertainment and assessment, or verdict amount is subject to approval by the Transportation Commission. If acquisition of the Amerco Real Estate Property requires

acquisition of tenant-owned improvements, personal property, or other real estate, the Transportation Commission authorizes CDOT to acquire those items if necessary.

_____ _____

Herman Stockinger, Secretary
Transportation Commission of Colorado

Date

COLORADO
Transportation Commission

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

DATE: October 20, 2016
TO: Transportation Commission
FROM: Mary Frances Nevans / Herman Stockinger
SUBJECT: Adopt changes to the Commission Rules, 2 CCR 601-11.

Purpose
To accept the Hearing Officer's recommendation and adopt the changes to the Rules Governing Practice and Procedures of the Transportation Commission of Colorado ("Commission Rules"), 2 CCR 601-11.

Action
To pass a resolution to adopt the changes to the Rules Governing Practice and Procedures of the Transportation Commission of Colorado ("Commission Rules"), 2 CCR 601-11, based on the Hearing Officer's recommendation from the rule-making hearing conducted on September 12, 2016.

Background
On July 21, 2016, the Transportation Commission, by Resolution No. 16-7-9, authorized a Hearing Officer to conduct a hearing on proposed changes to the Commission Rules. Most of the proposed changes were based on the passage of HB 16-1172, which reestablished the Efficiency and Accountability Committee, clarified its role, and expanded its membership. Other proposed changes included clean-up of the rules, such as clarifying the membership of standing committees and updating the current practice of the Commission.

Details
On September 12, 2016, the Hearing Officer held a rule-making hearing to receive public comment on the proposed rule changes. There was no public comment during the hearing. The Hearing Officer reviewed the entire record of this proceeding, including the 9 exhibits from the September 12, 2016 hearing, and found that the requirements of the State Administrative Procedure Act have been satisfied, that there is sufficient evidence in the record to support the proposed changes to the rules, and that the Commission has the authority to adopt the proposed changes to the Commission Rules.

Key Benefits
The proposed changes in the Commission Rules align with HB 16-1172, clarify the election of officers, make the Commission membership on standing committees consistent, and clarify current practice.

Options and Recommendations
1) Adopt the changes to the Commission Rules (staff recommendation);
2) Defer the decision to adopt the changes to the Commission Rules pending the provision of additional information; or
3) Decline to adopt the changes to the Commission Rules at this time.

Attachments
Resolution
Red-lined copy of the Commission Rules showing proposed changes
Hearing Officer Summary and Recommendation (available online)
Hearing Transcript (available online)
Hearing Exhibits (available online)

Resolution # TC-

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

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

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

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

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

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

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

_____ _____

Herman Stockinger, III Date
Transportation Secretary

DEPARTMENT OF TRANSPORTATION

Transportation Commission

Rules Governing Practice and Procedures of the Transportation Commission of Colorado

2 CCR 601-11

(Final Copy of Proposed Changes- All Changes Shown in Redline)

Statement of Basis, Purpose, and Statutory Authority

The purpose of these rules is to set forth provisions governing the Transportation Commission's actions, administrative practices, and transaction of business. In 2014, ~~T~~the rules ~~are being~~were updated to make one substantive change to rule 2.06 (changing the annual election of officers from the August regular meeting to July) and to otherwise make numbering and other non-substantive changes. In 2016, the rules were updated to change the name of the Disadvantaged Business Enterprises ("DBE") Committee to Small Business and Diversity ("SBD") Committee, to clarify the timeline of the election of Commission officers, to clarify the role and expand the membership of the Efficiency and Accountability Committee pursuant to House Bill 16-1172, and to make other minor clarifying revisions. The authority under which the Transportation Commission of Colorado shall establish these rules is set forth in § 43-1-106(6) and § 43-1-106(8)(k), C.R.S.

1.00 Definitions

1.01 "Ad Hoc Committee" shall mean a committee created by the Commission for the purpose of addressing a specific need of a non-continuous nature.

1.02 "Bridge Enterprise Board of Directors" shall mean a type 1 board as defined in § 24-1-105, C.R.S., and shall be comprised of the members of the Transportation Commission of Colorado pursuant to § 43-4-805(2) C.R.S.

1.03 "Commission" shall mean the Transportation Commission of Colorado.

1.04 "Department" shall mean the Colorado Department of Transportation.

1.05 "Executive Director" shall mean the Executive Director of the Colorado Department of Transportation.

1.06 "Headquarters" shall mean ~~4201 East Arkansas Avenue, Denver, Colorado 80222~~the Colorado Department of Transportation's headquarters building, the address for which is provided on the Colorado Department of Transportation's website.

1.07 "HPTE Board" shall mean the Board of Directors of the High Performance Transportation Enterprise pursuant to § 43-4-806(2)(a), C.R.S., which shall be a type 1 board as defined in § 24-1-105, C.R.S., and shall include three members of the Transportation Commission appointed by resolution of the Commission.

1.08 "Meeting" shall mean any kind of gathering convened to discuss public business, in person, by telephone, electronically, or by other means of communication pursuant to § 24-6-402(1)(b), C.R.S.

1.09 "Secretary" shall mean the Secretary of the Transportation Commission of Colorado.

1.10 "Standing Committee" shall mean a committee created by the Commission to address a general need of a continuous nature.

1.11 "State" shall mean the State of Colorado.

2.00 Commission Members – Elections – Appointments - Successions

2.01 The Commission consists of eleven members, appointed by the Governor with the consent of the Senate for terms of four years. Each Commissioner shall reside in the district the Commissioner represents.

2.02 All members of the Commission shall take an oath of office prescribed by the constitution of the state for state officers and the oath shall be filed by the Secretary in the Office of the Secretary of State.

2.0.3 The members of the Commission and their successors shall constitute a body corporate to be known as the "Transportation Commission of Colorado"; shall have the power to adopt and use a common seal and to change and alter such seal at will; and shall have and exercise all powers necessarily incident to a body corporate.

2.04 All members of the Commission shall also serve as members of the Bridge Enterprise Board of Directors.

2.05 Three members of the Commission shall be appointed by Commission ratifying resolution to serve on the Board of Directors of the High Performance Transportation Enterprise.

2.06 Annual election of officers shall be the ~~first~~ last order of business at the Commission's regular ~~July~~ June meeting. The elected officers' terms shall begin on July 1, and expire on June 30 of the following year.

2.07 The Commission shall elect a Chairman, Vice Chairman and Secretary to serve for one year or until successors are elected.

2.08 The Chairman shall preside at all regular meetings of the Commission. The Chairman shall be a member of the Commission.

2.09 The Vice Chairman, in the absence or disability of the Chairman shall perform the duties of the Chairman. The Vice Chairman shall be a member of the Commission.

2.10 In the absence or disability of the Chairman or Vice Chairman, the Commission shall elect from its members present a Chairman pro tempore who shall perform the duties of the Chairman for that meeting.

2.11 The Secretary shall assist the Chairman in conducting the meetings of the Commission and shall keep the books and records of the Commission. The Secretary shall be a member of the Department staff.

3.00 Committees of the Commission

3.01 The Commission may create Standing Committees by full consent of the Commission as it deems necessary. ~~As part of the annual election of officers, m~~Members shall be appointed by the

Chairman, with the consent of the full Commission, to all existing Standing Committees.; mMembers so appointed shall begin serving by the July regular meeting on the respective Committees and serve for one year or until their successors are appointed. The Commission shall ratify the appointments of members to Standing Committees by resolution. The Commission has created the following Standing Committees:

3.01.1 The Audit Review Committee ("ARC"), which shall be comprised of at least three but no more than five members of the Commission who shall meet periodically with executive management and the Audit Director to review audits, reports and activities of the internal Audit Division. Any Commissioner may refer an audit or a report to the full Commission for consideration.

3.01.2 The Small Business and Diversity (“SBD”) Disadvantaged Business Enterprises ("DBE") Committee, which shall be comprised of at least four three but no more than five members of the Commission who shall meet periodically with executive management and the DBE Director of the Civil Rights and Business Resource Center program administrator to review the DBE civil rights and small business programs.

3.01.3 The Safety Committee, which shall be comprised of at least four but no more than five members of the Commission who shall meet periodically with executive management to review the safety program.

3.01.34 The Transit and Intermodal Committee ("T&I Committee"), which shall be comprised of at least four three but no more than five members of the Commission who shall meet periodically with executive management and the Division of Transit and Rail Director to review transit and rail policies and practices.

3.023.01.5 The Efficiency and Accountability Committee, which is reestablished pursuant to § 43-1-106(17)(a), C.R.S., which shall seek ways to maximize the efficiency and accountability of the Department and the Transportation Commission to allow increased investment in the transportation system over the short, medium, and long term, in compliance with § 43-1-106(17)(a), C.R.S.

A. Membership shall include, from the Executive Branch of the state government:

1. One member of the Commission designated by the Commission;

2. One member of the Office of the Executive Director designated by the Executive Director;

3. One member from each of the divisions of the Department created in section§ 43-1-104(1) C.R.S., designated by the Executive Director after consultation with the directors of each division; and

4. Any other employees of the Department the Executive Director may designate.

B. Membership shall include, from the Legislative Branch of the state government:

1. Two members of the House of Representatives, one appointed from the majority party by the speaker of the House of Representatives and one appointed from the minority party by the minority leader of the House of Representatives, pursuant to § 43-1-106(17); and

2. Two members of the Senate, one appointed from the majority party by the president of the Senate and one appointed from the minority party by the senate minority leader, pursuant to § 43-1-106(17).

~~B.~~C. Membership shall include, from outside state government, representatives of:

1. The construction Industry;

2. The engineering industry;

3. The environmental community;

4. Transportation planning organizations;

5. Public transportation providers; ~~and~~

6. Counties;

7. Municipalities;

8. Nonpartisan good governance organizations;

9. Any other industries or groups that the Commission determines should be represented on the committee; and~~.~~

10. Any individuals or representatives of informally constituted groups of individuals that the Commission determines should be represented on the Committee.

D~~C~~. The Efficiency and Accountability Committee shall periodically report to the Commission and the Executive Director regarding means by which the Commission and the Department may execute their duties more efficiently. The Executive Director or the Director's designee shall report at least once per calendar year to either the committees of the House of Representatives and the Senate that have jurisdiction over transportation or the Transportation Legislation Review Committee regarding their activities and recommendations and any actions taken by the Commission or Department to implement recommendations of the committee.

E. A member of the Efficiency and Accountability Committee who has a personal or private interest that could reasonably be expected to be affected if the Commission or the Department implements a proposed Committee recommendation shall disclose the interest to the Committee and shall abstain from any Committee vote to adopt or reject the recommendation.

3.03~~2~~ The Chairman, with the consent of a majority of the Commission members, may appoint Ad Hoc Committees as deemed necessary to provide for the efficient conduct of the Commission's business; such committees shall serve at the pleasure of the Chairman.

4.00 Commission Attendance and Notice to Commission of Scheduled Meetings

4.01 Each Commissioner is encouraged to attend the following:

4.01.1 All meetings and hearings of the Commission.

4.01.2 All meetings or gatherings of private groups or associations at which Commission representation is requested.

4.01.3 All organized official field trips of the Commission.

4.01.4 All meetings of the Department and private companies, groups or governmental entities which the Commissioner attends at the request of the Chairman or the Executive Director.

4.01.5 All Commission meetings with Legislators, the Joint Budget Committee, the House Transportation and Energy Committee, and the Senate Transportation Committee.

4.01.6 All meetings of any standing or Ad Hoc Committee to which a Commissioner is appointed.

4.01.7 All meetings a Commissioner is assigned to attend as a representative of the Commission.

4.02 All absences of Commissioners at a meeting or hearing of the Commission shall be noted by the Secretary in the minutes of any meeting or hearing of the Commission. Commissioners are encouraged to notify the Secretary or Chairman in advance of any meeting or hearing if they will be unable to attend or if they will be absent from a portion of the meeting or hearing.

4.03 If a Commissioner does not answer roll call at the beginning of the meeting, that Commissioner shall be deemed absent unless excused by the Chairman or his or her subsequent arrival is noted in the minutes.

4.04 Except under special or emergency circumstances, the Secretary will provide to the Commission copies of material pertaining to items that require action within seven days of the meeting.

4.05 Special meetings may be called by the Governor, the Executive Director, the Chairman or a majority of the members of the Commission. The Secretary shall provide notice of any special meeting to the Commission by mail or electronic mail no less than three days prior to the date of any special meeting. However, in case of emergency, a 24-hour notice shall be given by telephone or electronic mail. *See* § 43-1-106(6) C.R.S.

5.00 Schedule of Meetings – Meeting Location

5.01 Except as provided in this section, regular meetings of the Commission shall be held on the third Thursday of each month and no less than eight times a year.

5.02 A schedule of regular meetings of the Commission shall be established and adopted each ~~December~~ July for ~~the upcoming~~ such fiscal year. ~~By Commission action any such scheduled meeting may be canceled or rescheduled.~~

5.03 The Chairman of the Commission may propose postponement or advancement of the time and date of any regular meeting for Commission action and the Chairman may remove items from the agenda or rearrange the order of the agenda items.

5.04 The Commission meetings shall be held at Headquarters or at other locations throughout the state. The Commission will consider holding ~~one-third~~ at least two of its meetings per 12-month period outside the Denver area to enable persons throughout the state to attend its meetings and express their opinions to the Commission.

6.00 Public Notice of Meetings

6.01 Public Notice of Commission meetings will be given as provided for in the Colorado Sunshine Act of 1972 (§ 24-6-401, *et seq.* C.R.S.).

6.02 All meetings of two or more members of the Commission at which public business is discussed or at which any formal action may be taken are declared to be public meetings and shall be open to the public at all times, excluding the convening of an executive session pursuant to Rule 7.09~~8~~. *See* 24-6-402(2)(a), C.R.S.

6.03 Any meetings at which the adoption of any proposed policy, position resolution, rule, regulation, or formal action occurs or at which a majority or quorum of the Commission is in attendance, or is expected to be in attendance, shall be held only after full and timely notice to the public. *See* § 24-6-402(2)(c), C.R.S.

6.04 The Commission shall be deemed to have given full and timely notice if the notice of the meeting is posted in the lobby of CDOT Headquarters and on CDOT's website, no less than twenty-four hours prior to the holding of the meeting.

6.05 In addition to the provisions of 6.04 of this rule, public notice of the regular meeting date and proposed agenda shall be posted by the Secretary in the lobby of the Headquarters and on CDOT's website at least five days prior to the meeting, or as soon as practicable.

7.00 Conduct of Meetings – Matters Coming Before the Commission

7.01 In any lawsuit or proceedings, all meetings of the Commission shall be presumed to have been duly called and regularly held.

7.02 Except for matters to be considered by the Commission in Executive Session pursuant to § 24-6-402(3)(a) or § 24-6-402(3)(b), C.R.S. ,all meetings of the Commission shall be open to the public and shall be conducted by the Chairman generally under Robert's Rules of Order, but may proceed on an informal basis.

7.03 A quorum of the Commission shall be six members. If a quorum of the Commission is present, a majority vote of the members present shall be required to carry any motion, order, regulation or other action of the Commission.

7.04 All formal action of the Commission shall be by resolution adopted at a regular or special meeting of the Commission as required by statute.

7.05 All resolutions originated by Department staff which require a legal determination must be approved as to legality and form by the Office of the Attorney General or its designee before being accepted as an action item on a Commission meeting agenda.

7.06 Persons or groups wishing to make a presentation at a Commission meeting or hearing may make a request to be placed on the agenda by contacting the Secretary in writing at CDOT Headquarters~~4201 East Arkansas Avenue, Room 270, Denver, Colorado 80222~~ at least 17 days prior to the meeting. The public is encouraged to participate at these meetings.

7.07 The Secretary will furnish sign-in sheets for public comment at all meetings of the Commission. They will be available at the door of the meeting room.

7.08~~7~~ Items which are not included or identified as action items in the public notice of the Commission meeting agenda may, nonetheless, be considered by the Commission for action at the noticed meeting on an emergency basis, provided that the items must be approved for action by either the Chairman or a majority of the Commissioners and that the Secretary must post public notice of such additional action items in accordance with the provisions of Section 6.00 of this rule.

7.0~~8~~9 Upon the announcement by the Commission to the public of the topic for discussion and after providing as much detail as possible without compromising the purpose for which the executive session is authorized, and by the affirmative vote of two-thirds of its members, the Commission may hold an Executive Session at a regular or special meeting for the sole purpose of considering any of the matters described in § 24-6-402(3)(a) or § 24-6-402(3)(b), C.R.S.. No adoption of any proposed policy, position, resolution, rule, regulations, or formal action, except the review, approval, and amendment of the minutes of an executive session shall occur at any executive session that is not open to the public.

8.00 Records - Minutes

8.01 All meetings of the Commission shall be electronically recorded. ~~The audio files shall be kept permanently by the Secretary.~~

8.02 The Secretary shall make and maintain minutes of all Commission meetings. Minutes shall be written in the order in which the issues were considered at the meeting, shall be prepared promptly, and shall be open to public inspection. Minutes of each meeting shall state, by name, the Commissioners that are either present or absent and all Department executive management that are present.

8.03 Minutes shall include all matters considered and action taken, if any, but need not be a verbatim transcript. The minutes shall reflect the number of yea and nay votes on each action item and shall state by name the Commissioners voting yea or nay, if there is a division of the vote.

8.04 Minutes of any meeting shall be approved, rejected or modified at the next regular meeting. After approval or modification, minutes shall be signed by the Secretary and made a part of the Commission's records. A copy of the signed minutes of any Commission meeting shall be available to the public upon request.

8.05 The minutes and records of the Commission, books of account, and the seal of the Commission shall be kept in the office of the Secretary and shall be open to public inspection.

~~8.06 The Secretary will furnish sign-in sheets for all meetings of the Commission. They will be available at the door of the meeting room.~~

8.06 The Commission shall retain records in keeping with the requirements of § 24-80-101, *et seq.*, C.R.S.; however, with regard to the electronic recording of executive sessions, the records shall be kept for ninety days pursuant to § 24-6-402(2)(d.5)(I)(E), C.R.S. The audio files shall be kept permanently by the Secretary.

9.00 Compensation – Reimbursement of Expenditures

9.01 Pursuant to § 43-1-106 (6), C.R.S., each member of the Commission shall receive seventy-five dollars per day for each regular or special meeting of the Commission actually attended and shall be reimbursed for his or her necessary expenses incurred in the discharge of such member's official duties and in accordance with Fiscal Rules and Commission policy.

9.02 Mileage rates for necessary travel shall be computed in accordance with § 24-9-104, C.R.S., as amended.

10.00 Standards of Conduct – Conflicts of Interest – Disclosure

10.01 A conflict of interest occurs whenever a Commissioner has privileged information or a financial interest which may influence or be reasonably perceived by the public as influencing the conduct of the Commissioner.

10.02 A Commissioner holds a position of public trust and has a fiduciary duty to carry out his or her duties for the benefit of the people of the state in a manner consistent with the applicable standards of conduct of § 24-18-101 through § 24-18-206, C.R.S. Each Commissioner shall comply with such standards, as follows:

10.02.1 A Commissioner shall not perform an official act which may have a direct economic benefit on a business or other undertaking in which he has a direct or substantial financial interest.

10.02.2 "Financial interest" means a substantial interest held by an individual which is:

(1) An ownership interest in a business;

(2) A creditor interest in an insolvent business;

(3) An employment or a prospective employment for which negotiations have begun;

(4) An ownership interest in real or personal property;

(5) A loan or any other debtor interest; or

(6) A directorship or officership in a business.

10.03 However, a Commissioner may, prior to acting in a manner described above which may impinge on his or her fiduciary duty and the public trust, disclose the nature of his or her private interest in writing to the secretary of state, listing the amount of his financial interest, if any, the purpose and duration of his or her services rendered, if any, and the compensation received for the services or such other information as is necessary to describe his or her interest. If he or she then performs the official act involved, he or she shall state for the record the fact and summary nature of the interest disclosed at the time of performing the act. Such disclosure shall constitute an affirmative defense to any civil or criminal action or any other sanction.

11.00 Adoption of Rules and Regulations

11.01 All rulemaking proceedings authorized by law to be conducted by the Commission, or by a designee on behalf of the Commission, shall be conducted in accordance with the State Administrative Procedure Act ("APA"),§ 24-4-101 *et seq.*, C.R.S.~~.~~

12.00 Commission Adjudicatory Hearings

12.01 Adjudicatory hearings, including petitions for Declaratory Orders pursuant to § 24-4-105(11), C.R.S., may be conducted by the Commission on any issues within the Commission's jurisdiction or the hearing may be delegated by the Commission either to an Administrative Law Judge, in the Division of Administrative Hearings, Department of Administration, or to the Department of Transportation's Executive Director to act as the Hearing Officer. Hearings shall be conducted in accordance with the State Administrative Procedure Act ("APA") § 24-4-101, *et seq.* C.R.S., unless the Commission's or the Department of Transportation's enabling legislation provides otherwise.

12.02 In cases where the Department conducts adjudicatory hearings, either through the Executive Director or his designee, which may be but shall not be limited to the Chief Engineer or an Administrative Law Judge. The Executive Director, or his or her designee, shall file a written report with the Commission for review setting forth the evidence and the findings and the application of the findings to statutes and rules. Upon review, the Commission may then sustain findings or make new findings based upon the record.

Bridge Enterprise
Oct. 20, 2016
Meeting Schedule & Agenda
4201 East Arkansas Avenue
Denver, Colorado 80222

Gary M. Reiff, Chairman
Englewood, District 3

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

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

THE CHAIRMAN MAY ALTER THE ITEM SEQUENCE OR TIMES

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

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

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

BRIDGE ENTERPRISE BOARD OF DIRECTORS

10:55 a.m. 1. Call to Order and Roll Call

2. Audience Participation
   - Subject Limit: 10 minutes; Time Limit: 3 minutes

3. Act on Consent Agenda

   a) Resolution to Approve Regular Minutes from Sept. 15, 2016 (Herman Stockinger)

5. Adjournment

Bridge Enterprise Board
Regular Meeting Minutes
Sept. 15, 2016

Chairman Gary Reiff convened the meeting at 10:55 a.m. at CDOT Headquarters

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

EXCUSED: Heather Barry, District 4

VACANT: District 9

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

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

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

<u>Audience Participation</u>

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

Act on Consent Agenda

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

Resolution #BE-16-8-1

Approval of Regular Meeting Minutes for Aug. 18, 2016.

Adjournment

Chairman Reiff asked if there were any more matters to come before the Bridge Enterprise Board of Directors. Hearing none, Chairman Reiff announced the adjournment of the meeting at 11:00 a.m.

COLORADO
Department of Transportation
Division of Accounting and Finance

4201 East Arkansas Avenue, Room 262
Denver, CO 80222

DATE: OCTOBER 20, 2016
TO: TRANSPORTATION COMMISSION
FROM: MARIA SOBOTA, CHIEF FINANCIAL OFFICER
JOSH LAIPPLY, CHIEF ENGINEER
SUBJECT: FUND 400 CASH BALANCE - INFORMATIONAL MEMORANDUM

Purpose

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

Action

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

Background

The total cash balance (all Fund Numbers) at the end of September, 2016 was $670,221,830. This includes Fund 400 (Capital Construction) with an amount of $415,650,223; $214,292,829 in Fund 538 (Bridge Enterprise); and $40,278,779 in all other fund accounts (High Performance Transportation Enterprise (HPTE), Division of Aeronautics, and the State Infrastructure Bank (SIB).

Table 1 – Fund 400 Cash Balance Forecast

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

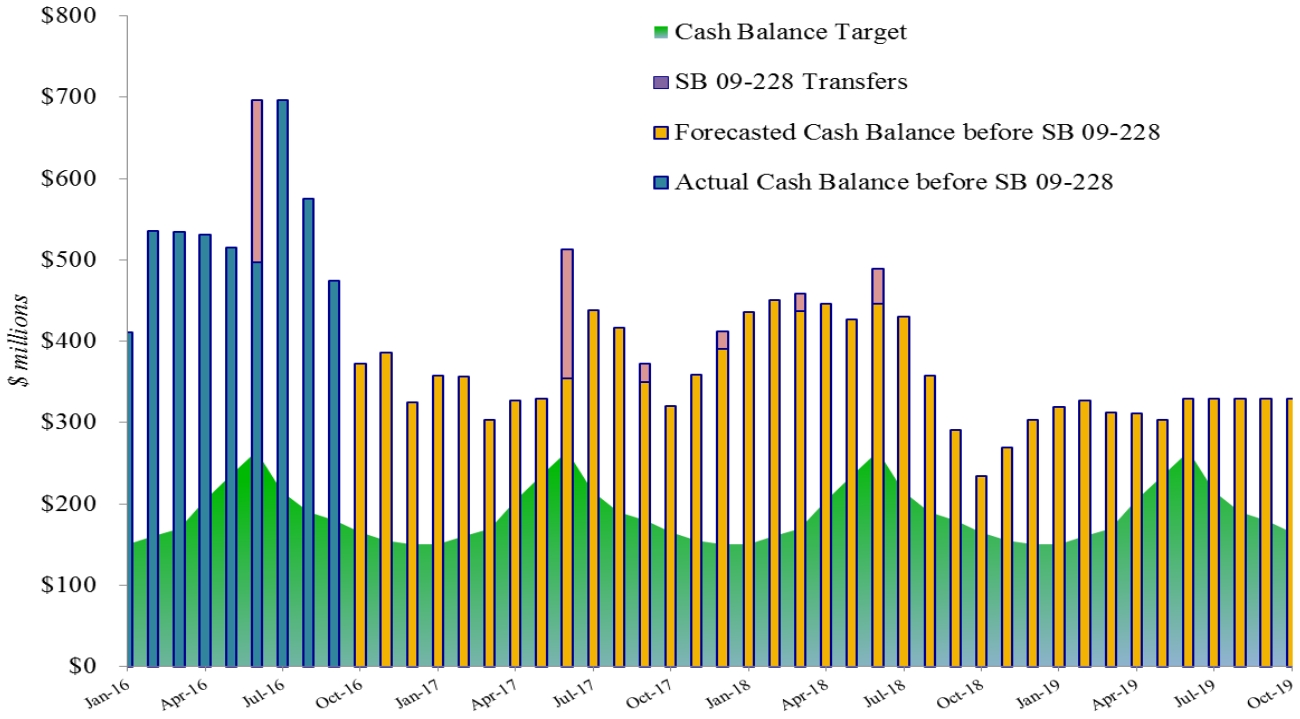


Table 2 – SB 09-228 Revenue Forecasts

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

FY 2016-17 1st Quarter Major Events

September 2016

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

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

Next Steps

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

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

DATE: October 20, 2016
TO: Transportation Commission
FROM: Debra Perkins-Smith, Director, Division of Transportation Development
SUBJECT: Road Usage Charge

Purpose
This memo is intended to update Transportation Commission members on recent activities related to CDOT's Road Usage Charge (RUC) Pilot Program.

Action
Informational Item.

Background
The Colorado RUC Pilot Program will take 100 participants recruited from around the state through the full arc of RUC activities during a four-month operational pilot. Participants will create an account and register vehicle(s) with an account manager, select a mileage reporting option (GPS-enabled, Non-GPS-enabled, and Odometer Reading), install a mileage reporting device (if applicable to the reporting option chosen), report mileage on a periodic basis, receive/review invoices, and submit mock payments. At the conclusion of the pilot, the research team will prepare a final report that provides a summary of the pilot, lessons learned, and recommendations for future pilots and implementation.

The primary project goals include: 1) Demonstrate an operational pilot; 2) Identify and evaluate issues; 3) Test the feasibility of various mileage reporting options; and 4) Solicit feedback and ideas.

Details
Staff provided an overview of the RUC Pilot at the July Transportation Commission meeting. Since July, staff has been working with the project team, as well as the Technical Advisory Committee and Executive Steering Committee, on a number of key activities. These include: the baseline survey, recruitment strategy, RUC website, and the per-mile rate. A detailed summary of each of these activities is provided below.

Baseline Survey Results: In August of 2016, the project team conducted a statewide, demographically representative, online baseline survey. For a representative sample of Colorado, quotas were established for each of the five CDOT Regions. The survey included 500 residents. Key findings from the baseline survey include:

- Almost two-thirds of the respondents (61%) did not know they were paying 41 cents per gallon in gas tax (combined state and federal).
- Many do not understand how current state and federal gas taxes are used to fund transportation. In fact, over half of respondents (62%) were unaware of Colorado's $800 million annual funding gap for transportation.
- Many do not know what is involved to fund transportation, but they DO know they want better roads. The top-ranked transportation priority for respondents was maintaining existing roads, highways, and bridges.
- Over half of respondents (54%) believed that one of the biggest drawbacks RUC is that it would penalize people in rural areas. The next largest concern was that it would not properly track those who cross state lines frequently (32%).
- Nearly three quarters of respondents (71%) reported feeling very concerned or moderately concerned over the privacy and security of their data in a potential road usage charge program.

For detailed survey results, please see Attachment A. The findings and information from this survey were used to develop the content and educational focus for the RUC website. It is also useful in identifying the issues or questions that the public would have regarding this type of funding mechanism.

***Recruitment Strategy*:** The project team, with input from the Steering and Advisory Committees, has developed a strategy for the recruitment of volunteers for the pilot program. The recruitment strategy will seek to achieve the following diversity in participation:

- Geographic: diversity across multiple regions to establish some balance between urban and rural participants, show RUC feasibility regardless of where participants live, and examine the effects of Colorado's unique mountainous geography on factors such as data communications connectivity.
- Vehicle: diversity across multiple vehicle types, with emphasis on fuel economy, to demonstrate the equity of RUC relative to fuel taxes.
- Socioeconomic: diversity across multiple socioeconomic categories (ethnicity, gender, income level, education, age, etc.) to demonstrate RUC understanding and equity across multiple socioeconomic categories.

Volunteers will be recruited for both the internal soft launch and the operational pilot.

- The soft launch will include 15 participants from CDOT staff (five participants for each of the three mileage reporting options) who will participate in the soft launch for two weeks. It is recommended the CDOT participants provide geographic and vehicle diversity similar to what will be experienced in the operational pilot. For geographic diversification, the pilot team will recruit at least one participant from CDOT headquarters and from each regional office.
- The operational pilot will include 100 participants from around the state, with a maximum of 115 registered vehicles. Recruitment will focus on targeted stakeholder participants and participants from the general public. These participants will be selected to meet the geographic and vehicle type/fuel economy targets. The proposed mix between stakeholder participants and the general public is currently 70 targeted stakeholders and 30 participants from the general public.

RUC Website: The Colorado RUC Pilot Program website is scheduled to be released in early October. The website includes information on transportation funding, RUC or pay-per-mile concepts, an overview of the Colorado RUC Pilot Program, information on how to get involved, and frequently asked questions. In addition to the website, the project team developed a Colorado RUC Pilot Program Fact Sheet (Attachment B) with input from the Steering and Advisory Committees. The Fact Sheet is also available on the Colorado RUC Pilot Program website.

Per-Mile Rate: CDOT is in the process of developing the RUC Per-Mile Rate that will be used in the internal soft launch and operational pilot. Staff will provide future updates to the Transportation Commission including information on the assumptions and methodology for the per-mile rate. If a RUC program is implemented in the future, the actual rate would be set by the State Legislature.

Next Steps

- November 2016 – Internal soft launch
- December 2016 – April 2017 – operational pilot
- July 2017 - Final report and briefing

Attachments

- Attachment A: Baseline Survey Summary Report
- Attachment B: Colorado Road Usage Charge Fact Sheet

COLORADO STATEWIDE SURVEY BASELINE RUC AWARENESS 2016

Executive Summary and Results

Prepared for

Colorado Department of Transportation

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OVERALL FINDINGS & RECOMMENDATIONS

2016 Statewide Online Survey

Overall Findings and Recommendations

Overall Finding #1

Recommendations

1. **What's the transportation funding truth?** Most people have no idea what transportation costs or what funds transportation improvements. Consider leveraging information and messaging from RUC West to tell the transportation funding facts.
2. **Tell the gas tax story** so that it's perfectly clear what people are paying now, who currently pays the most in gas tax, and that drivers are using fuel and paying the tax even when their vehicle is sitting still.
   - Demonstrate the "Two Price Tags" story – breaking out fuel price and the tax people currently pay.
   - Use clear methods to educate. Nowhere besides the gas tax is there a tax or a fee that you don't see itemized on the bottom of your receipt.
   - Each misunderstanding provides an opportunity to demonstrate the benefits to potential participants.
3. **Demonstrate how road usage charging works**
   - Be clear about how it works.
   - Compare the gas tax story to road usage charging in a way that demonstrates the value of one over the other.

2016 Statewide Online Survey

Overall Findings and Recommendations

Overall Finding #2

Recommendations

1. **Create a fact-based campaign to address misconceptions:**
   - Focus on messages of "fairness," and demonstrate the current "unfairness" for those with less fuel-efficient vehicles.
   - Use messages to convey the increased "fairness" of road usage charging compared to gas taxes, and other funding alternatives.
   - Develop a "Did You Know" facts-based campaign that highlights how RUC is a system where all drivers, including those with more fuel-efficient vehicles, pay their fair share of the transportation costs.
   - Use testimonials to reach people – friend to friend, face to face, and Colorado residents.
   - Conduct grassroots outreach for two-way conversations.
2. **Back your claims with facts, data, and testimonials.**

2016 Statewide Online Survey

Overall Findings and Recommendations

Overall Finding #3

Recommendations

1. **Highlight the benefits and features of road usage charging**
   - Communicate how CDOT will protect participant privacy and reassure participants that privacy is a top priority of the program.
   - Leverage partners/vendors' advertising voice to not only build trust but to communicate the advantages/features of road usage charging.
   - A road usage charging program is a more fair way to fund transportation.
   - Monitor your vehicle and fuel use, and be self aware like with a Fitbit or Map My Ride.

2. **Define "What's in it for them."**
   - Good roads, saving money, doing the right thing, fairness for everyone, being a first responder, monitor/change driving habits, knowing what you're paying, and other added vendor benefits.

2016 Statewide Online Survey

Overall Findings and Recommendations

Overall Finding #4

Recommendations

1. **Begin to shape the trends from the states. Share data, as well as actuals on:**
   - Rural research
   - Privacy
   - Fairness
2. **Compare the states with available pilot research results.**
   - Draw conclusions
3. **Ignite a national discussion and education campaign on transportation funding.**

*Compared to Oregon and California baseline survey data with similar questions.

EXECUTIVE SUMMARY

2016 Statewide Online Survey

Executive Summary: Methodology

Purpose and Methodology

As part of the Colorado Road Usage Charge Pilot Program, we conducted a statewide, demographically representative baseline online survey in August 2016. The survey goals included measuring:

- **Awareness** of current road usage charge or pay per mile concepts, road usage charging advantages, and how road usage charging works.
- **Acceptance** (for/against) of a Road Usage Charge Program in Colorado replacing the gas tax in the future, likelihood to volunteer, likelihood to support a road usage charge program, and perceptions of fairness.
- **Favorability** of opinions about road usage charging messages.

Research Design: In August, PRR, Inc. conducted an online survey of 500 residents in Colorado using Precision Sampling© panelists. The survey took an average of 8-10 minutes to complete. The sample size is sufficient to assess opinions of the general population, and allows a review by multiple subgroups including age, gender, and other demographics.

In gathering responses, a variety of quality control measures were employed, including questionnaire pre-testing and validations. For a representative sample of Colorado, quotas were established for each of the five transportation regions. In the report, results may add up to 99% or 101% due to rounding.

Statement of Limitations: Any sampling of opinions or attitudes is subject to a margin of error. The margin of error is a standard statistical calculation that represents differences between the sample and total population at a confidence interval, or probability, calculated to be 95%. This means that there is a 95% probability that the sample taken for this study would fall within the stated margins of error if compared with the results achieved from surveying the entire population. For a sample size of 500, the margin of error for each question is +/- 4.38% at the 95% confidence level.

When questions were similar enough, data from this baseline survey were also compared to baseline results from road usage charge awareness surveys in Oregon and California.

2016 Statewide Online Survey

Executive Summary: Summary of Findings

There is limited understanding of how transportation is funded.

- Almost two-thirds of the respondents (61%) did not know they were paying 41 cents per gallon in gas tax (combined state and federal). Nearly one in two (45%) thought this amount was more than what they were paying, few (6%) thought it was less, and one in ten (10%) were unaware that they were paying a gas tax at all.
- Respondents were not particularly supportive of any alternative funding options. However, they were most supportive of tolls on specific highways and bridges where improvements are being made (32%), implementing a sales tax (17%), or increasing the vehicle registration fee (13%).
- The top-ranked transportation priority for respondents was maintaining existing roads, highways, and bridges.
- Over half of respondents (64%) were aware that transportation in Colorado is underfunded.
- Awareness was low about Colorado's transportation funding gap (62% unaware), crash fatality rate (38%), and trip reliability and congestion ranking (32%).

There is limited familiarity with road usage charging.

- Three in four (74%) were somewhat familiar or not at all familiar with the concept of a road usage charge. A similar number (71%) had not heard of road usage charge programs in other states.

There is *some* support for road usage charging being a fair funding option.

- Less than half of the respondents (40%) somewhat to strongly agreed that a mileage-based system for transportation funding is fair.
- A similar number (43%) were neutral to strongly supportive of implementing a road usage charge in Colorado. When asked at the end of the survey, there is increased support of road usage charging with 58% of respondents indicating neutral to supportive.

The main concern regarding a road usage charge is unfairness for rural drivers, but respondents are also aware of drawbacks to the gas tax.

- Over half of respondents (54%) believed that one of the biggest drawbacks to road usage charging is that it would penalize people in rural areas. The next largest concern was that it would not properly track those who cross state lines frequently (32%).
- For the gas tax, the most commonly chosen drawbacks were increased gas prices (42%), unfairness to lower-income residents (38%), and unfairness to those who can't afford more fuel-efficient vehicles (37%).

Data security is a common concern.

- Nearly three quarters of respondents (71%) reported feeling very concerned or moderately concerned over the privacy and security of their data in a potential road usage charge program.

2016 Colorado Statewide Online Survey

Executive Summary: Summary of Findings

Fairness-related messages resonated the most with respondents.

- Nearly half of respondents (46%) were convinced by the message that the gas tax is unfair to people who have less fuel-efficient vehicles.
- The next most convincing messages had to do with the unfairness of flat fees (42%) and fuel-efficient vehicles putting just as much wear on the roads as other cars (42%).

Respondents were interested in several Account Manager features.

- Among the services that respondents found most interesting were: being able to review detailed information about their vehicle if the check engine light comes on (53%), receiving alerts if their vehicle moves without their permission (48%), and the ability to monitor fuel usage costs relative to the their driving habits (46%).
- The least interesting services were: earning badges for good driving behavior and the ability to compete with friends and family (41% not at all interested), viewing detailed trip logs to remember where they've been (39%), and using a smart phone app to find their car (32%).

Few are likely to volunteer for a road usage charge program in Colorado.

- Only about one in ten (11%) said they would volunteer for a pilot program, though a quarter (24%) expressed interest in receiving news and updates about the program.

Several features of road usage charge programs were appealing to respondents, as were certain potential incentives.

- The most appealing feature of a road usage charge program was that personal information would be kept secure and private (59%), followed by receiving credits for the gas tax to offset the road usage charge (48%).
- The most popular incentive was the waiving of the vehicle registration fee for one year (68% said they would be likely to try a RUC program if offered). A gift card for $30 of gas at sign-up (51%) and $25 for participating for three months (43%) were also attractive to substantial portions of respondents.

Facebook is the dominant social media platform.

- More than four in five respondents (85%) reported that they use Facebook, followed by Twitter (35%), Instagram (32%), and Snapchat (20%).
- About one in ten (11%) reported that they did not use social media.

Overall, there are NO significant regional differences among Colorado's five transportation regions.

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DETAILED SURVEY RESULTS

2016 Statewide Online Survey

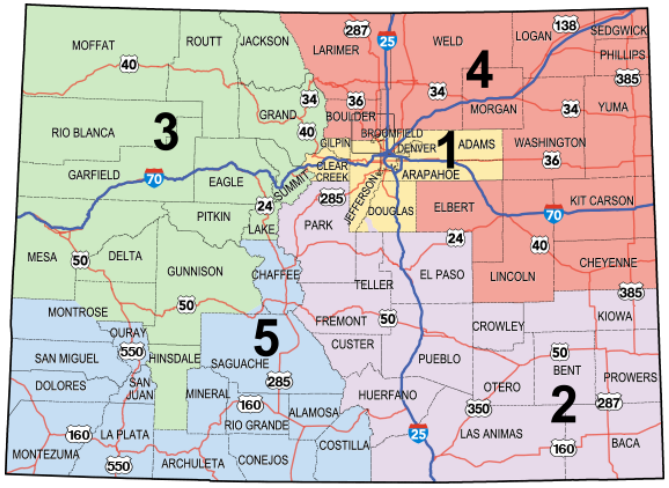
Demographic profile of survey respondents

Age

18 to 24 – 10%
25 to 34 – 31%
35 to 54 – 35%
55 to 64 – 14%
65 and over – 10%

Gender

Male - 35%
Female - 65%



Income

Below $25,000 – 16%
$25,000 to $50,000– 27%
$50,000 to $75,000 – 25%
$75,000 to $100,000 – 13%
$100,000 to $150,000 – 13%
$150,000 and over – 4%

Race

Black/African American – 4%
White/Caucasian – 81%
American Indian or Alaska Native – 1%
Asian/Pacific Islander –3%
Hispanic/Latino – 8%
Other race or combination – 2%

Region

Region 1 – 51%
Region 2 – 24%
Region 3 – 7%
Region 4 – 15%
Region 5 – 3%

2016 Statewide Online Survey

Vehicle characteristics and driving behaviors of survey respondents

Own or lease Vehicle – 88%

Hybrid/Electric Vehicle – 10%

Days a Week on Colorado Highways/Freeways (drivers only)

- 1 day – 2%
- 2 days – 6%
- 3 days – 10%
- 4 days – 11%
- 5 or more days – 72%

Typical Miles per Day (drivers only)

- Less than 5 – 5%
- 5 to 10 miles – 21%
- 11 to 15 miles – 21%
- 16 to 25 miles – 25%
- 26 to 50 miles – 21%
- Over 50 miles – 7%

Average Mileage of Most Used Vehicle

- Under 20 mpg – 15%
- 20 to 27 mpg – 43%
- 28 to 35 mpg – 26%
- 35 or more mpg – 7%
- Don't know – 4%
- Do not drive – 5%

Percentage of Miles in Colorado (drivers only)

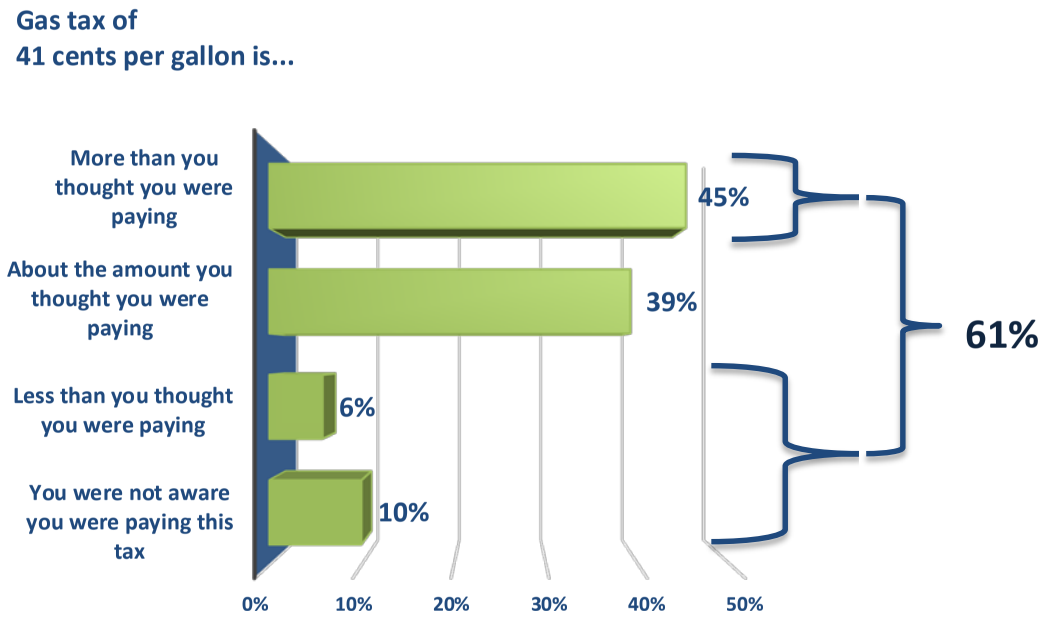
- 100% – 91%
- 76% to 99% – 8%
- 50 to 75% – 1%
- 25 to 49% – 0%
- Less than 25% – 1%

2016 Statewide Online Survey

There is limited understanding of how transportation is funded.

Participants read a short explanation of the current state and federal gas tax currently paid in Colorado and were then asked if they had previously thought they were paying more, less, or about the same amount. Respondents were also asked to choose their most preferred alternative method for funding transportation improvements.

- Almost two-thirds of the respondents (61%) did not know they were paying 41 cents per gallon in gas tax (combined state and federal). Nearly one in two (45%) thought this amount was more than what they were paying, very few (6%) thought it was less, and one in ten (10%) were unaware that they were paying a state gas tax.
- Respondents were not particularly supportive of any alternative funding options. Of the options presented, they were most supportive of tolls on specific highways and bridges where improvements are being made (32%). Other options with lower levels of support included implementing a sales tax (17%), increasing the vehicle registration fee (13%), and increasing state gas taxes (10%). About one in ten (12%) supported implementing a road usage charge program.



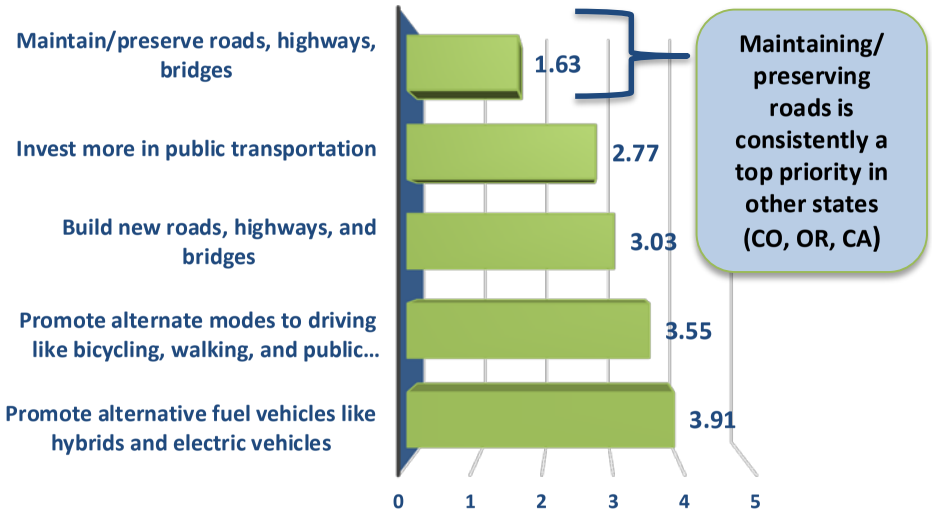
2016 Statewide Online Survey

Participants value maintenance and are also aware that transportation is underfunded.

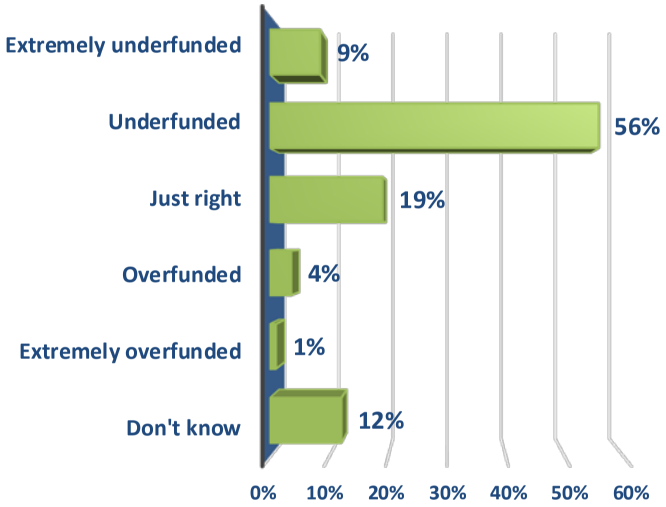
Participants were asked to rank which transportation priorities were the highest priority for the Colorado Department of Transportation to focus on and were also asked to indicate their opinion of the current level of transportation funding in Colorado.

- Maintaining existing roads, highways, and bridges was the highest-ranked priority (average ranking of 1.63), followed by investing in public transportation (2.77) and building new roads, highways, and bridges (3.03). Goals that were not ranked as highly included promoting alternative fuel vehicles (3.91) and promoting alternative travel modes like bicycling, walking, and public transit (3.55).
- The majority of respondents (64%) reported that transportation in Colorado is underfunded, outweighing those who believed there was just enough or more than enough funding (24%).

Average ranking of priorities for CDOT, where "1" is the most important



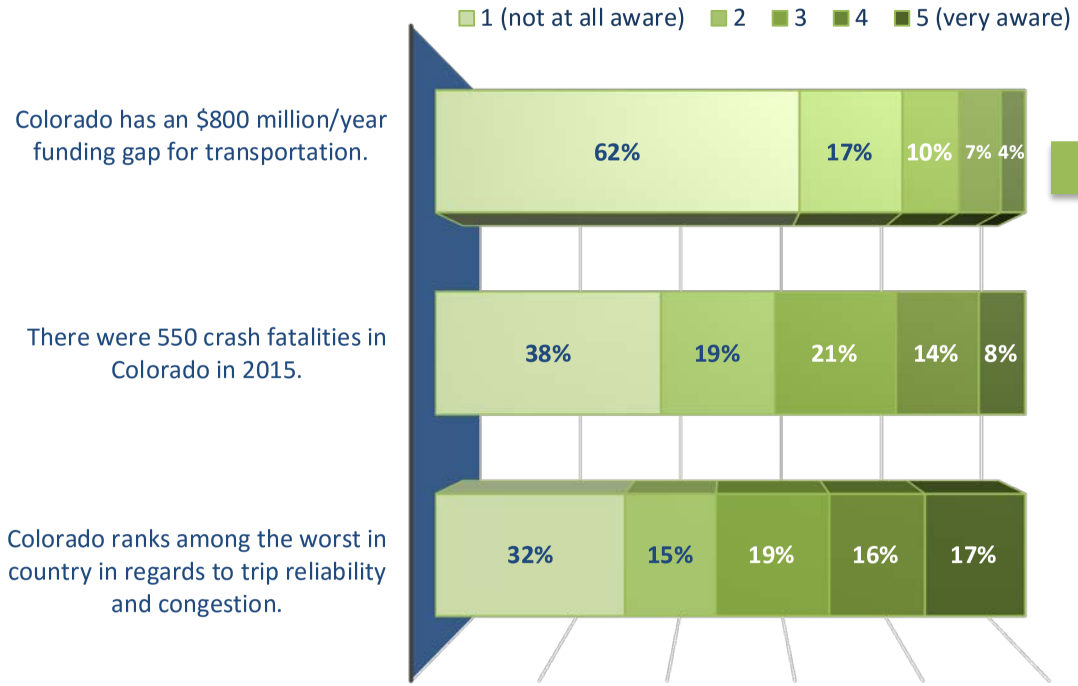
What do you think of the current level of transportation funding in Colorado?



Respondents were presented with several statements about transportation in Colorado and asked how familiar they were with those facts before taking the survey.

- Over half of respondents (62%) were unaware of Colorado's $800 million funding gap for transportation.
- Over a third of respondents (38%) were also unaware of Colorado's crash fatality rate, and about one third (32%) were unaware that Colorado ranks poorly nationally in regards to trip reliability and congestion.

How aware were you of this fact before taking this survey?



Respondents were LESS aware of the funding gap if:

- **75% or more of the miles they drive <u>are in Colorado</u>**
- **They are unaware of RUC in other states**
- **They are unaware of RUC as a concept**

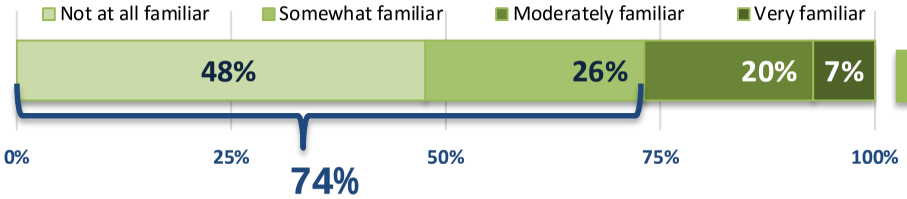
2016 Statewide Online Survey

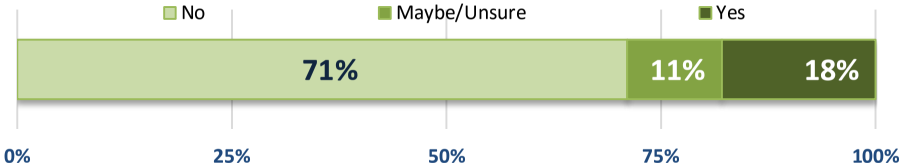
Low rates of familiarity with RUC and some support for RUC being a fair funding option.

The survey then asked how familiar respondents were with the concept of a road usage charge, provided an explanation about the concept, asked if they had heard of road usage charging in other states, asked if they thought a road usage charge program was a "fair" method to fund transportation, and finally asked how much they would be willing to support this program in Colorado.

- Three in four (74%) were *somewhat familiar* or *not at all familiar* with the concept of a road usage charge. Nearly three in four (71%) had not heard of road usage charge programs in other states.
- Less than half of the respondents (40%) *somewhat* to *strongly agreed* that a mileage-based system for transportation funding is fair. While few respondents (6%) were very supportive of a road usage charge program in Colorado, over two-fifths (43%) were neutral to strongly supportive.
- Residents of Colorado similarly agree with those in Oregon and California that mileage-based systems are fair. Also like those in Oregon and California, they are somewhat supportive of road usage charging.

Familiarity with RUC

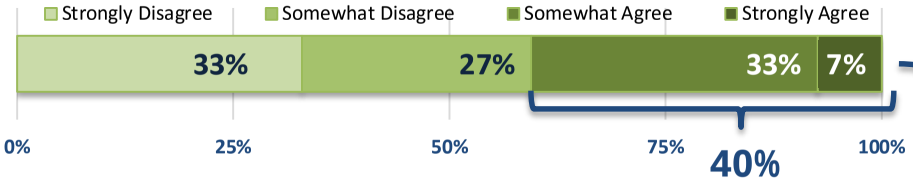




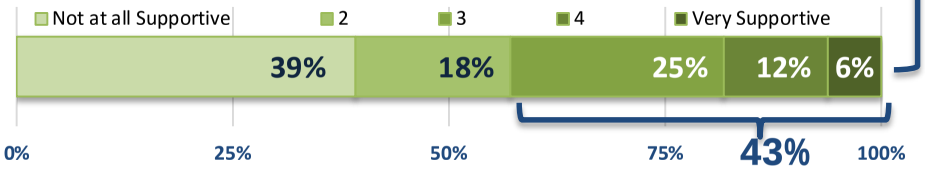
LESS Familiar if:

- **Drive 75% or more of miles in CO.**
- **Unaware funding gap**
- **Unaware of 550 fatalities**
- **Resident of Colorado or California (Oregon residents more familiar)**

Agree Mileage-Based is "Fair"



Support for RUC Program



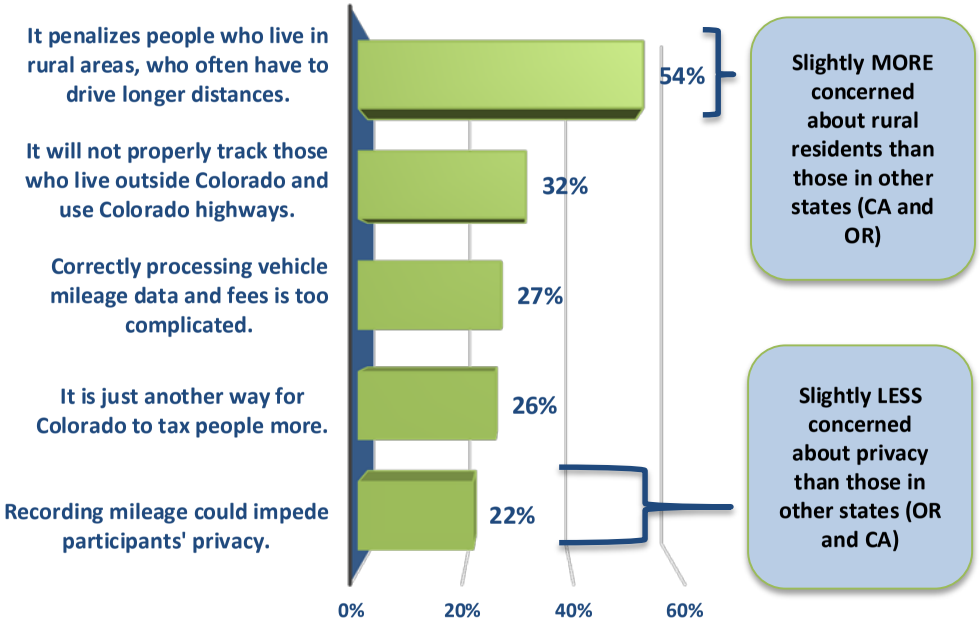
MORE likely to agree RUC is fair & MORE likely to support RUC if:

- **Drive 75% or more of miles in CO.**
- **More supportive of funding alternatives**
- **More convinced by messages to support RUC**
- **More motivated to try RUC with incentives/features**

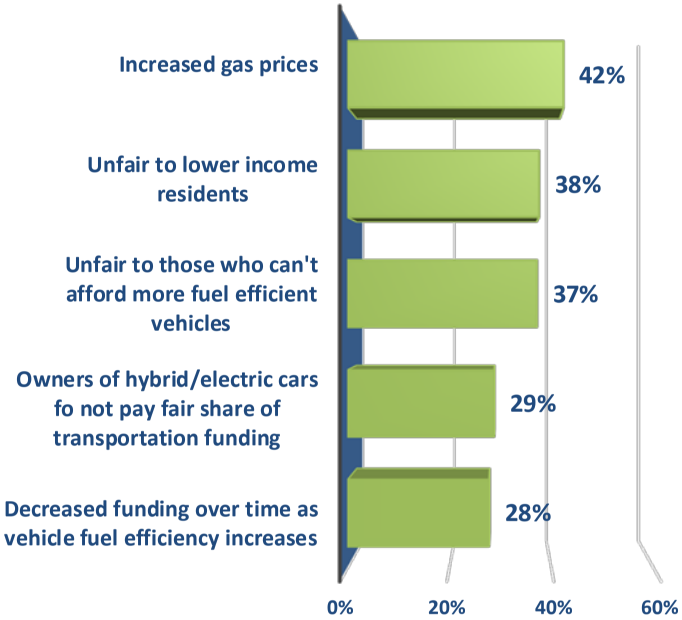
Respondents were asked if they felt there were any major drawbacks to both a road use charge program and the existing gas tax.

- Over half of respondents (54%) believed that one of the biggest drawbacks to a road usage charge program is that it would penalize people in rural areas who often have to drive longer distances. The next largest concern was that road usage charging would not properly track those who cross state lines frequently (32%).
- The most commonly chosen drawbacks to the gas tax were increased gas prices (42%), unfairness to lower-income residents (38%), and unfairness to those who can't afford more fuel-efficient vehicles (37%).

Drawbacks to Road Usage Charging
(Multiple responses allowed. Percentages may not add up to 100.)



Drawbacks to Gas Tax
(Multiple responses allowed. Percentages may not add up to 100.)



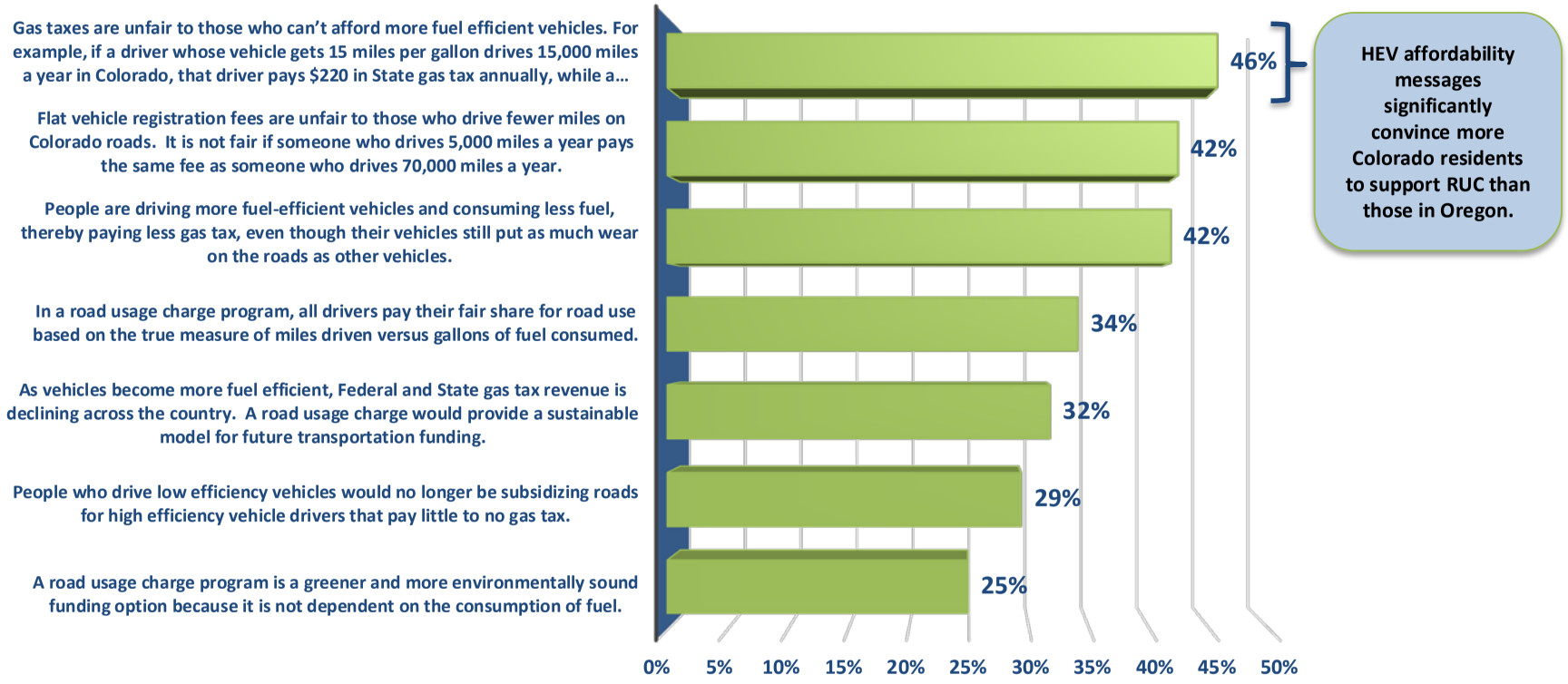
2016 Statewide Online Survey

Messages regarding existing taxes being unfair are more convincing.

Participants were shown several possible reasons for supporting a road usage charge program and were asked to rate how convincing each reason was.

- Nearly half (46%) were convinced* by the message that gas taxes are unfair to people who have less fuel-efficient vehicles.
- The next most convincing messages were the unfairness of flat fees (42%) and fuel-efficient vehicles putting just as much wear on the roads as other cars (42%).
- Overall residents in Colorado and Oregon are similarly convinced by these messages to support road usage charging, however residents of Colorado are more convinced around messages regarding the fairness of HEV affordability.

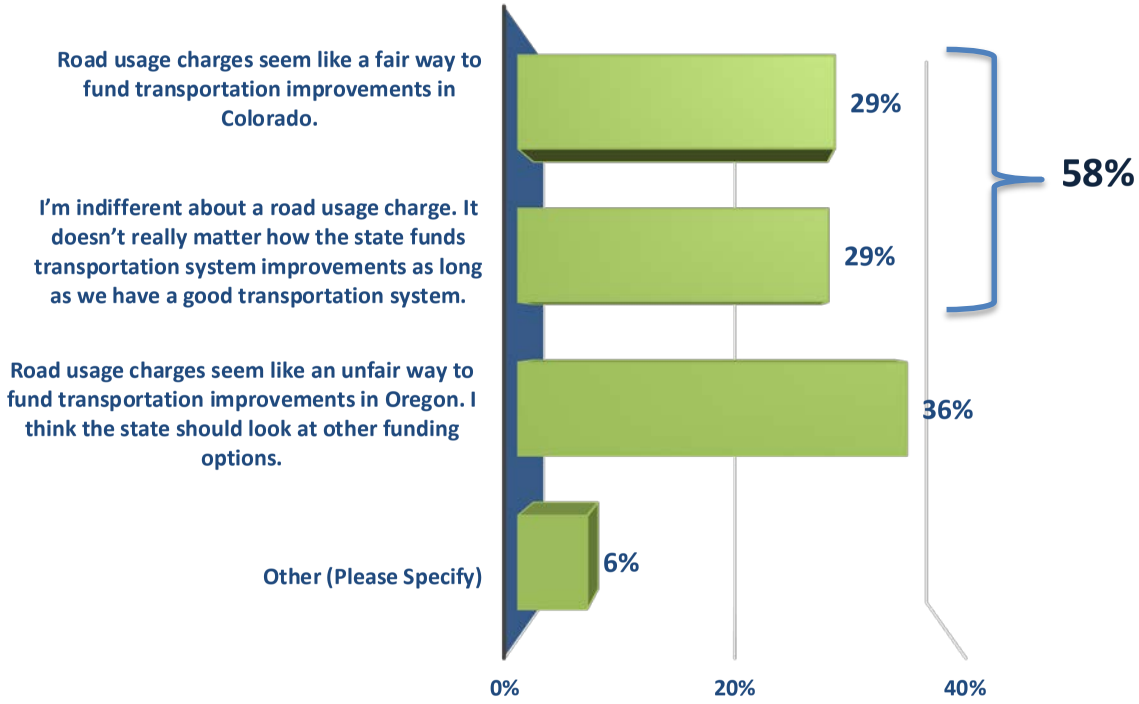
Statements Rated as MOST Convincing to Support Road Usage Charging



At the end of the survey, respondents were *again* asked about the fairness of a road usage charge program in Colorado.

- Less than a third of respondents (29%) agreed that road usage charges seem like a fair way to fund transportation improvements in Colorado, while more than a third (36%) felt that the road usage charge seemed unfair. A similar number (29%) were indifferent about a road usage charge, and more than half (58%) indicated either they were indifferent to road usage charging or they thought it was a fair way to fund transportation. This is an increase in support from questions earlier in the survey, where respondents (43%) were neutral to strongly supportive of implementing road usage charging.

Which ONE Statement Comes Closest to your Point of View Regarding Road Usage Charging?



MORE likely to indicate RUC is a "fair" way to fund transportation if:

- **Drive less than 5 miles a day**
- **More supportive of funding alternatives**
- **More convinced by messages to support RUC**
- **More motivated to try RUC with incentives/features**
- **Colorado resident (indicate more fair than those in Oregon).**

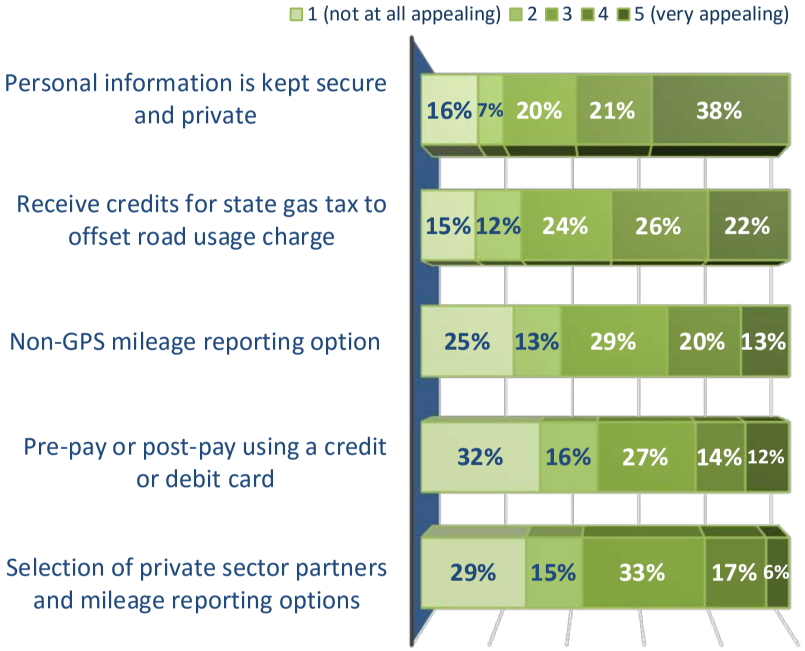
2016 Statewide Online Survey

Privacy and monetary incentives appeal to potential volunteers.

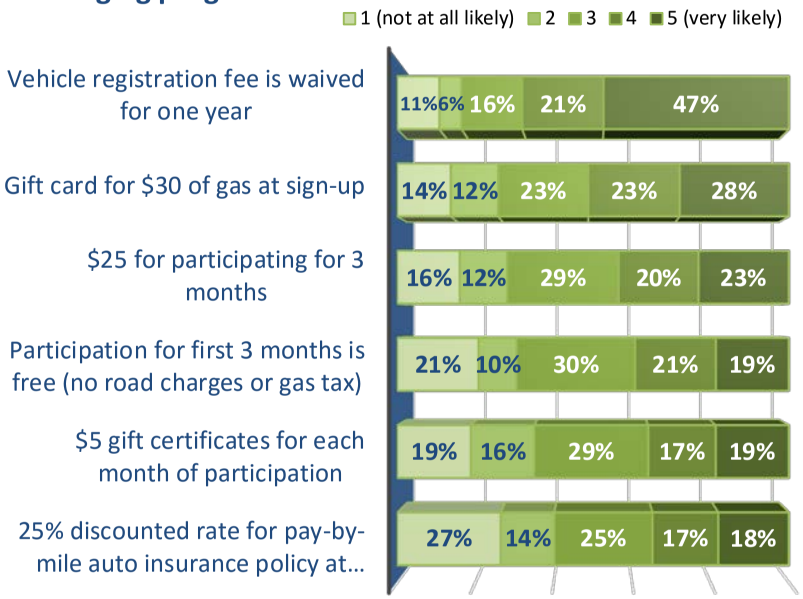
Respondents were asked about which RUC features were appealing and how likely they would be to sign up for a RUC program if various incentives were offered.

- The most appealing feature was that personal information would be kept secure and private (59% found this appealing*), followed by receiving credits for the gas tax to offset the road usage charge (48%).
- The most popular incentive was the waiving of the vehicle registration fee for one year (68% said they would be likely* to try a RUC program if offered). A gift card for $30 of gas at sign-up (51%) and $25 for participating for three months (43%) were also attractive to substantial portions of respondents.
- Respondents were more likely to be motivated by these incentives to try road usage charging if they were convinced by messages to support road usage charging.

How appealing are these features?



If the following incentives were offered, how likely would you be to sign up to try a road usage charging program?



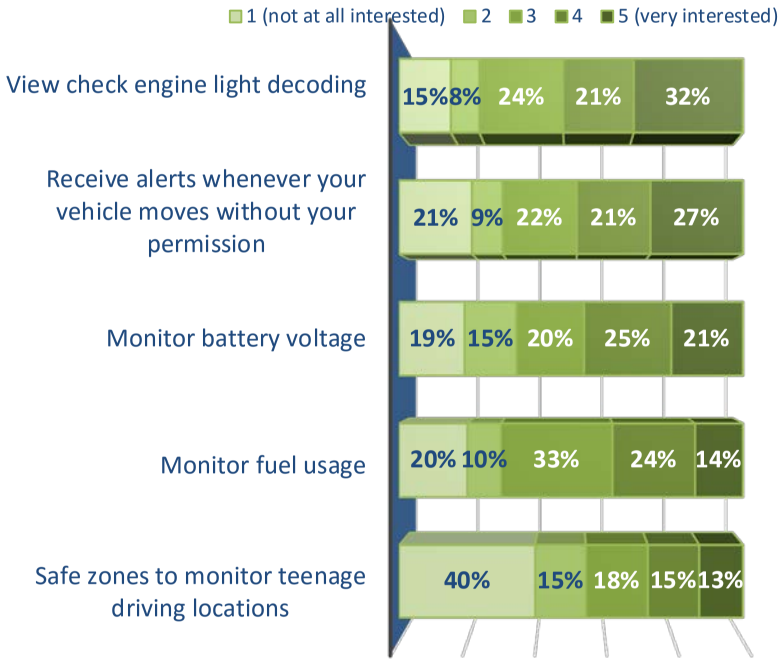
2016 Statewide Online Survey

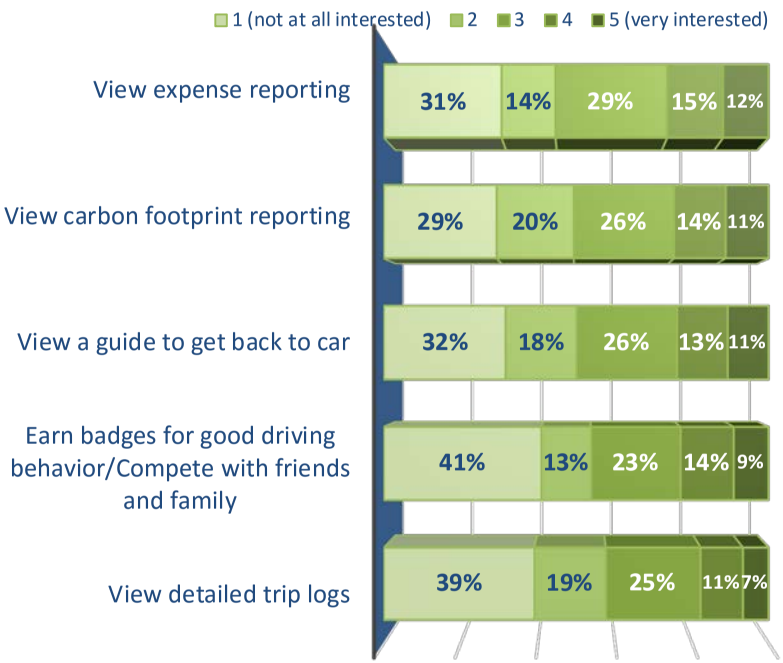
Account manager services are somewhat attractive to potential volunteers.

Respondents were asked about which connected-car-enabled services they were most interested in.

- Among the services respondents found **most interesting** were: being able to review detailed information about their vehicle if the check engine light comes on (53% were interested*), receiving alerts if their vehicle moves without their permission (48%), and the ability to monitor fuel usage costs relative to the their driving habits (46%).
- The **least interesting** services were: earning badges for good driving behavior and the ability to compete with friends and family (41% were not at all interested), viewing detailed trip logs to remember where they've been (39%), and using a smart phone app to find their car (32%).

MOST Interesting Services → **LEAST Interesting Services**



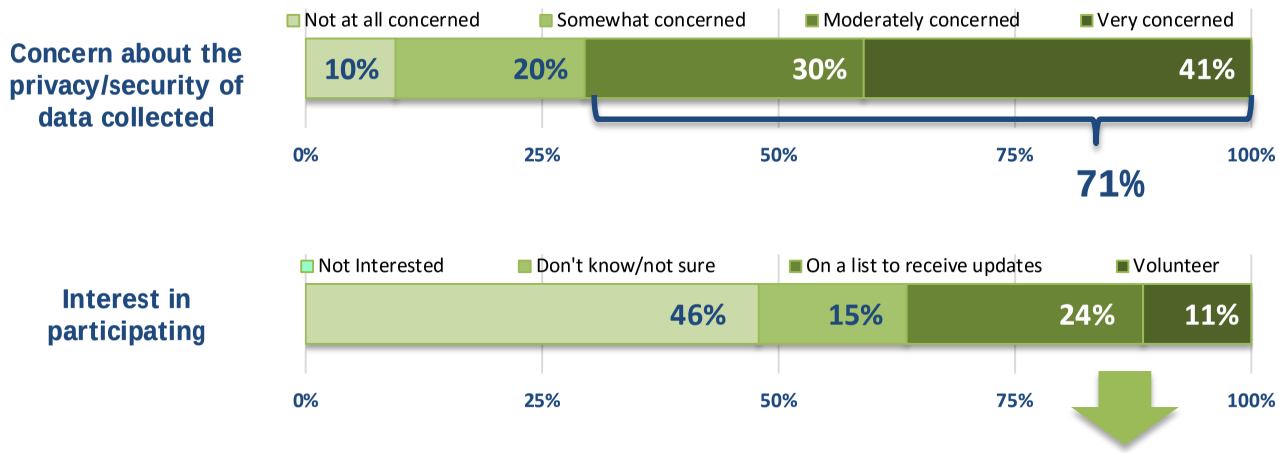


2016 Statewide Online Survey

Privacy and security are still a concern and few are likely to volunteer unless there are incentives.

Lastly, the survey asked respondents about their privacy concerns and how likely they would be to volunteer and sign up for a road usage charge program.

- Nearly three quarters of respondents (71%) reported feeling *very concerned* or *moderately concerned* over the privacy and security of their data.
- About one in ten respondents (11%) would volunteer for a road usage charge pilot study, and about a quarter (24%) expressed interest in being put on a list to receive news and updates on the program.



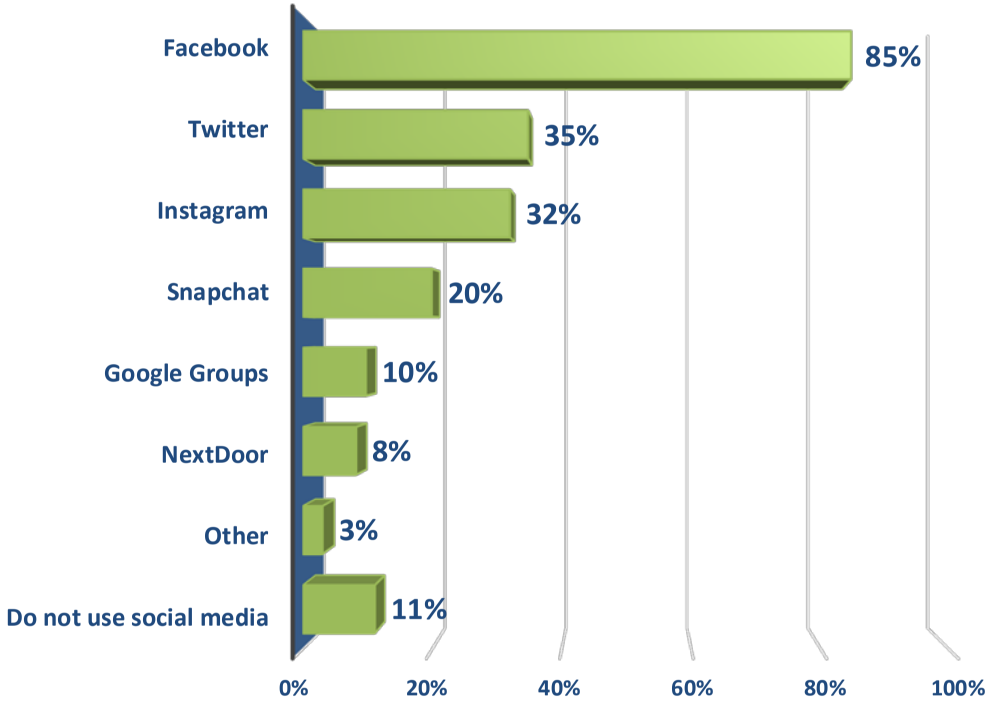
MORE likely to volunteer if:

- **Own a vehicle**
- **More supportive of funding alternatives**
- **More convinced by messages to support RUC**
- **If there are incentives to participate**

Respondents were asked which social media platforms they used.

- More than four in five respondents (85%) reported that they use Facebook. The next most used platforms were Twitter (35%), Instagram (32%), and Snapchat (20%).
- Less popular platforms included Google Groups (10%) and NextDoor (8%).
- 11% of respondents did not use social media.

What types of social media do you use?
(Multiple responses allowed. Percentages may not add up to 100.)



APPENDIX: SURVEY QUESTIONS

CDOT survey

(untitled)

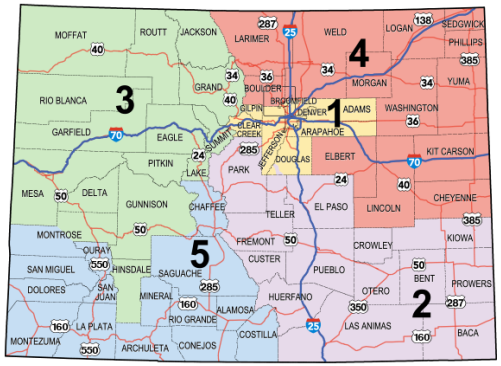
1. What is your age? *

- Under 18
- 18-24
- 25-34
- 35-54
- 55-64
- 65+

(untitled)

2. What county do you live in?

Adams
Alamosa
Arapahoe
Archuleta
Baca
Bent
Boulder
Broomfield
Chaffee
Cheyenne
Clear Creek
Conejos
Costilla
Crowley
Custer
Delta
Denver
Dolores
Douglas
Eagle
Elbert
El Paso
Fremont
Garfield
Gilpin
Grand
Gunnison
Hinsdale
Huerfano
Jackson
Jefferson
Kiowa
Kit Carson
Lake
La Plata
Larimer
Las Animas
Lincoln
Logan
Mesa
Mineral
Moffat
Montezuma
Montrose
Morgan
Otero
Ouray
Park
Phillips
Pitkin
Prowers
Pueblo
Rio Blanco
Rio Grande
Routt
Saguache
San Juan
San Miguel
Sedgwick
Summit
Teller
Washington
Weld
Yuma
None of these



3. Based on the map, what region of Colorado do you live in? *

- Region 1
- Region 2
- Region 3
- Region 4
- Region 5
- Do not Live in Colorado

(untitled)

4. Do you own or lease a car, SUV, or light truck?

- Yes
- No
- Don't know (N/A)

5. Do you or anyone in your household have a car that is hybrid or electric?

- Yes
- No
- Don't know (N/A)

6. What is the average fuel efficiency of your primary vehicle?

- Under 20 mpg
- 20 to 27 mpg
- 28 to 34 mpg
- 35+ mpg
- Don't know
- Do not drive

(untitled)

7. About how many days per week do you use your own vehicle to travel on Colorado's roads?

None
1 day
2 days
3 days
4 days
5 or more days

8. When you drive your own vehicle, about how many total miles do you travel on average per day?

Less than 5 miles a day
5 to 10 miles a day
11 to 15 miles a day
16 to 25 miles a day
26 to 50 miles a day
Over 50 miles a day

9. What percentage of these miles do you typically drive within the state of Colorado?

- 100%
- More than 75%, but less than 100%
- 50% to 75%
- 25% to 49%
- Less than 25%

(untitled)

10. What do you think of the current level of transportation funding in Colorado?

- 1 - extremely underfunded
- 2 - underfunded
- 3 - just right
- 4 - overfunded
- 5 - extremely overfunded
- don't know

11. Thinking about the driving you do on Colorado roads, which of the following transportation priorities do you think are the highest priority for Colorado Department of Transportation to focus on? Please rank the options from highest priority (on top) to lowest priority (on bottom).

Drag items from the left-hand list into the right-hand list to order them.

- Maintain/Preserve roads, highways, bridges
- Build new roads, highways, and bridges
- Promote alternative fuel vehicles like hybrids and electric vehicles
- Invest more in public transportation
- Promote alternate modes to driving like bicycling, walking, and public transit

12. Colorado has an $800 million/year funding gap for transportation. How aware were you of this fact before taking this survey?

- 1 - Not at all aware
- 2
- 3
- 4
- 5 - Very aware

13. Colorado ranks among the worst in country in regards to trip reliability and congestion. How aware were you of this fact before taking this survey?

- 1 - Not at all aware
- 2
- 3
- 4
- 5 - Very aware

14. There were 550 crash fatalities in Colorado in 2015. How aware were you of this fact before taking this survey?

- 1 - Not at all aware
- 2
- 3
- 4
- 5 - Very aware

15. When you buy gasoline in Colorado, you pay 22 cents in State fuel tax per gallon and 19 cents in Federal fuel tax.

That means if you buy 10 gallons of gas, your purchase total includes $4.10 for tax. Is this:

- More than you thought you were paying
- About the amount you thought you were paying
- Less than you thought you were paying
- You were not aware you were paying this tax

16. What do you think are the **TWO** biggest drawbacks to funding transportation with a gasoline tax?

- [ ] Owners of hybrid/electric cars do not pay fair share of transportation funding (they pay less tax)
- [ ] Decreased funding over time as vehicle fuel efficiency increases (residents buy less gas)
- [ ] Increased gas prices
- [ ] Unfair to lower income residents
- [ ] Unfair to those who can't afford more fuel efficient vehicles
- [ ] Other - Write In (Required)

*

17. What is your level of support for each of the following ways Colorado can increase funding for transportation improvements?

Implementing a road usage charge for miles driven on Colorado roads	1 (not at all supportive) 2 3 4 5 (very supportive)
Implementing a sales tax	1 (not at all supportive) 2 3 4 5 (very supportive)
Charging tolls on specific highways and bridges	1 (not at all supportive) 2 3 4 5 (very supportive)
Increasing the vehicle registration fee	1 (not at all supportive) 2 3 4 5 (very supportive)
Increasing state fuel taxes	1 (not at all supportive) 2 3 4 5 (very supportive)

18. Which **ONE** of these options do you support **MOST** as a way to ensure adequate funding for transportation system maintenance in Colorado?

- Implementing a sales tax
- Charging tolls on specific highways and bridges
- Implementing a road usage charge for miles driven on Colorado roads
- Increasing state fuel taxes
- Increasing the vehicle registration fee
- Other (Please specify) *
- None of these

Comments

(untitled)

19. How familiar are you with the concept of a road usage charge, where drivers pay a fee for the miles they drive?

- Very familiar
- Moderately familiar
- Somewhat familiar
- Not at all familiar

20. Have you heard of road usage charge programs in other states?

- Yes
- No
- Maybe/Not sure

(untitled)

21. How much do you agree or disagree that funding Colorado's transportation system with a mileage-based road usage charge is a **fair** funding method?

- Strongly disagree
- Somewhat disagree
- Somewhat agree
- Strongly agree

22. How much do you support implementing a mileage-based road usage charge program as a replacement for the gas tax in Colorado to fund transportation?

1 - not at all supportive
2
3
4
5 - very supportive

23. What do you think are the top **TWO** drawbacks (if any) to a road usage program in Colorado?

- [ ] It penalizes people who buy fuel efficient vehicles, which are better for the environment
- [ ] The Colorado Department of Transportation can't be trusted to develop and implement this kind of program
- [ ] It will not properly track people who live outside Colorado and use Colorado highways
- [ ] It is just another way for Colorado to tax people more
- [ ] Correctly processing vehicle mileage data and fees is too complicated
- [ ] Recording mileage could impede participants' privacy
- [ ] It penalizes people who live in rural areas, who often drive longer distances
- [ ] Other (Please Specify) *
- [ ] No drawbacks

24. Please rate how convincing the following statements are for increasing your level of support for a road usage charge in Colorado.

People are driving more fuel-efficient vehicles and consuming less fuel, thereby paying less fuel tax, even though their vehicles still put as much wear on the roads as other vehicles.	1 - not at all convincing 2 3 4 5 - very convincing
A road usage charge program is a greener and more environmentally sound funding option because it is not dependent on the consumption of fuel.	1 - not at all convincing 2 3 4 5 - very convincing
Fuel taxes are unfair to those who can't afford more fuel-efficient vehicles. For example, if a driver whose vehicle gets 15 miles per gallon drives 15,000 miles a year in Colorado, that driver pays $220 in State fuel tax annually, while a driver of an electric car pays no fuel tax at all.	1 - not at all convincing 2 3 4 5 - very convincing
In a road usage charge program, all drivers pay their fair share for road use based on the true measure of miles driven versus gallons of fuel consumed.	1 - not at all convincing 2 3 4 5 - very convincing
As vehicles become more fuel efficient, Federal and State fuel tax revenue is declining across the country. A road usage charge would provide a sustainable model for future transportation funding.	1 - not at all convincing 2 3 4 5 - very convincing
People who drive low efficiency vehicles would no longer be subsidizing roads for high efficiency vehicle drivers that pay little to no fuel tax.	1 - not at all convincing 2 3 4 5 - very convincing
Flat vehicle registration fees are unfair to those who drive fewer miles on Colorado roads. It is not fair if someone who drives 5,000 miles a year pays the same fee as someone who drives 70,000 miles a year.	1 - not at all convincing 2 3 4 5 - very convincing

25. As Colorado embarks on its road usage charge pilot study, would you be interested participating:

- As a volunteer
- On a list to receive news and updates on the program
- Not Interested
- Don't know/not sure

26. To be in the pilot or receive news about the pilot, please provide your name and email address so we can contact you later.

Name

Email Address

27. Below are some common aspects or features of a road usage charge program. How appealing are these features?

Regardless of selected mileage reporting options, volunteers' personal information is kept secure and private.	1 - Not at all appealing 2 3 4 5 - Extremely appealing
Private sector partners or account managers have several secure mileage reporting options to choose from, both GPS and non-GPS enabled.	1 - Not at all appealing 2 3 4 5 - Extremely appealing
You receive credits for the state fuel tax to offset your road usage charge when you pay at the pump.	1 - Not at all appealing 2 3 4 5 - Extremely appealing
You have the ability to pre-pay or post-pay for miles driven on Colorado roads using a credit or debit card.	1 - Not at all appealing 2 3 4 5 - Extremely appealing
The possibility of a non-GPS mileage reporting device that only reports the **count** of ALL the miles you drive.	1 - Not at all appealing 2 3 4 5 - Extremely appealing

28. How concerned are you about privacy and the security of data collected by a road usage charge program?

- Very concerned
- Moderately concerned
- Somewhat concerned
- Not at all concerned

29. With private partners you can receive other connected-car-enabled services. Please indicate your level of interest.

View expense reporting to so you can tag your trips and generate your reports for reimbursement.	1 - not at all interested 2 3 4 5 - very interested
View carbon footprint reporting.	1 - not at all interested 2 3 4 5 - very interested
Monitor battery voltage monitor so you'll know if your battery is dying or getting old.	1 - not at all interested 2 3 4 5 - very interested
Earn badges that unlock for good driving behavior. Compete with friends and family to see who can unlock the most badges.	1 - not at all interested 2 3 4 5 - very interested
Monitor fuel usage to see how daily driving habits affects cost.	1 - not at all interested 2 3 4 5 - very interested

View detailed trip logs to remember everywhere you've been.	1 - not at all interested 2 3 4 5 - very interested
View a guide to get you back to your car using your smart phone with either turn-by-turn instructions or by a straight-line route.	1 - not at all interested 2 3 4 5 - very interested
Receive alerts whenever your vehicle moves without your permission.	1 - not at all interested 2 3 4 5 - very interested
View check engine light decoding so you'll know what's really happening with your vehicle when the check engine light goes on.	1 - not at all interested 2 3 4 5 - very interested
Set up safe zones to let you know if your teenager (or others driving your car) has entered certain geographical areas.	1 - not at all interested 2 3 4 5 - very interested

30. If the following incentives were offered, how likely would you be to sign up to try a road usage charging program?

Your participation for the first 3 months is completely free (no road charges or gas tax)	1 - not at all likely 2 3 4 5 - very likely
You receive $5 gift certificates (you choose from participating vendors) for each month you participate	1 - not at all likely 2 3 4 5 - very likely
You are provided a gift card for $30 of gas for signing up	1 - not at all likely 2 3 4 5 - very likely
Your vehicle registration fee is waived for one year	1 - not at all likely 2 3 4 5 - very likely
You receive $25 for participating for 3 months	1 - not at all likely 2 3 4 5 - very likely
When you sign up you receive a 25% discounted rate for a pay-by-mile auto insurance policy	1 - not at all likely 2 3 4 5 - very likely

31. Now that you have learned a bit more about road usage charging, which statement about road usage charging in Colorado is closest to your point of view?

- Road usage charging seems like a fair way to fund transportation improvements in Colorado.
- I'm indifferent about a road usage charge. It doesn't really matter how the state funds transportation system improvement as long as we have a good transportation system.
- Road usage charging seems like an unfair way to fund transportation improvements in Colorado. I think the state should look at other funding options.
- Other (Please specify) *

(untitled)

32. What types of social media do you use?

- [ ] Facebook
- [ ] Instagram
- [ ] Twitter
- [ ] Snapchat
- [ ] NextDoor
- [ ] Google Groups
- [ ] Other (please specify) *
- [ ] Do not use social media

33. What is your total annual household income?

- Less than $25,000
- $25,000 - $49,999
- $50,000 - $74,999
- $75,000 - $99,999
- $100,000 - $149,999
- $150,000+
- Decline to answer

34. What is your gender?

- Male
- Female
- Other
- Decline to answer

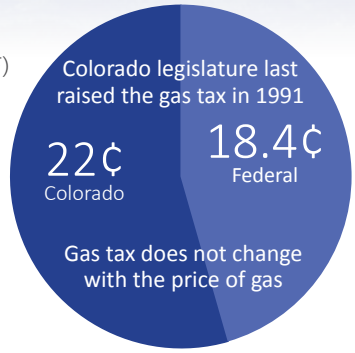
35. Which of the following best describes your race or ethnicity?

- White/Caucasian
- African American/Black
- Hispanic/Latino
- Asian/Pacific Islander
- Native American/American Indian
- Other race or combination of races *
- Decline to answer

Colorado Road Usage Charge

What is a Road Usage Charge (RUC)?

- Assesses charges based on vehicle miles traveled
- Treats roads like utilities (pay for what you use)
- RUC is also known as Mileage-based User Fee (MBUF) and Vehicle Miles Traveled (VMT) Fee
- Replaces the gas tax which is the main source of funding for our roads



What is the problem with the current funding model?

Increased Vehicle Fuel Efficiency

New fuel economy standards mandate that new vehicles in 2016 have an average fuel economy of 35.5 mpg and by 2025 that standard increases to 54.4 mpg. In addition to these new standards, alternative fuel vehicles are becoming more prevalent. Alternative fuel vehicles include full electric, hybrid, compressed natural gas, liquid natural gas, and propane. All of which pay little or no gas tax. Since the current funding model relies on fuel consumed, these new standards and alternative fuel vehicles result in less money to fix the roads.

Declining Purchasing Power

Currently, Colorado transportation revenues come from a 22¢ per gallon tax on gasoline. This is a fixed amount that does not fluctuate with the price of gas (indexing). The gas tax rate was last raised in 1991. $1.00 in 2016 is worth approximately 57% less than in 1991.

Increase in Population

Vehicle miles traveled is the metric used to gauge the number of vehicles on the road and how many miles they are traveling. As the number of people in the state increases, so does the number of vehicle miles traveled as well as wear and tear on our roads. However, with increased vehicle fuel efficiency, less gas is being purchased therefore, the revenue is going down.

How will RUC address the funding problem?

RUC charges drivers for what they use versus the gas tax which currently charges more for less fuel efficient vehicles and charges nothing for alternative fuel vehicles. Under a road usage charge, all types of vehicles pay an equal amount for the same miles traveled, which captures revenue not currently being collected under the gas tax.

History of RUC in Colorado

Colorado is exploring a number of ways to have sustainable funding for roads. The timeline below shows how the concept of RUC in Colorado has progressed over time.

2007 — Governor Bill Ritter appoints the Transportation Finance and Implementation panel to study transportation infrastructure needs and funding sources

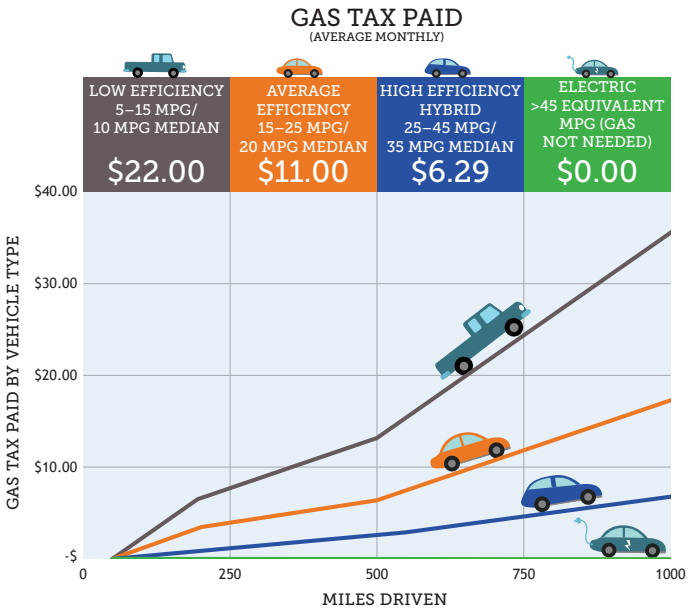
2008 — Colorado Transportation Finance and Implementation panel recommends exploring (among others) a Vehicle Miles Traveled (VMT) fee, also known as Road Usage Charging (RUC)

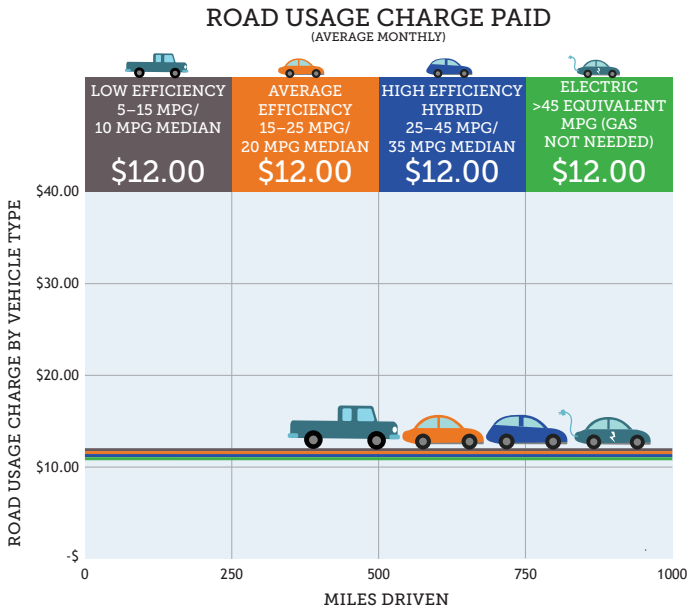
2011 to 2013 — Colorado Mileage-based User Fee (MBUF) study engaged the public to identify strategies in developing potential MBUF options for Colorado

2014 — CDOT becomes a member of the Western Road Usage Charge Consortium (RUC West). RUC West gathers state DOTs to collaboratively research RUC systems, feasibility, and policy development.

2015 — CDOT submitted an internal research proposal to test the viability of a RUC system in an operational environment

2016 to 2017 — Colorado Road Usage Charge Pilot Project





How the Colorado RUC Pilot Program will work:

Early Fall 2016 Recruit Participants

Late Fall 2016 Select Participants

Late Fall 2016 Participants Personalize RUC Experience

Late Fall 2016 Pilot Begins

Early 2017 Monthly Invoices Begin

Spring 2017 End Pilot

CDOT RUC Pilot Program Goals

1. Demonstrate an operational RUC;
2. Identify and evaluate issues;
3. Test the feasibility of various mileage reporting options; and
4. Solicit feedback and ideas.

Colorado RUC Pilot Program (RUCPP)

- 4-month statewide pilot (December 2016 - April 2017) evaluating RUC for passenger vehicles
- 100 participants consisting of legislators, transportation leaders/ officials, media, and general public
- Participant mix will include geographic (urban/rural) and vehicle (MPG) stratification
- A final report will summarize the findings of the pilot, lessons learned, and identify future recommendations

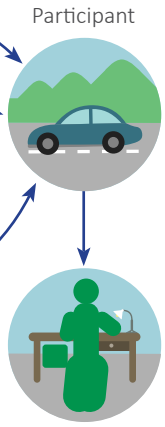
Mileage Reporting Options

Participants will be provided their choice of mileage reporting options. Some of these options include a mileage reporting device to be installed in the vehicle and one option provides the no technology choice involving self-reporting.

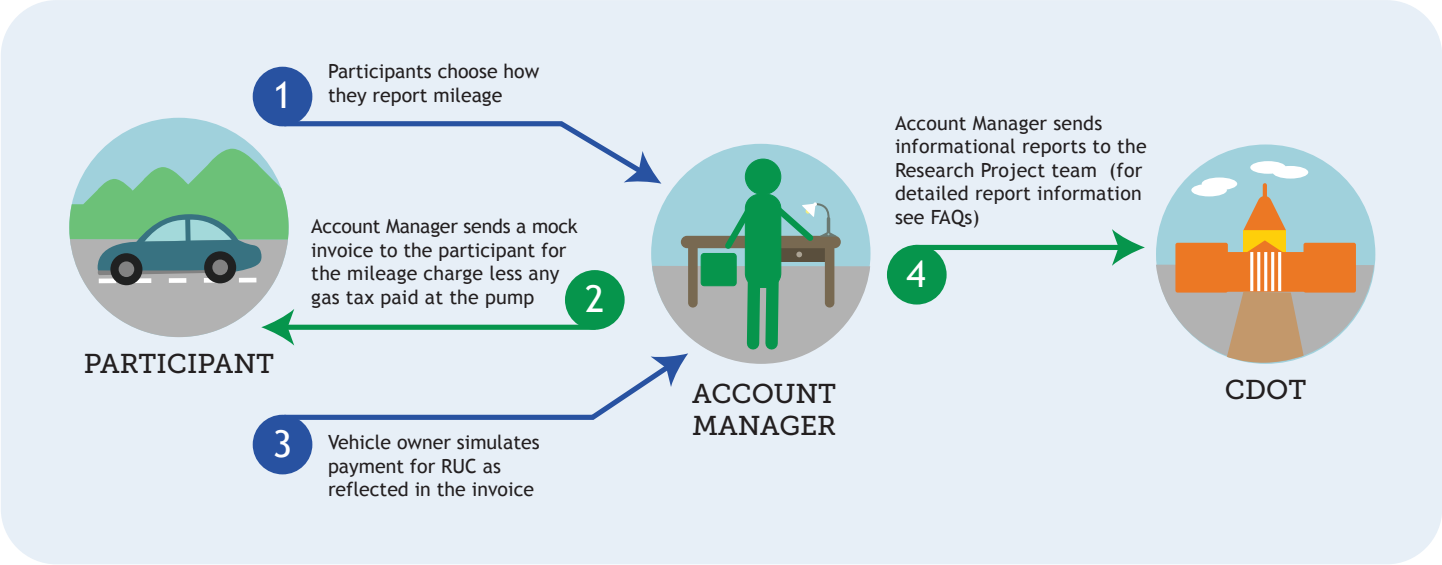
1 Odometer Reading
Participants who select this option will report their vehicle's odometer reading via the account management website or mobile app

2 Non-GPS-Enabled Mileage Reporting Device
Participants who select this option will receive a device to plug into their vehicle; this method uses a non-GPS device which counts distance traveled and gasoline consumed, but does not assess location

3 GPS-Enabled Mileage Reporting Device
Participants who select this option will receive a device to plug into their vehicle; this method uses location-based data to calculate total miles driven with differentiation between in-state and out-of-state roads



How does RUC work?



For more information please visit **ruc.codot.gov**

Road Usage Charge Pilot Program

COLORADO
Department of Transportation
Office of the Chief Engineer

4201 East Arkansas Avenue, Room 262
Denver, CO 80222

DATE: OCTOBER 20, 2016
TO: TRANSPORTATION COMMISSION
FROM: JOSH LAIPPLY, CHIEF ENGINEER
MARIA SOBOTA, CHIEF FINANCIAL OFFICER
JANE FISHER, OFFICE OF PROGRAM MANAGEMENT DIRECTOR
SUBJECT: PROGRAM MANAGEMENT INFORMATION ITEM

Purpose

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

Action

There are no action items this month.

Background

Integration of Cash Management and Program Management:

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

RAMP:

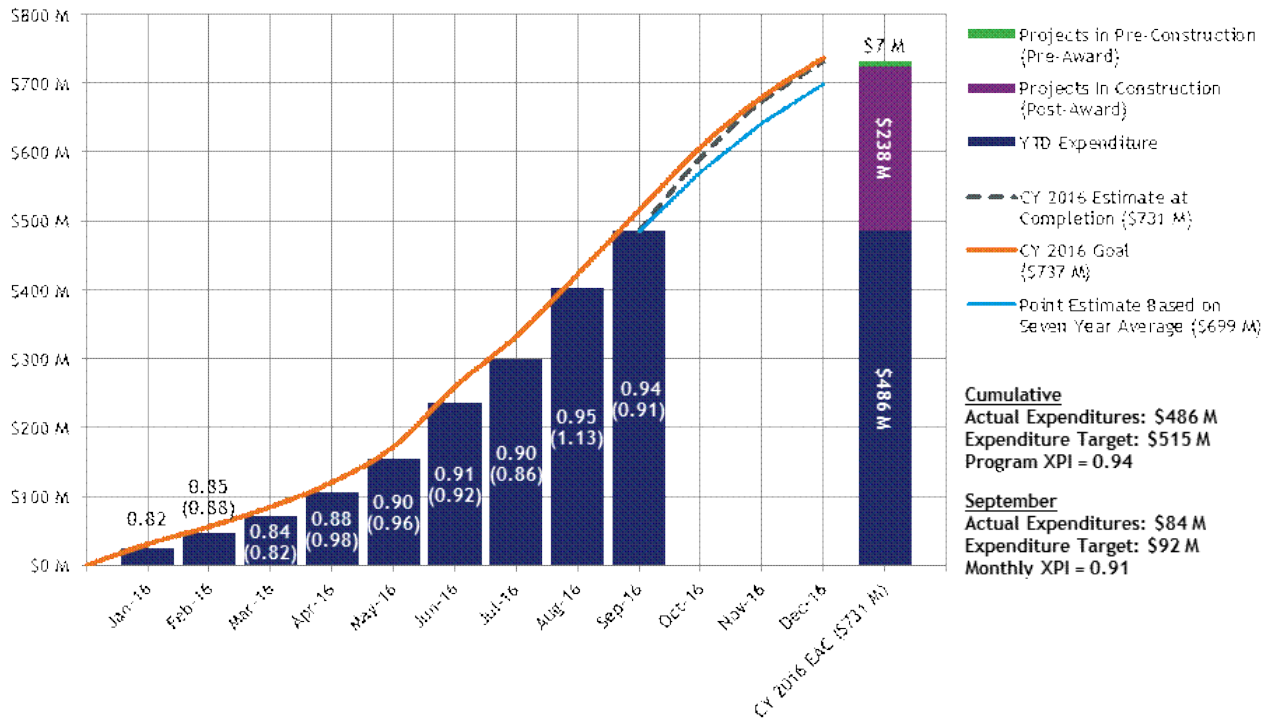
The RAMP program was initiated in November 2012 as a means to reduce the cash balance. Shortly thereafter the TC approved a project list and has since approved groups of projects and individual projects. As has been the case for the past few months PMO updates are now limited to background associated with requested TC actions. There are no requested TC actions this month.

Details

Integration of Cash Management and Program Management:

PMO is tracking program delivery at the statewide level using the expenditure performance index (XPI) to evaluate actual construction expenditure performance as compared to planned. As indicated in Figure 1 below, the cumulative Calendar Year 2016 XPI is 0.94. September's actual expenditures were $8M below the expenditure target (Monthly XPI = 0.91). We are currently tracking to fall about 5% short of the Calendar Year 2016 target ($699M versus the $737M target).

Figure 1 – CY 2016 Capital Program Construction Expenditures



RAMP:

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

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

Project Name	Project Budget	RAMP Request	Local Contibution	Other CDOT Funds	Status
CDOT ADMINISTERED					
New Traffic Signal Controllers in Denver Metro	$1,060,000	$1,060,000	$0	$0	Ad in October
Maintenance Decision Support System (MDSS)	$250,000	$250,000	$0	$0	Operations Procurement
HPTE P3 Development Fund ‡	$40,000,000	$9,400,000	$0	$0	Under Staff Development

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

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

Attachments

1. None

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

DATE: October 20, 2016
TO: Transportation Commission
FROM: Debra Perkins-Smith, Director, Division of Transportation Development
SUBJECT: Volkswagen Clean Air Act Partial Settlement

Purpose
This memo is intended to familiarize the Transportation Commission members with the Department's role in Colorado's management of the national Volkswagen Clean Air Act Partial Settlement.

Action
Informational Item.

Background
Volkswagen has agreed to settle some of the allegations that it violated the federal Clean Air Act by selling vehicles that emit more air pollution than the Clean Air Act allows, and by cheating on federal emission tests to hide the excess pollution. The affected vehicles exceed emission limits for nitrogen oxides (NOx), a pollutant that harms public health and forms ozone or smog. The settlement is not yet final and must be approved by a federal court in California before it takes effect.

If approved, the partial settlement will require Volkswagen to pay $2.7 billion into an environmental mitigation trust fund. Colorado expects to receive at least $61 million from the trust between 2017 and 2027. The trust fund will be used to offset the excess air pollution emitted by some of the Volkswagen vehicles that violated the Clean Air Act. Individual states are responsible for administering the distribution of the environmental mitigation trust fund within their boundaries, subject to eligibility requirements established in the settlement.

Separate parts of the partial settlement would require Volkswagen to earmark about $10 billion to buy back affected vehicles, terminate leases early, or repair the vehicles. Additionally, Volkswagen is required to invest $2 billion over 10 years in zero emissions vehicle (ZEV) infrastructure, access, and awareness initiatives. Colorado will submit comments encouraging the company to make ZEV investments in our state, but Volkswagen, the U.S. EPA and California – not Colorado – will administer these parts of the partial settlement.

More information on the history and current status of the Volkswagen Clean Air Act Partial Settlement can be found on EPA's website: https://www.epa.gov/vw

Details
The $61 million Colorado expects to receive from the environmental mitigation trust fund element of the partial settlement will fund certain eligible projects to reduce NOx emissions from the transportation sector. The Colorado Department of Public Health and Environment (CDPHE) is the state's lead agency to oversee how this money is distributed and spent. The funds will be used to achieve the maximum air quality benefits for the people of Colorado with an emphasis on NOx reductions. In addition to cutting NOx emissions, the projects that receive funding are likely to reduce ozone concentrations and emissions of carbon dioxide and other pollutants. For example, older vehicles or engines would be eligible for replacement with new diesel, alternative fuel, or all-electric vehicles or engines for the following vehicle classes or equipment:

- Class 8 Local Freight Trucks and Port Drayage Trucks (Eligible Large Trucks)
- Class 4-8 School Bus, Shuttle Bus, or Transit Bus (Eligible Buses)
- Railroad Freight Switchers
- Class 4-7 Local Freight Trucks (Eligible Medium Trucks)
- Airport Ground Support Equipment
- Forklifts

- Light Duty Zero Emission Vehicle Supply Equipment (i.e. EV charging Stations)
- Matching funds for projects eligible under the Diesel Emission Reduction Act (DERA)

More information on eligible activities can be found in Appendix D-2 (pg. 208) of the Partial Consent Decree on the EPA's website: https://www.epa.gov/sites/production/files/2016-06/documents/vwpartialsettlement-cd.pdf

CDOT is currently working with CDPHE, the Colorado Energy Office, and other state agencies to establish a public process to administer the distribution of the environmental mitigation trust fund in Colorado. No decisions have been made about how to spend Colorado's share of the trust fund or who will receive this money. During the fall of 2016, state agencies are conducting outreach to potential beneficiaries, government officials, transportation organizations, and the public to solicit information and ideas about how the settlement money should be spent. The state is currently soliciting public comments, which may be submitted to cdphe.commentsapcd@state.co.us. Assuming that the court approves the settlement and trust fund without delay, details about the distribution process will be determined in early 2017. Based on this process, CDPHE expects to accept applications for eligible projects, beginning in mid-2017. CDOT staff is currently working with stakeholders to identify opportunities for funding programs through the environmental mitigation trust fund. Potential opportunities include investments in electric vehicle charging infrastructure, alternative fuel transit vehicles, commercial vehicle replacements, and aeronautics support equipment.

Colorado must describe its intent for distribution of environmental mitigation trust funds in a non-binding Beneficiary Mitigation Plan that will be filed with the settlement trust. This document will summarize Colorado's plans to use trust funds, based on the results of the outreach and application processes described above. CDPHE is currently anticipating that funds will be available by the end of 2017, at which point implementation can begin.

Updated information on CDPHE's management of the Volkswagen Clean Air Act Partial can be found on its website here: https://www.colorado.gov/pacific/cdphe/VW

Next Steps

- Fall 2016 — Court approves the partial settlement
- Spring 2017 — Trust takes effect and VW deposits funds
- Summer 2017 — States elect to become beneficiaries of the trust (i.e. participate)
- Summer/Fall 2017 — States are notified of beneficiary designation (i.e. become eligible)
- Fall 2017 — States file a Beneficiary Mitigation Plan describing how funds will be used
- Fall 2017 — States may request funds