

Final
STAFF SUMMARY OF MEETING

TRANSPORTATION LEGISLATION REVIEW COMMITTEE

Date: 10/08/2013

ATTENDANCE

Time: **09:00 AM to 03:51 PM**

Place: HCR 0107

This Meeting was called to order by
Representative Tyler

This Report was prepared by
Kristen Johnson

Baumgardner	X
Buck	E
Coram	E
Everett	*
Fischer	E
Jones	X
King	E
Kraft-Tharp	X
Lawrence	X
Lee	E
Mitsch Bush	X
Moreno	E*
Peniston	X
Primavera	X
Scott	X
Todd	E*
Heath	X
Tyler	X

X = Present, E = Excused, A = Absent, * = Present after roll call

Bills Addressed:	Action Taken:
Colorado Department of Transportation Report	Witness Testimony and/or Committee Discussion Only
Briefing by Action 22	Witness Testimony and/or Committee Discussion Only
Briefing by MPACT 64	Witness Testimony and/or Committee Discussion Only
Regional Transportation District Report	Witness Testimony and/or Committee Discussion Only
High Performance Transportation Enterprise	Witness Testimony and/or Committee Discussion Only
Briefing from Colorado Contractors Association	Witness Testimony and/or Committee Discussion Only
Briefing by Truckers for Common Sense	Witness Testimony and/or Committee Discussion Only
Discussion on Legislation	Witness Testimony and/or Committee Discussion Only

09:02 AM -- Colorado Department of Transportation Report

Representative Tyler, chair, called the meeting to order and welcomed the committee and audience members to the meeting. He thanked the Colorado Department of Transportation (CDOT) for their work on the state's roads as part of the flood recovery effort. Senator Heath thanked CDOT for their work to repair the roads that were impacted by the flood in his district.

Mr. Donald Hunt, Executive Director, Mr. Tim Harris, Chief Engineer, and Mr. Scott Richrath, Chief Financial Officer, CDOT, came to the table to brief the committee. A hardcopy version of the presentation was provided to the committee (Attachment A). Mr. Hunt discussed public and private partnerships and what can be accomplished when groups work together. He discussed the flood recovery efforts that CDOT is taking and said that access will be restored to all closed highways by December 1, 2013. He said that there were 27 closures and that 19 of those closures have been reopened already, and that current damage estimates to the state's roads and bridges as a result of the flooding amount to over \$400 million. He said that about 200 miles of state highways were closed, damaged, or destroyed. He discussed the Infrastructure Recovery Force that was created within CDOT in response to the disaster and said that an office has been set up in Loveland, Colorado to give cities and counties a point of access to talk about the recovery. Committee discussion ensued about matching funds.

09:14 AM

Mr. Harris continued the presentation by discussing the flood damage that occurred in the Big Thompson Canyon, the North and South St. Vrain Canyons, Boulder Canyon, Waldo Canyon, and Coal Creek Canyon. He said that the Big Thompson Canyon was the most damaged corridor, and that there are five bridges that remain inaccessible to CDOT. He said that the Colorado National Guard is currently working to repair damage in the North St. Vrain Canyon between Lyons and Estes Park, Colorado. Senator Heath stated that the river near Lyons, Colorado has moved about 200 feet to the south and that the bridge in the town no longer has a river beneath it. Mr. Harris stated that it is undecided if the river's flow will be returned to its previous position. Senator Jones stated that the river jumped its channel east of Lyons, Colorado as well. Committee discussion ensued about the impact of the flood on private property.

Mr. Harris discussed the amount of damage that occurred on U.S. 34 east, and on State Highways 7, 72, and 119. Representative Kraft-Tharp commented on the impact of having Indiana Street in Jefferson County closed, saying that it has caused large traffic jams across the northern part of the county. The committee discussed how Federal Emergency Management Agency (FEMA) funds can be used, and Mr. Richrath said that the money can be used to create a 15 percent betterment above the pre-flood road conditions. Mr. Hunt stated that CDOT does not deal directly with FEMA money.

Mr. Hunt continued with the presentation, and discussed the Federal Highway Administration (FHWA) emergency relief funds that CDOT is seeking under two executive orders, D 2013-026 and D 2013-027, from Governor Hickenlooper. He said that one of the executive orders also allows certain laws and regulations to be suspended if strict compliance delays recovery efforts.

09:36 AM

Mr. Richrath discussed funding for the recovery efforts, stating that CDOT has a budget line item that is used for emergency projects and events and that the Transportation Commission authorized over \$100 million for flood-related repairs. He said that these funds are accessible immediately. He discussed the FHWA Emergency Relief Program, which has already provided \$35 million for Colorado during the flooding. He said that federal funds are available, but are capped at \$100 million per disaster and that Colorado's congressional members introduced legislation to increase the cap to \$500 million per disaster for Colorado. He discussed the general CDOT budget and said that the majority of the funds are spent on asset management and maintenance, and that there is no real funding identified for new capacity. He discussed the Responsible Acceleration of Maintenance and Partnerships (RAMP) program and talked about the process for determining the projects that receive funding under the program.

09:43 AM

Mr. Harris continued to discuss the RAMP program. Committee discussion ensued about project selection under RAMP and FHWA matching requirements.

09:55 AM

The committee took a brief recess.

10:05 AM -- Briefing by Action 22, Inc.

Representative Tyler called the committee back to order. Ms. Cathy Garcia, President and CEO, Action 22, Inc., began her presentation to the committee. Ms. Garcia provided background information on Action 22, Inc. and distributed a handout to the committee (Attachment B). She said that her organization works to identify extra money and funding that can be used by cities and counties for the transportation needs that are most pressing to them, such as bike paths, road shoulders, passing lanes, and snow plowing. She said that there are grants available, but that most require matching funds, which communities are not able to provide. She discussed her handout. She said that the expansion of State Highways 50 and 160 will bolster the economy in the communities surrounding those roads and that enhancing the highways by adding passing lanes will assist in moving traffic and preventing safety issues.

Senator Todd thanked Ms. Garcia for her work and resourcefulness. Representative Peniston thanked Ms. Garcia and stated that passing lanes are an issue for communities all over the state. Representative Tyler asked about citizen support for transportation needs and if voters in the Action 22, Inc. counties would be amiable to a tax increase that would fund transportation improvements in their communities. Ms. Garcia responded that she believes citizens will be supportive if they are shown that the money is being used in a way that meets the needs of their community.

10:18 AM

The committee took a brief recess to bring up the next presenter.

10:20 AM -- Briefing by MPACT 64

Representative Tyler called the committee back to order and invited Mayor Jim Gunning, City of Lone Tree, and Co-Vice Chair of the Metro Mayors Caucus, to the table. Mayor Gunning provided background information on MPACT 64 and distributed a handout to the committee (Attachment C). He talked about citizen polling that was administered in November 2012 concerning a gas tax. He said that the results were very negative on a gas tax, and that they were also very negative on the idea of a Vehicle Miles Traveled (VMT) tax. He stated that voters were more favorable of a sales tax, with roughly 70 percent of respondents in favor of a .7 percent sales tax increase. He said that voters do understand the importance of transportation and that statewide transit groups have come up with how they would use funds received from a sales tax increase. He explained that additional polling has been conducted and that the results will be available to him in November 2013, and that deeper discussion will take place based on the results.

Representative Mitsch Bush asked if there are specific projects that citizens would see being completed in their communities and if there would be a sunset on the sales tax. Mayor Gunning responded that there would be a 10 year sunset. He continued to discuss the idea of a gas tax and said that even with a 10 cent per gallon gas tax, the state still will not reach the revenues needed. Senator Heath asked how much revenue a 10 cent gas tax would provide. Mayor Gunning said that it would bring in about \$605 million over 10 years. Representative Tyler asked how to get citizens excited about a transportation tax. Mayor Gunning responded that in the polling, the voter has displayed concern about transportation and that the voters will take a very serious look at this if it shows up on the ballot. Representative Mitsch Bush commented on her district's support of a sales tax which enabled them to bring airlines to their community.

10:43 AM

Senator Todd asked about the structure of the MPACT 64 meetings. Mayor Gunning responded that the group meets monthly and that the meetings are open to the public. Committee discussion ensued about the best way to gain voter support for a tax increase for transportation needs. Mayor Gunning discussed the way a new tax might be distributed. He discussed the Regional Transportation District's (RTD) FasTracks plan.

10:58 AM

Senator Jones commented that his constituents feel like they are subsidizing other parts of the state, especially the Denver Metro area, and that they expect the rail lines that they were promised. Representative Peniston commented that the people in her district don't see robust Bus Rapid Transit (BRT) as important, but rather see light rail as the future. Mayor Gunning talked about people's perception of light rail as being better than their perception of buses. He discussed educating the voters about the differences between these two modes of transportation, and elected officials' responsibility to speak with voters about the facts and issues.

11:13 AM

The committee recessed for lunch.

01:01 PM -- Regional Transportation District Report

Representative Tyler called the committee back to order. Ms. Lorraine Anderson, Chair of the Board of Directors, Mr. Phillip Washington, General Manager and CEO, and Mr. Chris Quinn, Project Manager, Regional Transportation District (RTD), came to the table to brief the committee. A handout was provided to the committee (Attachment D). Mr. Washington provided background information on RTD and described the area that RTD services. He said that RTD provides transit service to about 2,400 square miles, which includes 40 municipalities and approximately 57 percent of the state's population. He said that RTD is one of the largest transit systems in the nation and operates over 1,500 vehicles, and had nearly 100 million passenger boardings in the year 2012. He talked about RTD's contracted bus services. He discussed the FasTracks plan, which will provide 122 miles of light rail and commuter rail, 18 miles of BRT service, 31 new Park-n-Rides, and will include the redevelopment of Denver Union Station. He discussed the progress of the plan and the status of ongoing projects.

01:16 PM

Mr. Washington talked about the Free Metro Ride that will provide additional transit capacity between Denver Union Station and the Civic Center area. He said that the new service will complement the existing shuttle service that currently runs along the 16th Street Mall. Senator Todd asked if light rail will move northward. Mr. Washington responded that the FasTracks plan includes commuter rail for the northern metro areas. He discussed the benefits of BRT and the way buses will use the shoulder along U.S. 36 during low traffic speed times. He said that the vehicles for the U.S. 36 BRT will be purchased in January, 2014 and will begin operating in the year 2016.

01:28 PM

Mr. Washington talked about extension projects that are in progress, and said that RTD was accepted into the project development phase of the Federal New Starts Grant Funding process for a southeast extension. He said that a task force has been established for the southwest extension stakeholders to ensure that the project continues to move forward. He said that RTD began a study in September 2013 to determine the best operating plan for a central extension.

01:34 PM

Mr. Washington talked about the Northwest Area Mobility Study (NAMS), which is a 13-month study to determine the transit priorities for the region. Mr. Washington introduced Mr. Chris Quinn, who continued the presentation. Mr. Quinn referred to page 25 of the RTD handout (Attachment D) and explained the table on that page. Representative Tyler asked about the methodology used to calculate ridership. Mr. Quinn explained the formula that is used which are based on the Denver Regional Council of Governments (DRCOG) projections. Committee discussion ensued about how ridership and cost numbers can be applied to future RTD decisions.

01:44 PM

Representative Tyler thanked the presenters for their time.

01:54 PM -- High-Performance Transportation Enterprise

Mr. Mike Cheroutes, Director of the High-Performance Transportation Enterprise (HPTE), CDOT, came to the table to brief the committee. He discussed the origins of the HPTE, saying that it was created as a result of the Funding Advancements for Surface Transportation and Economic Recovery (FASTER) legislation, Senate Bill 09-108. He discussed the work of the HPTE and said its mission is to look at new ways of bringing transportation funding to the state. He discussed public-private partnerships and talked about the projects that are currently underway and upcoming.

02:06 PM

Senator Jones asked about the change to the High Occupancy Vehicle (HOV) requirement, which is increasing from a two-person requirement to a three-person requirement, on U.S. 36 and read aloud from a letter he received from a constituent. Senator Jones asked how processes and changes impacting citizens can be more transparent. Mr. Cheroutes explained that CDOT and the HPTE must weigh the risk to the state when undertaking projects, and that in the case of the HOV requirement, it was determined to be in the best interest of the state to put the risk on the private sector and agree to adjust the HOV requirement after certain triggers were met. He said that he spent hours talking with people about the change to the HOV requirement. He explained that the specific HOV issue was discussed in terms of revenue production and in terms of preserving the unique nature of the project. Representative Primavera asked how cars that seat only two people will be impacted. Mr. Cheroutes said that the driver can choose to pay a toll, and that there is a limited exception for hybrid vehicles.

Mr. Donald Hunt, Director, CDOT, joined Mr. Cheroutes at the table and said that HPTE and CDOT work hand in hand and are looking at managed lanes as a way to improve and increase capacity on the state's highways. He said that managed lanes are a tool used to ensure that there is always a lane of traffic that is moving at 45-50 miles per hour and that every major city across the U.S. is looking at managed lanes as a way to control traffic congestion.

Representative Peniston asked how the three-person HOV requirement will be enforced. Mr. Cheroutes said that if a person self-identifies himself as a three-person HOV vehicle and is discovered to be in violation, the driver will receive a large fine. He added that the transponders carried in cars will also play a role in enforcement. Senator Jones discussed the feedback that he has received from his constituents, stating that citizens did not understand the consequences of having the managed lanes and that the project was presented to citizens as the only option available. Senator Heath said that he has also received push-back on the new HOV requirement. Committee discussion ensued.

02:31 PM

Representative Kraft-Tharp asked about the section of highway where U.S. 36 and Interstate 25 (I-25) join, and what the HOV requirement will be on I-25. Mr. Cheroutes said that I-25 will also have a three person HOV requirement. Representative Tyler thanked the presenters for their time.

02:39 PM -- Briefing from Colorado Contractors Association

Mr. Tony Milo, Colorado Contractors Association (CCA), came to the table to brief the committee. He discussed the membership of the CCA and said that the flood recovery efforts have created about 14,000 jobs in Colorado, for Coloradans. Representative Tyler asked about the availability of trained contractors in the state. Mr. Milo stated that prior to the flood recovery, the industry had an unemployment rate in Colorado of about 20 percent and that many workers left the industry all together to pursue other work. Senator Todd asked about financing matching grants for emergency relief funds. Mr. Milo responded and committee discussion ensued.

Representative Kraft-Tharp thanked Mr. Milo for his presentation.

02:45 PM

The committee took a brief recess.

02:57 PM -- Briefing by Truckers for Common Sense

The committee came back to order. Mr. Ray Burgener, Director, and Mr. Hank Hersh, Co-Director, Truckers for Common Sense, introduced themselves to the committee. Handouts were distributed to the committee (Attachments E, Attachment F, and Attachment G). Mr. Burgener gave a brief overview of the Truckers for Common Sense and said that the organization's mission is to move freight safely and efficiently with fewer trucks, and to reduce the carbon footprint. He said that there is a segment of the trucking industry that has not been represented. He commented on the differences between a non-divisible and divisible carrier. He said that Truckers for Common Sense hauls materials to CDOT and federal Department of Transportation highway jobs. Mr. Hersh commented on divisible load permits and the gross weight limit of 92,000 pounds on 5 axle trucks. Mr. Burgener commented on House Bill 09-1318 concerning the issuance of overweight permits for vehicles weighing more than the 85,000 pound non-overweight vehicle gross vehicle weight limit.

03:21 PM

Representative Tyler summarized the testimony of the presenters. He clarified that the presenters are stating that the weight limit set forth in House Bill 09-1318 is too high. Mr. Burgener and Mr. Hersh reiterated what they would like to see done legislatively to address this issue. Representative Peniston asked for clarification on why legislative action on this issue is necessary, because the presenters could simply lower the weight limits on the trucks for their own companies if they wish to do so. Discussion ensued concerning legislative concepts from Truckers for Common Sense concerning this issue.

03:30 PM

Representative Tyler commented on the legislative concepts proposed by Truckers for Common Sense and thanked the panelists for presenting to the committee.

03:33 PM -- Discussion on Legislation

Representative Tyler commented on the process for making motions on draft legislation.

BILL:	Discussion on Legislation	
TIME:	03:34:49 PM	
MOVED:	Jones	
MOTION:	Draft legislation concerning the transparency of the Highway Performance Transportation Enterprise. The committee discussed the motion. The motion passed on a vote of 11-0.	
SECONDED:	Heath	
		VOTE
	Baumgardner	Excused
	Buck	Excused
	Coram	Excused
	Everett	Yes
	Fischer	Excused
	Jones	Yes
	King	Excused
	Kraft-Tharp	Yes
	Lawrence	Yes
	Lee	Excused
	Mitsch Bush	Yes
	Moreno	Excused
	Peniston	Yes
	Primavera	Yes
	Scott	Yes
	Todd	Yes
	Heath	Yes
	Tyler	Yes
FINAL YES: 11 NO: 0 EXC: 7 ABS: 0 FINAL ACTION: PASS		

BILL:	Discussion on Legislation	
TIME:	03:43:35 PM	
MOVED:	Tyler	
MOTION:	Draft legislation to reduce the gross weight of 5 axles to 92,000 pounds for overweight permits. The motion passed on a vote of 9-1.	
SECONDED:	Mitsch Bush	
		VOTE
	Baumgardner	Excused
	Buck	Excused
	Coram	Excused
	Everett	Yes
	Fischer	Excused
	Jones	Yes
	King	Excused
	Kraft-Tharp	Yes
	Lawrence	Yes
	Lee	Excused
	Mitsch Bush	Yes
	Moreno	Excused
	Peniston	Yes
	Primavera	Yes
	Scott	No
	Todd	Excused
	Heath	Yes
	Tyler	Yes
FINAL YES: 9 NO: 1 EXC: 8 ABS: 0 FINAL ACTION: PASS		

03:46 PM

Senator Heath commented on transportation finance and said that he will not be recommending any legislation to address funding as a TLRC bill. Representative Primavera commented on the tours that the committee took during the interim and asked if there were any policy ideas that came out of the tours that need to be addressed legislatively. Representative Tyler said that each community addressed a lack of funding and that was a common theme throughout the hearings. Representative Mitsch Bush said that there is a nationwide issue concerning transportation funding and emphasized the need to increase funding in order to maintain the transportation infrastructure in the state.

03:50 PM

The committee adjourned.



Colorado Department of Transportation

– Transportation Legislation Review Committee–

October 8, 2013

Flood Recovery



Historic Rainfall/Damage

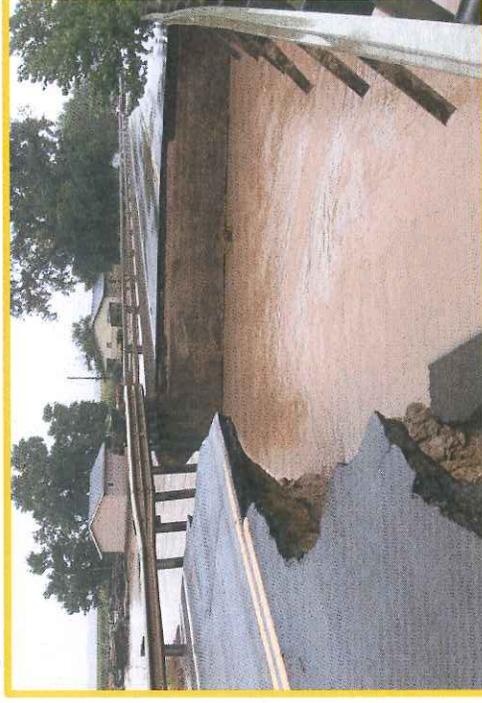
- Adams County – over 15 inches (*annual Avg. 14.85 inches*)
- Boulder County – over 18 inches (*annual Avg. 19.30 inches*)
- El Paso County – over 11 inches (*annual Avg. 21.09 inches*)
- Larimer County – over 12 inches (*annual Avg. 16.98 inches*)
- Washed out roads severed multiple cities from the rest of the state

Immediate Goals

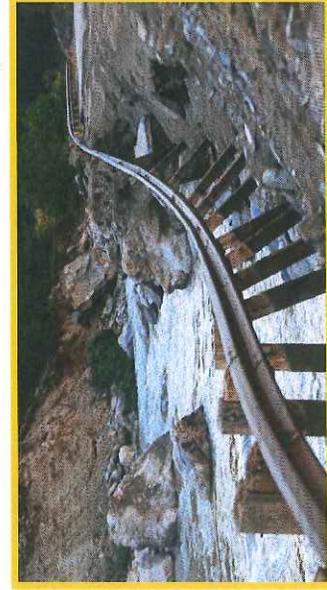
- Restore access by December 1, 2013
- Temporary repairs to restore mobility
- Reconnect communities

Long Term Recovery

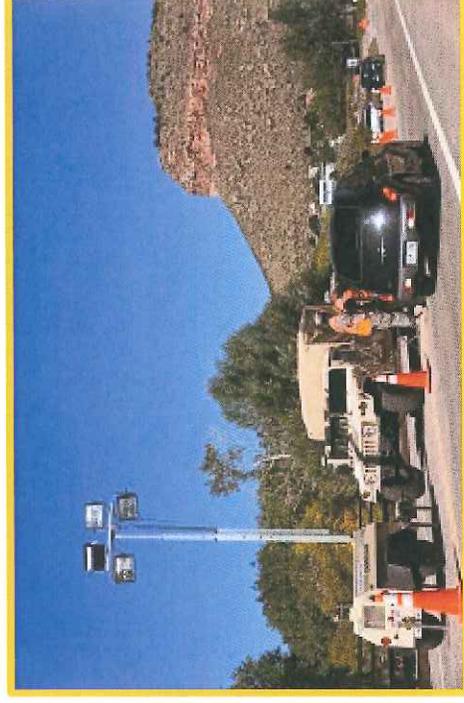
- Total costs estimated at over \$400M (includes state system only)
- Local road costs currently undetermined



State Highway 257 near Johnstown



U.S. Highway 34 near Drake

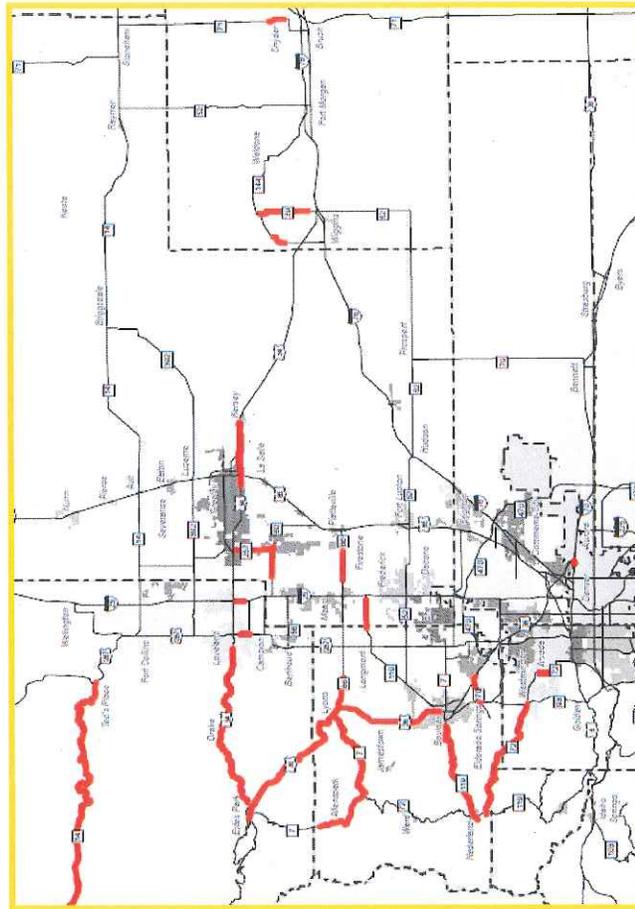


National Guard at U.S. 36

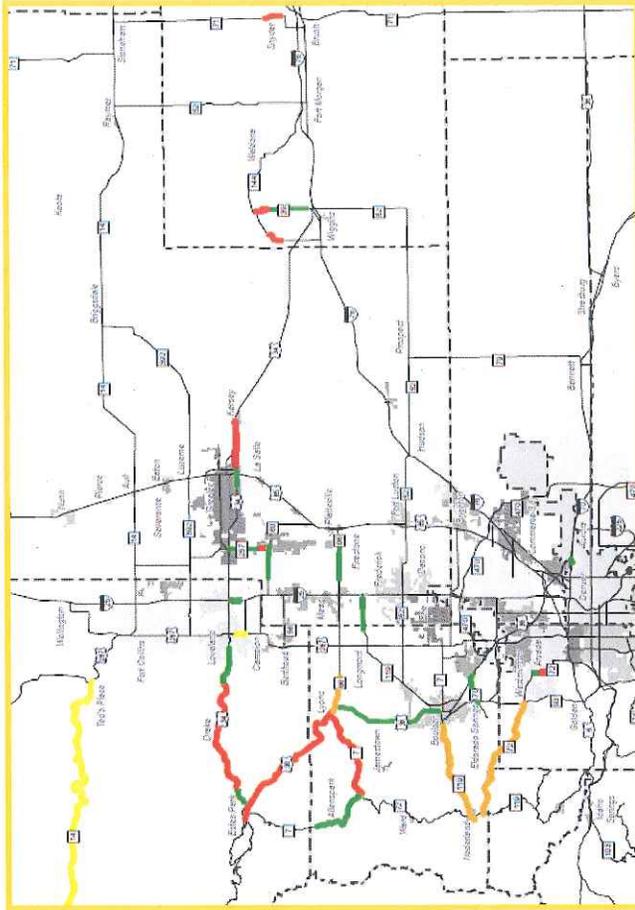
Flood Recovery



September 17, 2013



As of October 3rd, 2013



STATE HIGHWAY CLOSURES

- Closed to all traffic
- Closed - Emergency Only
- Closed - Local Access Only
- Open with Restrictions
- Open to All
- No Reported Damage - Expect Normal Travel

**67% of closures (18 of 27)
reopened as of October 4, 2013.**

Flood Recovery



Cumulative Transportation Damage

Impacts

- **Estimated Costs** – over \$400 million estimated in total state highway damage (excludes local roads)
- **State Highways** – approximately 200 lane miles of state highways closed, damaged, or destroyed
- **Local Roads** – unknown total damage to county and city roads
- **Bridges** – 102 bridges damaged and requiring repair
- **Culverts** – multiple clogged, damaged, or destroyed culverts
- **Debris** – substantial debris on highway surfaces, structures, and culverts, requiring clearing operations
- **CDOT/CSP Buildings** – CDOT facility, equipment, materials damage:
 - CDOT/State Patrol shared Evans facility (to be demolished)
 - Drake facility (possible equipment destroyed, shed lost, sand/materials lost)
 - Crook facility (sand/materials lost)



State Highway 72



State Highway 119



U.S. Highway 34 – Big Thompson Canyon

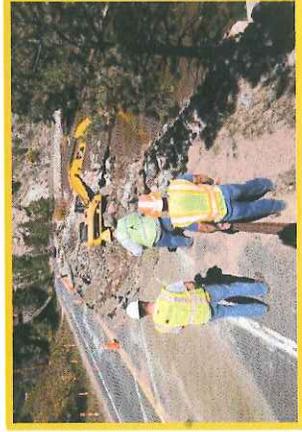
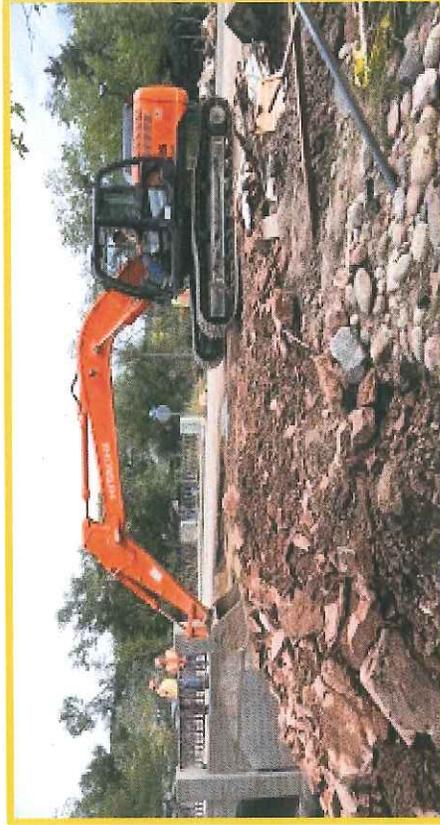
Flood Recovery



Infrastructure Recovery Force

IR Force

- **Tasks –**
 - Rebuilding Colorado's infrastructure with speed and efficiency
 - Make long term improvements to our transportation system
 - Provide coordination and assistance to local governments in reestablishing critical links to local roads, bridges, water, sewer, power, and communications
- **Staffing –**
 - CDOT employees on reassignment from regular duties
 - Led by CDOT Deputy Director Scot Cuthbertson and CDOT Region 4 Director Johnny Olson
- **Goals –**
 - **Response (September through Winter 2013) –** debris removal, temporary road building, portable bridges, conducted by CDOT staff, emergency contractors, Colorado National Guard
 - **Recovery (Spring 2014 and forward) –** infrastructure construction



U.S. Highway 34
Big Thompson Canyon

Flood Recovery

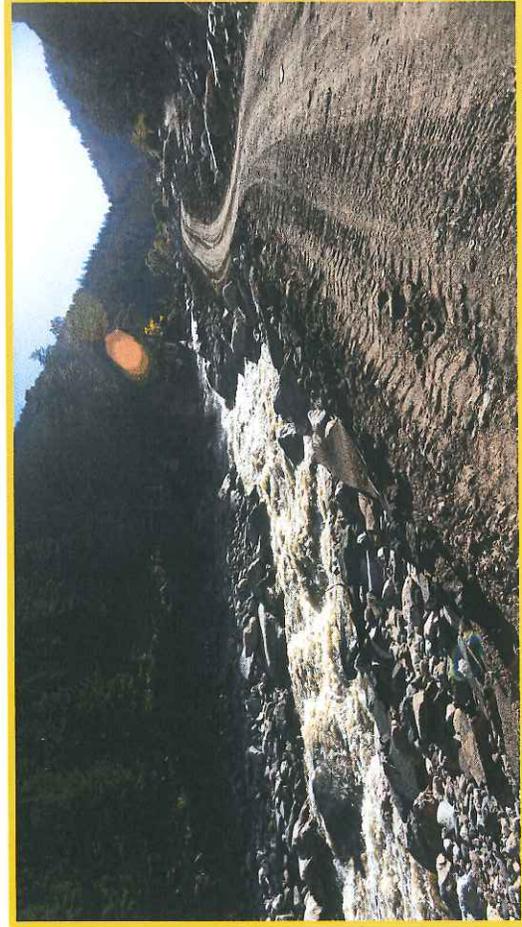
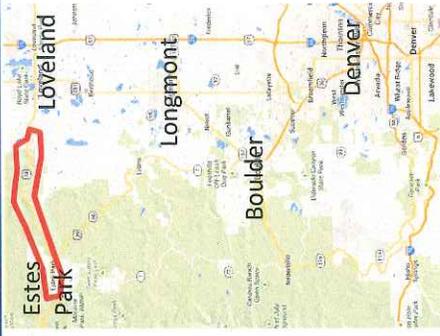


Big Thompson Canyon – U.S. 34

- **Status** – Active Construction-Day Light Operations 7 Days/Week
- **Percentage Complete** – 4%
- **Projected Road Opening Date** – December 1, 2013
- **Project Updates** –
 - Active Project Days to Date: 9 Days
 - CDOT Construction Management Staff Currently On-site: 15
 - CDOT Construction Management Man-Hours To Date: 941 MH
- **Major Events** –
 - Damage assessments continue
 - The staff bridge inspection team accessed structure C-15-Y (bridge at North Fork Big Thompson, MP 75.69).
 - The construction of a pioneer road continues east beyond MP 76



U.S. Highway 34, Big Thompson Canyon



U.S. Highway 34, Big Thompson Canyon

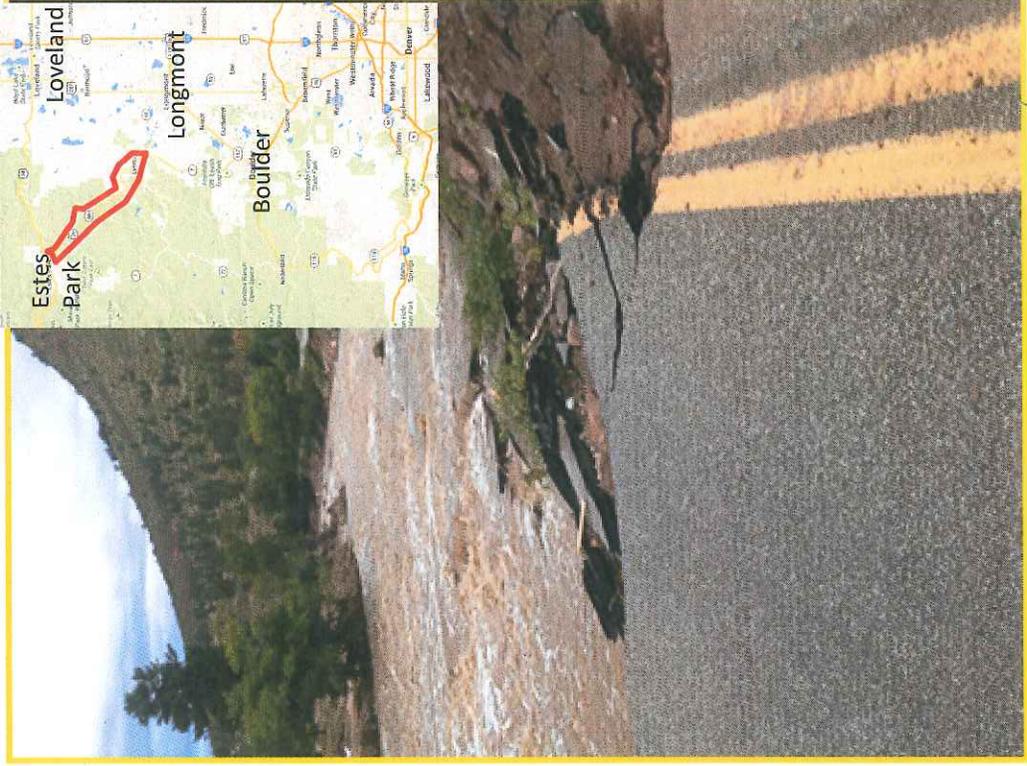
Contractor: Kiewit Western

Flood Recovery



North St. Vrain Canyon – U.S. 36

- Status – Active Construction- Day Light Operations 7 Days/Week
- Percentage Complete – 29%
- Projected Opening Date – December 1, 2013
- Active Project Days To Date – 13
 - CDOT Construction Management Staff Currently On-Site:
 - 18 CDOT
 - 98 National Guard
 - 12 Maintenance
 - CDOT Construction Management Man-Hours To Date: 1080 MH
 - National Guard (No./MH): 4886 MH
- Major Events – Colorado National Guard redeployed on project. Re-mobilized mid-day 10/02.



Contractor: Colorado National Guard



Natl. Guard at U.S. 36

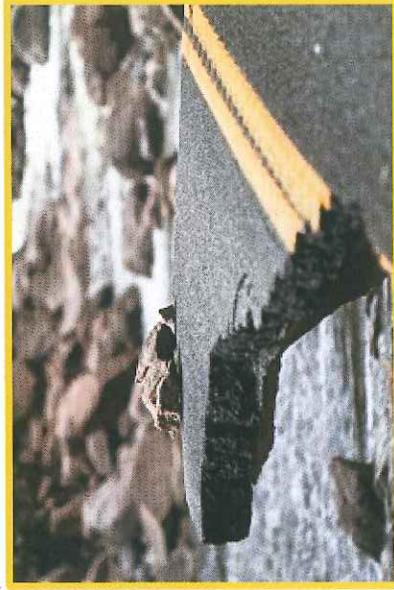
U.S. Highway 36 (outside Lyons)

Flood Recovery

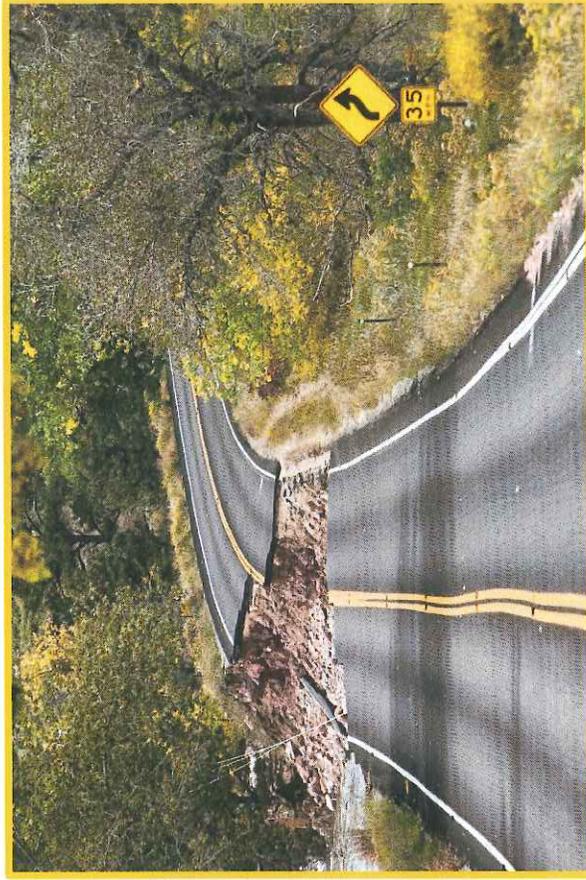
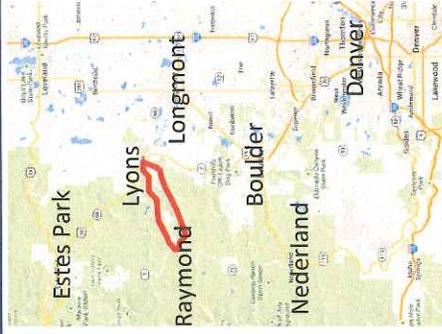


South St. Vrain Canyon – State Highway 7

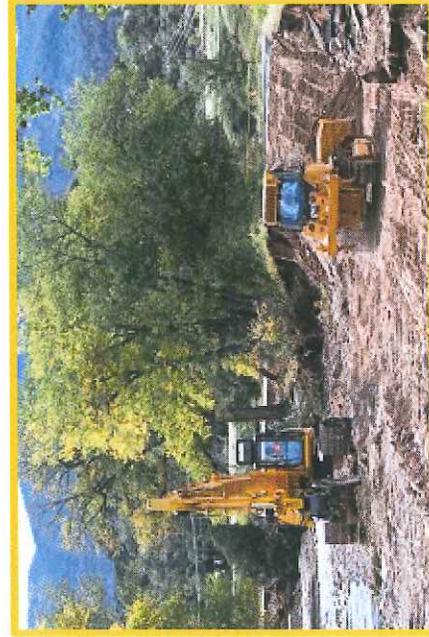
- **Status** – Active Construction-Day Light Operations
7 Days/Week
- **Percentage of Project Complete** – 1%
- **Projected Road Opening Date** – December 1, 2013
- **Project Updates** –
 - Active Project Days To Date: 7
 - CDOT Construction Management Staff Currently On-Site: 5
 - CDOT Construction Management Man-Hours To Date: 250 MH
- **Major Events** – Major Events: Held project kickoff meeting 10/02, continued debris removal.



State Highway 7



State Highway 7



Contractor: Skanska and Wadsworth

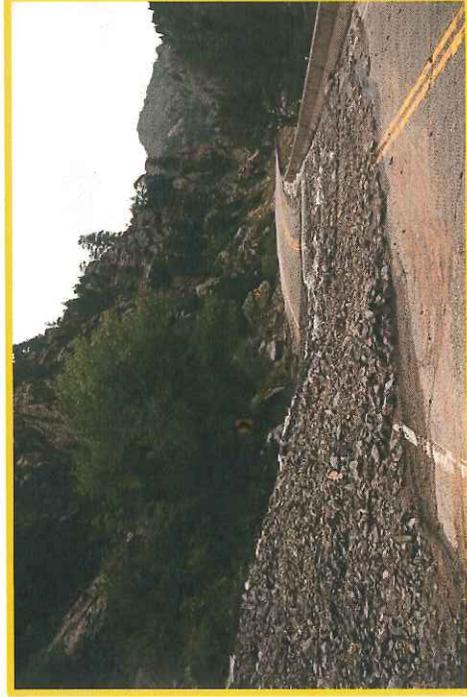
State Highway 7

Flood Recovery

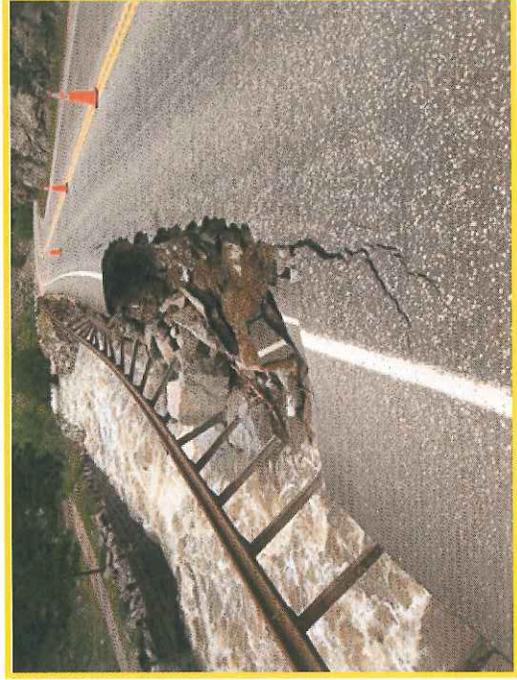


Boulder Canyon – State Highway 119

- **Status** – Active Construction- 24/7
- **Percentage of Project Complete** – 55%
- **Projected Road Opening Date** – October 10, 2013
- **Project Updates** –
 - Active Project Days To Date: 11
 - CDOT Construction Management Staff Currently On-Site: 11
 - CDOT Construction Management Man-Hours To Date: 724MH
- **Major Events** –
 - Paving MP 40.0 to 40.5. Once a barrier is installed to cover damaged guardrail at 34.1, the canyon can be opened to unrestricted two-way traffic between MP 26 to 39.



State Highway 119



Contractor: SEMA

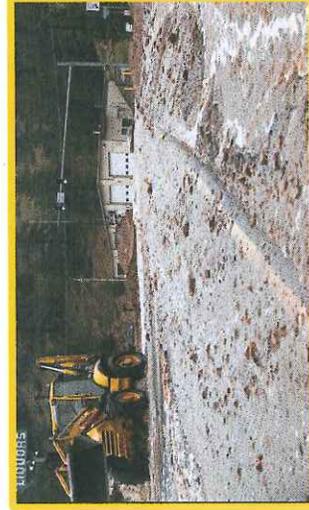
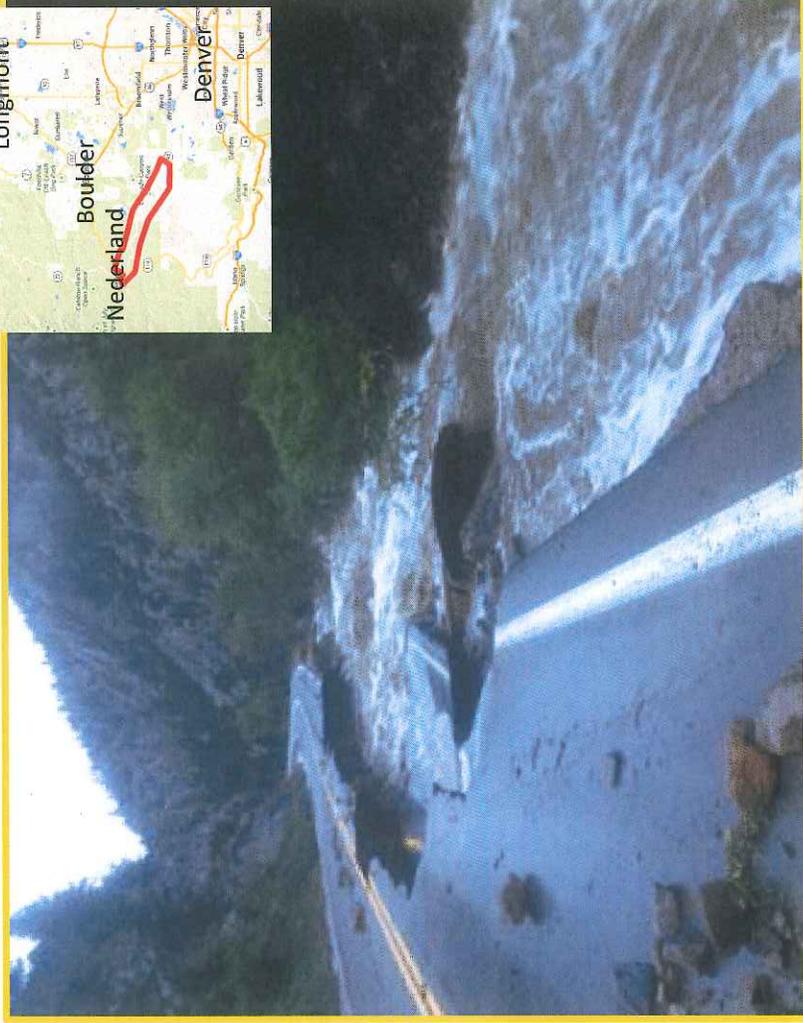
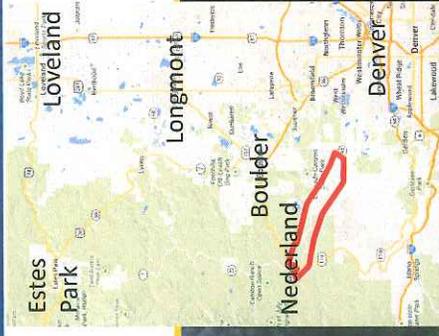
State Highway 119

Flood Recovery



Coal Creek Canyon – State Highway 72

- Status – Active Construction 24/7
- Percentage of Project Complete – 3%
- Projected Road Opening Date – December 1, 2013
- Project Updates –
 - Active Project Days To Date: 8 Days
 - CDOT Construction Management Staff Currently On-Site : 4
 - CDOT Construction Management Man-Hours To Date: 650 MH
- Major Events –
 - Excavation and pipe placement to start.



State Highway 72

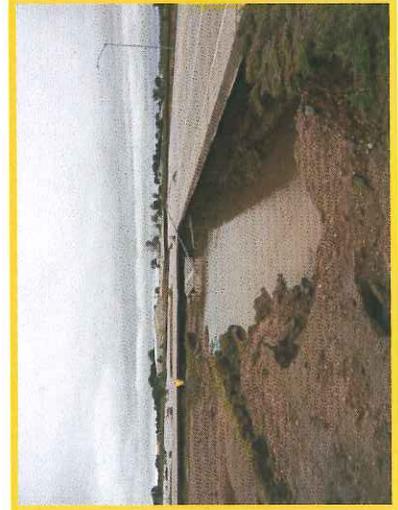
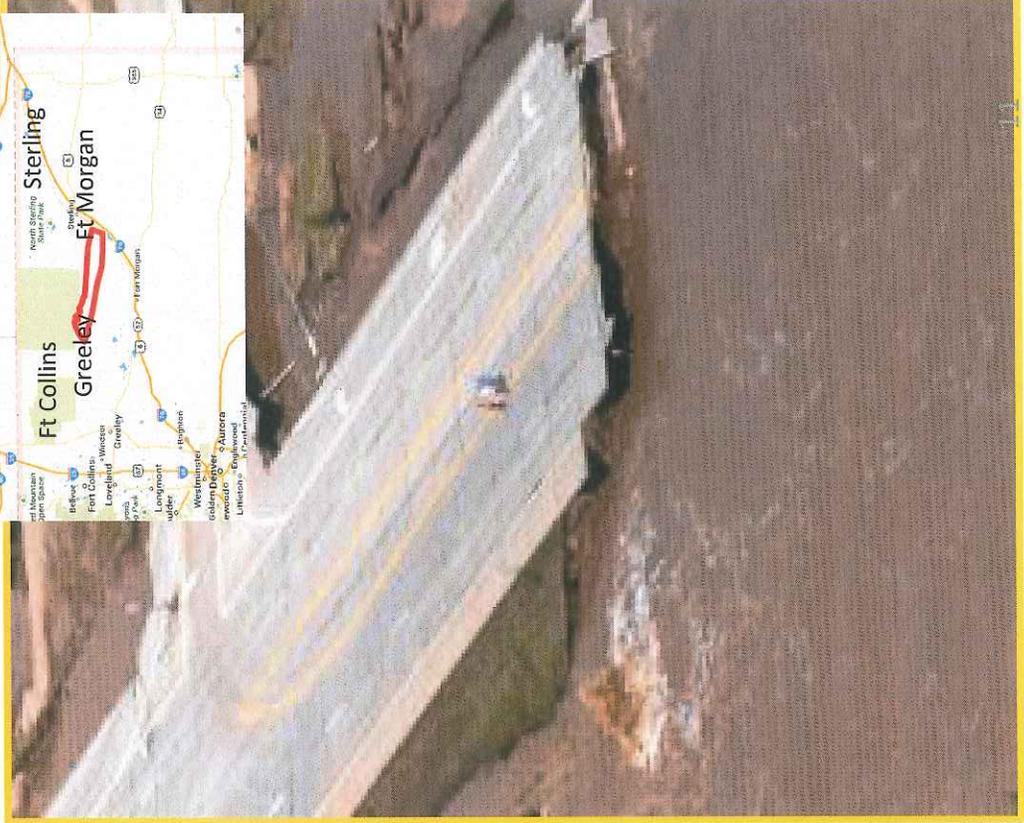
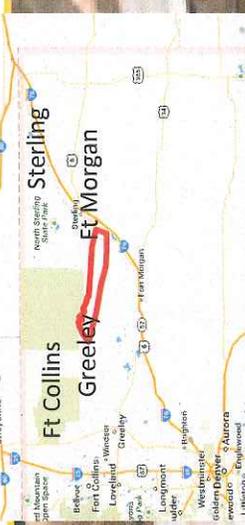
State Highway 72

Flood Recovery



U.S. 34 East

- **Status- Active Construction** – 24/7 Operations
- **Percentage of Project Complete** – 100% Complete
- **Projected Road Opening Date** – October 1, 2013
- **Project Updates** –
 - Active Project Days to Date: 12 Days
 - CDOT Construction Management Staff Currently On-Site: 4 each
 - CDOT Construction Management Man-Hours To Date: 750 MH
- **Major Events** – Two way traffic has opened on east bound bridge, eliminates major detour.



Contractor: Zak Dirk

U.S. Highway 34

U.S. Highway 34

Flood Recovery

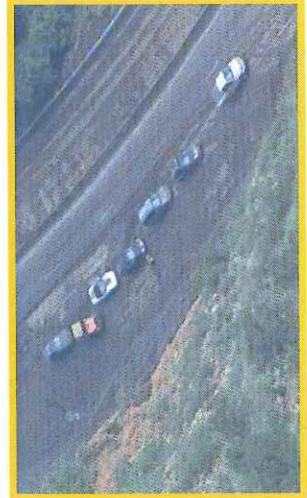


Waldo Canyon – U.S. 24

- **Flooding** – 2012 fire burn scar resulted in flooding of Manitou Springs in 2013 summer
- **Improvements** – \$5.5 million allocated by the Transportation Commission
 - Supplements the Waldo Canyon Fire Mitigation Project (\$2 million)
 - Installing new culvert to replace the existing 72 inch culvert (\$1.5 million)
 - Repairs US 24 eastbound (\$1.5 million)
- **Timeframe** –
 - **Short-term** – US 24 closure imposed when one-quarter inch of rain is detected
 - **Long-term** – new culvert to be installed by January 2014, will alleviate future runoff that can lead to flooding; re-vegetation of the watershed may take up to 5 years.



U.S. Highway 24



U.S. Highway 24

Flood Recovery



Executive Orders

D 2013-026 & D 2013-027

- Declares a disaster emergency zone in over a dozen counties
- Declares that the damage to the state's federal-aid highways constitutes a "disaster," which allows CDOT to seek FHWA emergency relief funds
- Suspends certain statutes and rules if strict compliance would delay recovery efforts

Statutory Changes

- CDOT continues to monitor for possible statutory changes needed to ensure a swift recovery and rebuilding process

STATE OF COLORADO



OFFICE OF THE GOVERNOR
116 State Capitol Building
Denver, Colorado 80203
Phone: (303) 869-2871
Fax: (303) 869-3695

John W. Hickenlooper
Governor

D 2013-026

EXECUTIVE ORDER

Declaring a Disaster Emergency Due to the Flooding in Adams, Arapahoe, Broomfield, Boulder, Denver, El Paso, Fremont, Jefferson, Larimer, Logan, Morgan, Pueblo, Washington, and Weld Counties (Front Range Flooding)

Pursuant to the authority vested in the Governor of the State of Colorado and, in particular, pursuant to relevant portions of C.R.S. § 283-104 and relevant portions of the Colorado Disaster Emergency Act, C.R.S. § 24-33.5-701, et seq., I, John W. Hickenlooper, Governor of the State of Colorado, hereby issue this Executive Order declaring a state of disaster emergency due to the flooding in Adams, Arapahoe, Broomfield, Boulder, Denver, El Paso, Fremont, Jefferson, Larimer, Logan, Morgan, Pueblo, Washington, and Weld Counties, Colorado, and making resources available to search for flood victims, assist flood survivors, remove the flood debris, provide flood emergency protective measures, address the disaster emergency, and assist with flood recovery.

1. Background and Purpose

The Governor is responsible for meeting the dangers to the state and people presented by disasters. The Colorado Disaster Emergency Act defines a disaster as "the occurrence or imminent threat of widespread or severe damages, injury or loss of life or property resulting from any natural cause or cause of human origin, including but not limited to . . . flood." C.R.S. § 24-33.5-703(3).

Beginning on September 11, 2013, heavy rainfall fell west of Interstate 25 from south of Colorado Springs to the Wyoming border. The greatest impact was in Boulder County, where up to eight inches of rain fell by 0700 hours on September 12, 2013. Rainfall continues with the National Weather Service predicting another 2 – 4 inches by 0700 hours on September 13, 2013. While authorities cannot conduct damage assessments until the rainfall subsides and the flooding recedes; known consequences are three fatalities, three injuries, damage to a natural gas distribution pipeline, power outages, at least two structures destroyed, water damage to

have been damaged, which includes 4,047 structures that have been destroyed, 30 bridges have been destroyed, and 20 others have been severely damaged. As of 1100 on September

STATE OF COLORADO



John W. Hickenlooper
Governor

7

ORDER

Agency Due to the Flooding in
El Paso, Fremont, Jefferson, Larimer,
Logan, Morgan, Pueblo, Washington,
and Weld Counties (Front Range Flooding)

Pursuant to the authority vested in the Governor of the State of Colorado and, in particular, pursuant to relevant portions of C.R.S. § 283-104 and relevant portions of the Colorado Disaster Emergency Act, C.R.S. § 24-33.5-701, et seq., I, John W. Hickenlooper, Governor of the State of Colorado, hereby issue this Executive Order amending Executive Order 2013-026, as amended, to the flooding in Adams, Arapahoe, Broomfield, Boulder, Denver, El Paso, Fremont, Jefferson, Larimer, Logan, Morgan, Pueblo, Washington, and Weld Counties, Colorado, and making resources available to search for flood victims, assist flood survivors, remove the flood debris, provide flood emergency protective measures, address the disaster emergency, and assist with flood recovery.

The Governor is responsible for meeting the dangers to the state and people presented by disasters. The Colorado Disaster Emergency Act defines a disaster as "the occurrence or imminent threat of widespread or severe damages, injury or loss of life or property resulting from any natural cause or cause of human origin, including but not limited to . . . flood." C.R.S. § 24-33.5-703(3).

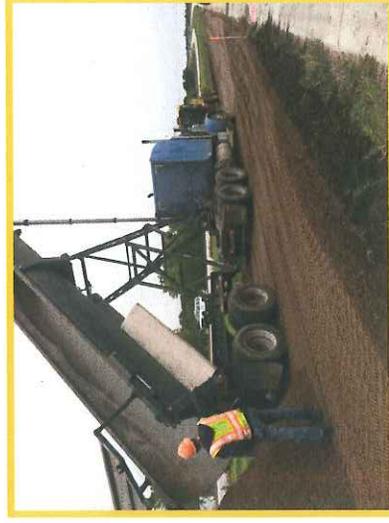
Beginning on September 11, 2013, heavy rainfall fell west of Interstate 25 from south of Colorado Springs to the Wyoming border. The greatest impact was in Boulder County, where up to eight inches of rain fell by 0700 hours on September 12, 2013. Rainfall continues with the National Weather Service predicting another 2 – 4 inches by 0700 hours on September 13, 2013. While authorities cannot conduct damage assessments until the rainfall subsides and the flooding recedes; known consequences are three fatalities, three injuries, damage to a natural gas distribution pipeline, power outages, at least two structures destroyed, water damage to

Flood Recovery



Contracting

Project	Contractor
US 34/Big Thompson Canyon	Kiewit Infrastructure (Littleton, CO)
SH 7/South St. Vrain Canyon	Skanska USA (Cortez, CO) Ralph Wadsworth Const. (Draper, CO)
Highways East of I-25 in NE Colorado	Lawrence Construction (Littleton, CO) URS Corp. (Denver, CO)
SH 72/Coal Creek Canyon	Lawrence Construction (Littleton, CO)
US 34/Glade Road to Dam Store	Coulson Excavating (Loveland, CO)
US 34/Greeley to Kersey	Zak Dirk (Loveland, CO)
US 34 Business	Connell Resources (Ft. Collins, CO)
US 36/Lyons to Estes Park	Colorado National Guard
US 36/SH 66 to St. Vrain Rd.	Structures, Inc. (Englewood, CO)
US 36/damage near Lefthand Canyon	American West Const. (Denver, CO)
SH 14/Ted's Place to Cameron Pass	American Civil Constructors (Littleton, CO)
SH 36/Goodrich to I-76	Mountain Constructors (Platteville, CO)
SH 144/US 34 to Weldona	Mountain Constructors (Platteville, CO)
SH 71/Snyder north of Brush	Castle Rock Const. (Centennial, CO)
SH 1119/Boulder Canyon	SEMA Construction (Centennial, CO)
SH 257/Milliken to US 34	TLM Constructors (Greeley, CO)



US Highway 34 near Kersey



US Highway 34

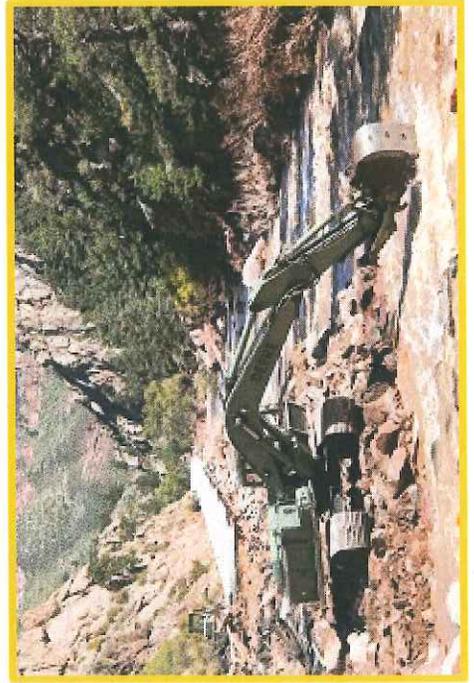
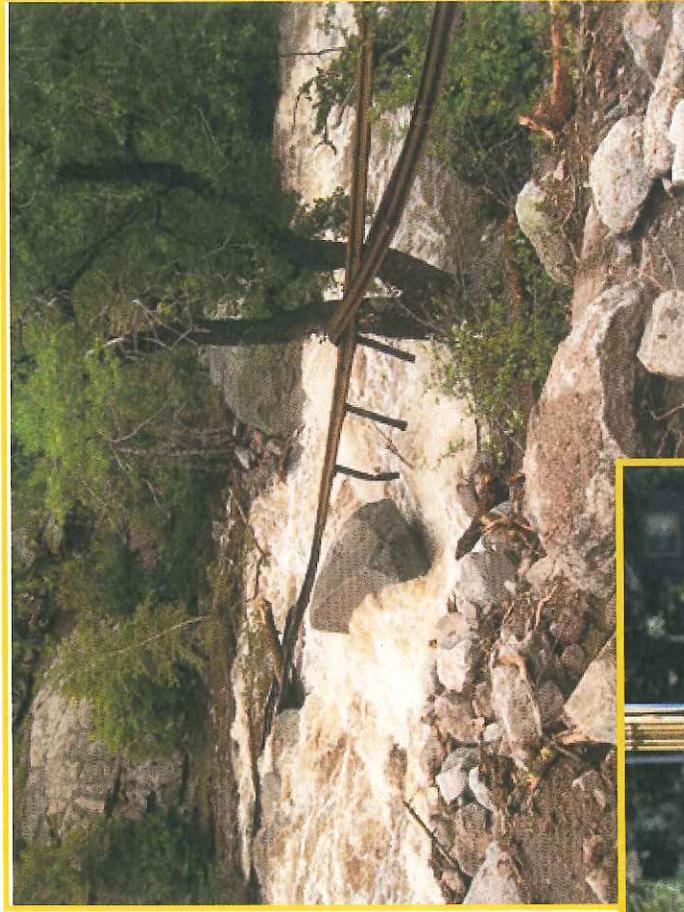
Flood Recovery



State Funding

Contingency Funds

- CDOT budget line item used for emergency projects and unforeseen events throughout the year
 - Examples: heavier than usual snowfall, large rockfall events, natural disasters, etc.
- Transportation Commission authorized over \$100 million for flood-related repairs



State Highway 119

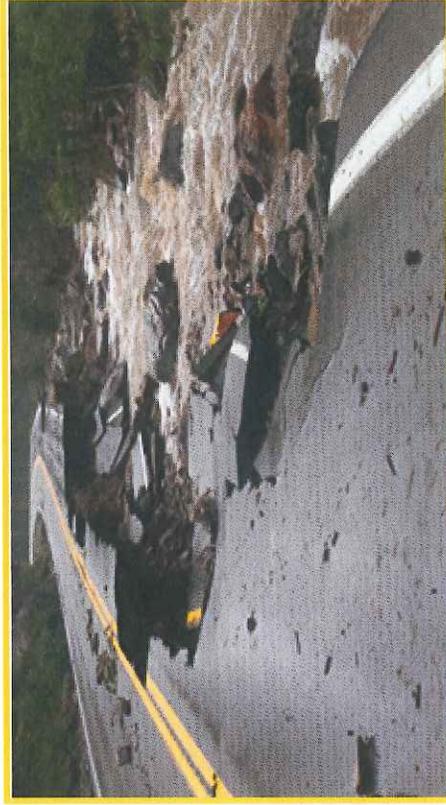
Flood Recovery



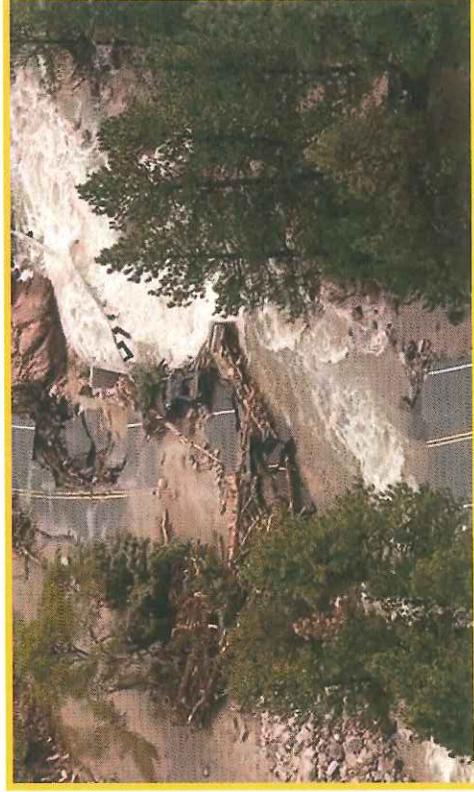
Federal Funding

FHWA Emergency Relief Program

- Provides funding to repair or reconstruct federal-aid highways and local federal-aid roads, if the Governor declares the damage to be a “disaster” via executive order
- Must be related to a natural disaster or other catastrophe
- \$35 million already advanced to Colorado from FHWA during the flooding
- **Funds available:**
 - Federal funds are available, but capped at \$100 million per disaster
 - Colorado’s congressional delegation introduced legislation to increase the cap to \$500 million per disaster for Colorado.



State Highway 72, Coal Creek Canyon



Left Hand Canyon Road, Lefthand Canyon

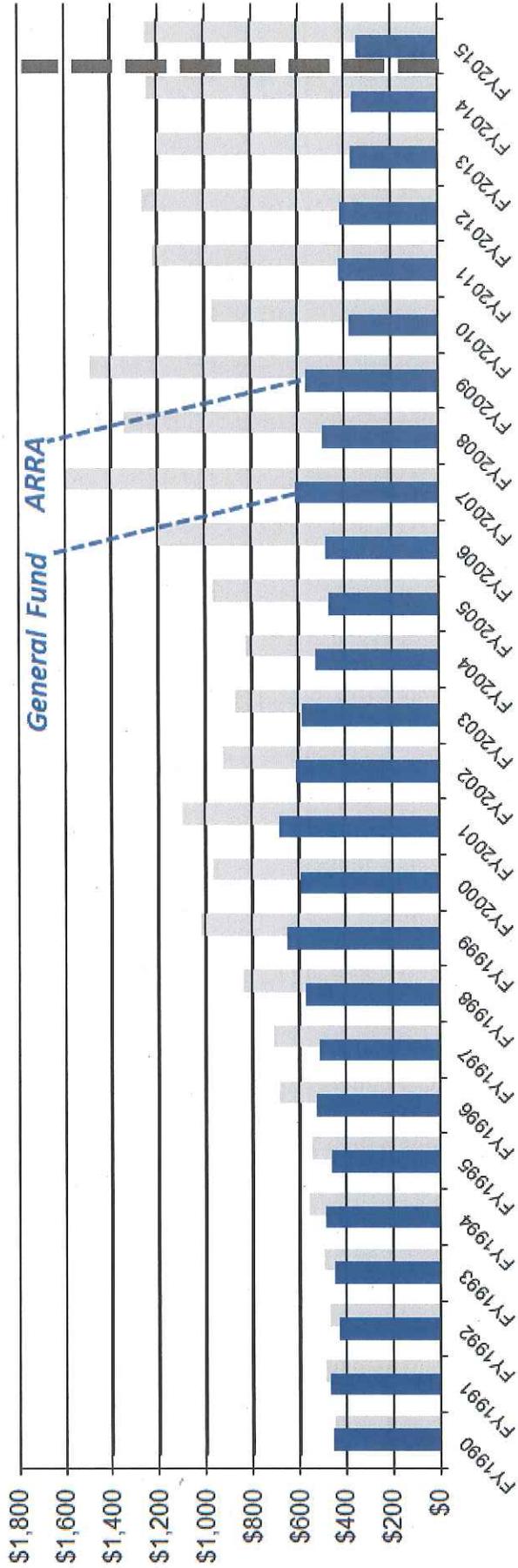


Transportation Finance

Current & Projected Needs

Inflation-adjusted CDOT Budget by Fiscal Year: FY1990-2015

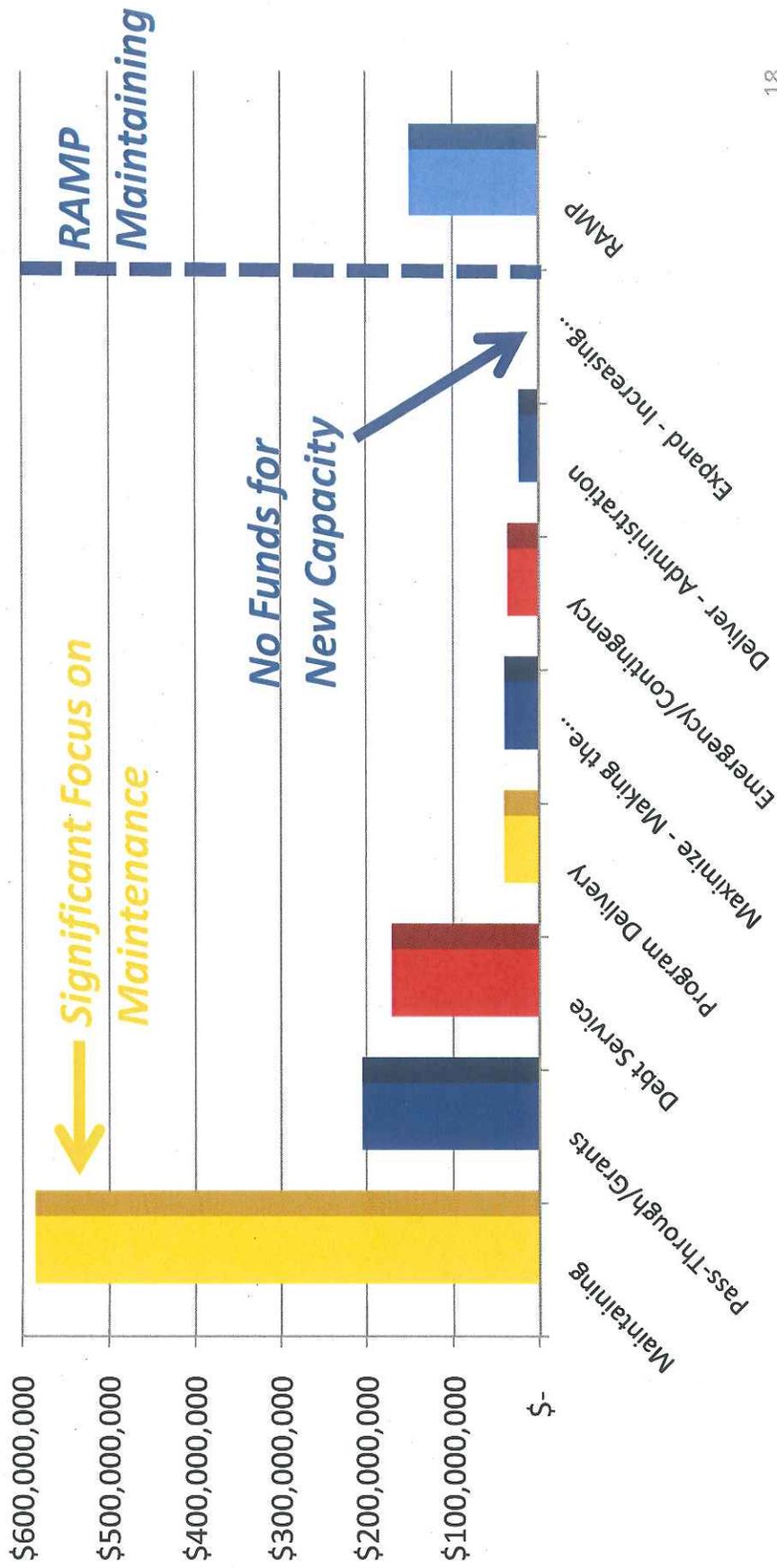
Revenue Deflated by CDOT Colorado Construction Cost Index





About CDOT

CDOT Budget (FY 2013-14)



Transportation Finance



Responsible Acceleration of Maintenance and Partnerships (RAMP)

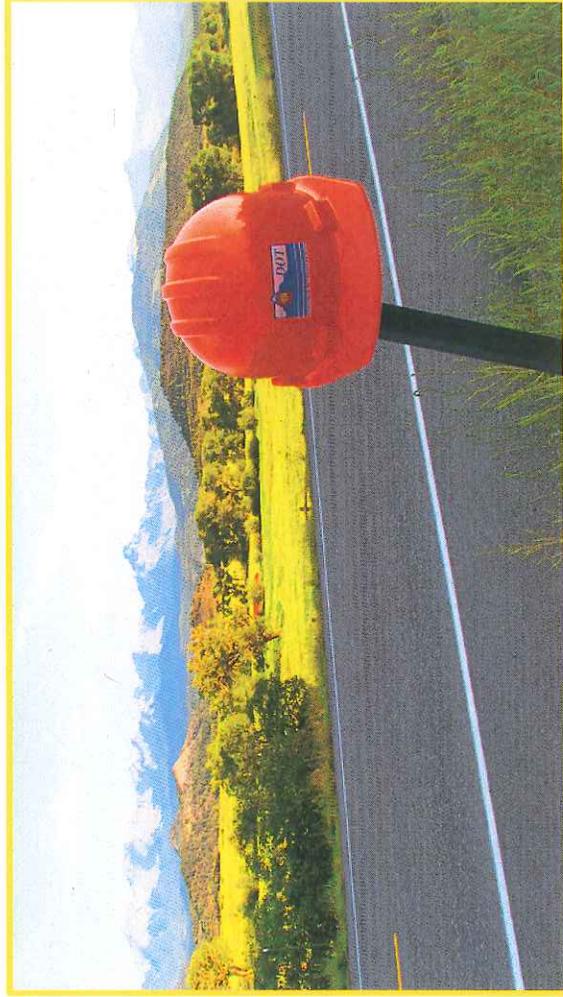
Timeline Update

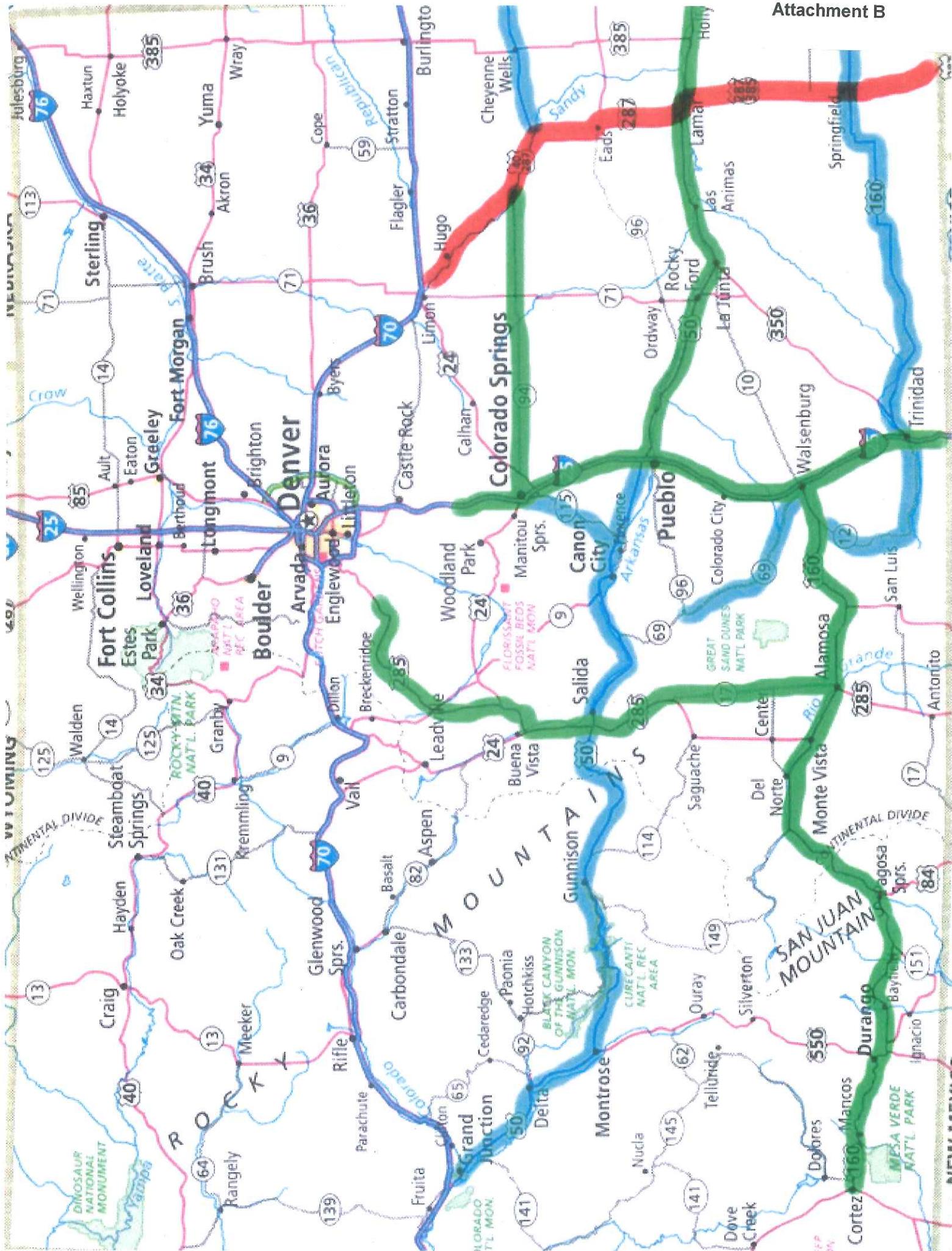
- **September 2013** – CDOT Staff Recommendation provided to Transportation Commission
- **October 2013** – Transportation Commission Determines Final Award List

Staff Recommendation (available online)

- \$630 million in partnership projects for a one-time RAMP allocation to be constructed in the next five years.
- Partnership Program includes \$118 million in local contributions with the potential to leverage additional private funds extending the reach of RAMP funds. 44 partnership project elements include:
 - 238 Lane miles improved
 - 89 Lane miles added
 - 26 Lane miles transferred from state system
 - 116 Shoulder Miles Improved/Added
 - 13 Rehabilitated bridges
 - 5 New wildlife passes
 - 1 New pedestrian bridge
 - 9 Reconstructed interchanges
 - 4 “Main Street” highway projects
 - 16 Transit/bicycle/pedestrian projects

Questions?







Who is MPACT64?

MPACT64 was originally comprised of four regional organizations that collectively span Colorado's 64 counties: **Metro Mayors Caucus (MMC), Progressive 15, Action 22 & Club 20**. MPACT64 has met for several years to discuss water and transportation issues, and began meeting in 2012 to discuss transportation finance, funding priorities, and develop consensus on revenue strategies. MPACT64 has since expanded to include many other groups with a common interest in improving Colorado's multi-modal transportation system.

Colorado Transportation Funding

Colorado is largely dependent on the state motor fuels tax of **22¢ per gallon** to fund the construction, maintenance and operation of its transportation infrastructure. After an off the top allocation to support the State Patrol and other Department of Revenue activities, proceeds of the motor fuels tax, **last raised in 1991**, are shared among Colorado's Department of Transportation (CDOT), 64 counties and 271 municipalities.

While Colorado's population has grown considerably since 1991, state and federal revenues to fund transportation have declined due to inflation and increases in fuel efficiency. Colorado's combined state and federal fuel taxes are among the lowest at **\$0.08 below the 2012 average**. In 2009, FASTER provided a \$173M/year infusion for transportation and marked the first new revenue source for transportation in nearly two decades.

With the ongoing partisan gridlock in Washington D.C., there is small hope that Congress will provide a solution. The federal gas tax of just over 18¢ was last raised in 1993 and in the 2012 transportation reauthorization offered no new dollars. The Congressional Budget Office is forecasting near-term bankruptcy of the federal Highway Users Trust Fund absent a substantial revenue increase. With such bleak prospects, in 2013 many states opted to save themselves by raising new revenues from a variety of sources to fund their transportation needs.

The Transportation Shortfall

Currently, 81% percent of CDOT's \$1.1B budget is dedicated to maintaining, maximizing or servicing debt on the current system. In 2007, the bi-partisan Colorado Transportation Finance and Implementation Panel conservatively pegged unfunded transportation needs at \$1.5B dollars per year. Recent CDOT analysis estimates urgent shortfalls at **\$772M/year**. Through aggressive belt tightening, repayment of TRANS bond debt and changes in how projects are budgeted (RAMP), unmet priority needs will dip as low as \$472M/year in the next few years and then rise again in 2017.

Annual Funding Gap			
After RAMP/TRANS Bond Debt Retirement			
Transportation Category	Annual Gap*	Annual Funding	
		RAMP 2013-2017	TRANS Retirement 2018-2022
Maintain the System	\$157	\$150	\$167
Rural Road Safety/Reliability	\$100	\$0	\$0
Congestion Relief/Mobility	\$500	\$150	\$0
Inter-Regional Transit	\$15	\$0	\$0
TOTAL	\$772	\$300	\$167
*TBD Colorado		Deficit	Deficit
All \$ in millions		\$432	\$605

Due to Colorado's TABOR constraints and the cost of mounting a successful campaign, there was early agreement that any option must provide a base level of funding for CDOT to secure MPACT64 support. The minimum level of funding targeted is **\$250M/year to CDOT**.

Funding Priorities

MPACT64 believes that significant new transportation funding is necessary to keep Colorado a safe and desirable place to live and do business. Despite varying needs and lifestyles across the state, MPACT64 quickly reached consensus around the following funding priorities.

1. Multi-modal improvements to roadways, bike/pedestrian, and transit infrastructure
2. System preservation and annual maintenance
3. Safety improvements, including shoulders and passing lanes in rural areas
4. New capacity and managed lanes where appropriate

Revenue Strategies

The group discussed Mileage Based User Fees, expansion of the state sales tax to fuel, indexing of the motor fuels and a 10¢ gas tax increase. MMC also convened a metro area group to explore a Denver regional sales tax to pay for high priority regional and local roadway, transit and pedestrian and bicycle needs. Understanding that a Denver area vote for a regional sales tax could compromise the chances of a successful statewide funding question, MPACT64 members agreed to **first pursue revenues to address statewide needs**.

The attached chart shows the levels of funding provided by various revenue sources. MPACT64 members agreed that the motor fuels tax, while ultimately a declining revenue source, was the most suitable in the near-term because system users pay it. However, in November 2012, statewide polling changed the course of the discussion. The polling revealed that while a majority of Coloradans were willing to pay **up to \$90/year** for transportation improvements, and were particularly interested in enhanced transit (60% statewide), the vast majority were **unwilling to support any increase in the gas tax**. This included extending sales tax to fuels or indexing it to inflation. National polls have also found the majority of Americans unwilling to support gas tax increases. Surprisingly, the Colorado poll revealed that **a sales tax was the revenue source preferred by most voters**.

Option	Description	10 YR AVG	CDOT Annual	CITY/CTY Annual	TRANSIT Annual
Gas Tax	10¢ not indexed	\$264	\$158	\$106	NA
	15¢ not indexed	\$396	\$238	\$158	NA
	10¢ indexed	\$386	\$232	\$154	NA
	15¢ indexed	\$538	\$323	\$215	NA
Apply Sales Tax to Gas*	2.9% @ \$3/gallon	\$215	\$129	\$86	NA
	2.9% @ \$4/gallon	\$286	\$172	\$114	NA
General Statewide Sales Tax*	.5¢	\$432	\$173	\$115	\$144
	.7¢	\$605	\$243	\$161	\$202
	1¢	\$864	\$347	\$232	\$285

* State sales tax does not currently include a local share, allocation reflects possible 60/40 split

** State Sales tax does not currently include a local share, allocation reflects proposed 1/3 off the top for transit with 60/40 split on remainder

The urgency of Colorado's unmet state, local and regional transportation needs and recognition that gas tax is ultimately a declining and unpopular revenue source led to the tabling of further discussion around a gas tax increase. An earnest discussion around a sales tax began.

A Sales Tax for Transportation

MPACT64 members put forth a series of conditions under which they might support a sales tax for transportation as early as 2014.

1. **Rate:** a sales tax increase of .7% appears to be most broadly supported though some participants recommend considering a full 1%
2. **Single Question: Statewide, regional and transit funding** must be included in same measure
 - o Distribution between HUTF and Transit at **67% and 33%**
 - Transit distribution to transit agencies and interregional transit projects
 - HUTF distribution— **60%** to State, **22%** to counties, **18%** to municipalities
 - May need flexibility to determine formulas for distribution of 18% local share differently in each area of the state (e.g., population in metro but lane miles in rural areas)
3. **Specificity:** Any revenue increase must be dedicated to a broadly supported and specific list of projects.
 - o CDOT to provide list of projects
 - o MPACT64 participants to submit project lists developed by stakeholders within own regions, including roadway, transit and bike/ped
 - o Local communities encouraged to identify projects that could be funded/accelerated with their local share
4. **Transportation Lockbox:** No “off the top” diversions and revenues protected/dedicated to transportation only
5. **Sunset:** For a variety of reasons, many feel that any new sales tax for transportation must eventually sunset.
 - o Revenues are intended to **bridge the gap** between declining gas tax and implementation of a new sustainable revenue source (e.g., MBUF/VMT)
 - o Sunset important due to dependence of municipalities on sales tax
 - o **12-20 year timeframe to allow for bonding**
 - o Sunset timeframe dependent on tax amount and project lists

Distribution assuming .7% sales tax dedicated to transportation – with 33% for transit and 67% to the HUTF
 Typical HUTF split – 60% to the State – 22% to the Counties – 18% to the municipalities

Distribution Categories	Total	67% HUTF	33% Transit	60% HUTF to State	22% HUTF to Counties	18% HUTF to Municipalities
.7% Sales Tax Annual Statewide (10 Year Average)	\$605,000,000	\$405,350,000	\$199,650,000	\$243,210,000	\$89,177,000	\$72,963,000



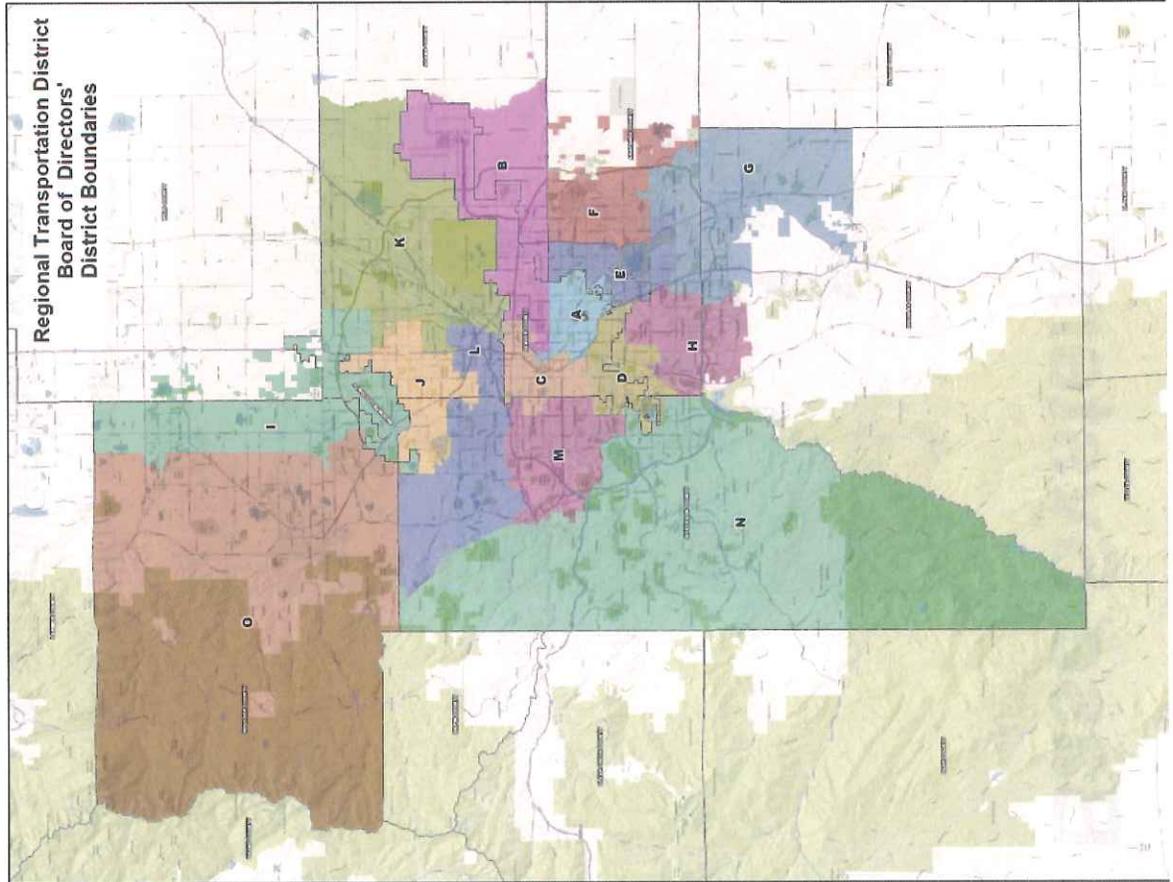
Transportation Legislation Review Committee Presentation

October 8, 2013

Agenda

- Overview of RTD
- FasTracks updates
- FasTracks Moving Forward
- Questions

Service Area



8 counties or portions thereof:

- Adams - Denver - Arapahoe
- Douglas - Boulder - Jefferson
- Broomfield - Weld

40 municipalities

2,348 square miles

2.8 million people

(approx. 57% of State population)

- | | |
|------------------------------------|--------------------------------|
| District A – Bill James | District I – Judy Lubow |
| District B – Barbara Deadwyler | District J – Larry Hoy |
| District C – Angie Rivera-Malpiede | District K – Paul Solano |
| District D – Jeff Walker | District L – Lorraine Anderson |
| District E – Claudia Folska | District M – Natalie Menten |
| District F – Tom Tobiasen | District N – Bruce Daly |
| District G – Gary Lasater | District O – Chuck Sisk |
| District H – Kent Bagley | |

Base System



- 1,536 rolling stock vehicles
- 148 scheduled bus routes
- 47 light rail track miles
- 99.1 million passengers in 2012
- 77 Park-n-Rides
- 2,400 RTD employees
- 1,770 private contractor employees
- 38.8 million fixed-route bus miles

Contracted Bus Service Summary



- 55.2% of RTD bus services are operated by private contractors
 - RTD may statutorily contract up to 58% of bus services
- Contracted services include:
 - Fixed route = 43.84% contracted
 - Access-a-Ride = 100% contracted
 - Call-n-Ride = 100% contracted



The FasTracks Plan



RTD FasTracks
PROGRESS MAP



- 122 miles of new light rail and commuter rail
- 18 miles of Bus Rapid Transit (BRT) service
- 31 new park-n-Rides; over 21,000 new spaces
- Enhanced Bus Network & Transit Hubs (FastConnects)
- Redevelopment of Denver Union Station
- 50+ new rail and/or BRT stations for Transit Oriented Communities opportunities

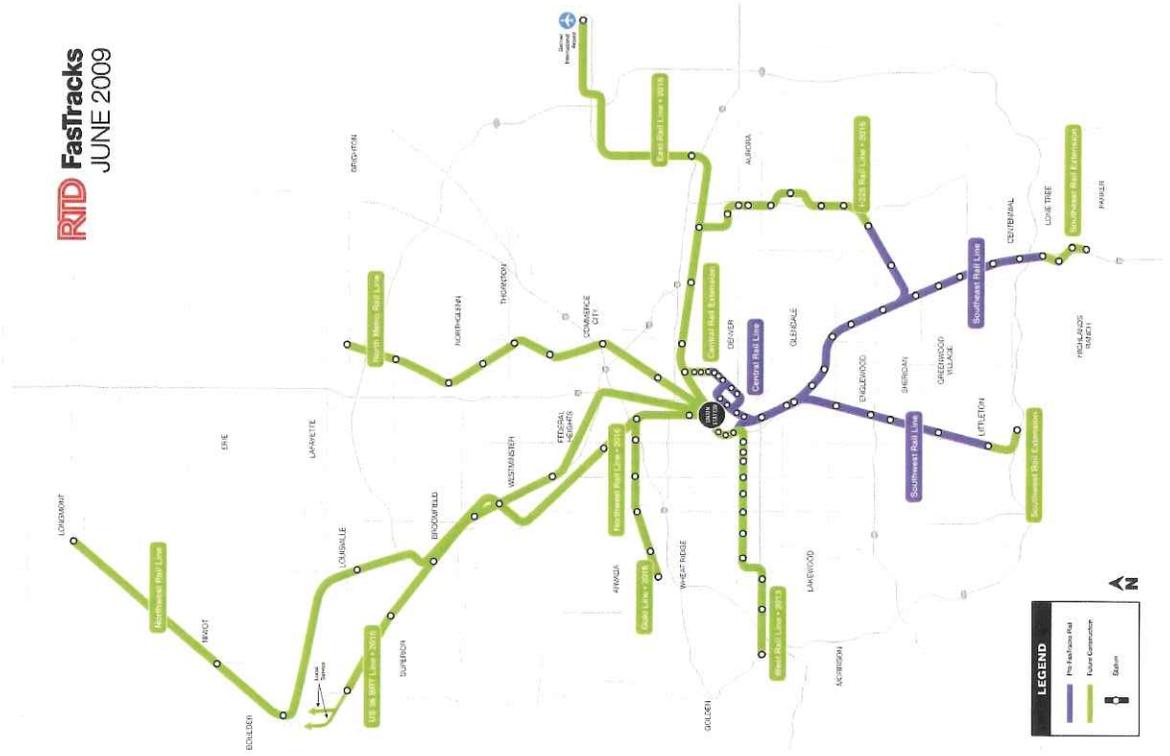
FasTracks by the Numbers

- 65 miles of new rail and bus transit are currently in construction or under contract to begin construction
- \$2.8 billion injected into the local economy through July 2013
- 6,400 average number of jobs that will be created annually during peak construction
- \$4 ROI for every \$1 spent on transit infrastructure over 20 year period
- \$1.75 billion estimated amount of federal funds to be received
- \$150 million in annual wages and salaries that FasTracks is estimated to add to the metro Denver economy once construction is complete
- \$5 billion in project totals currently under construction or under contract

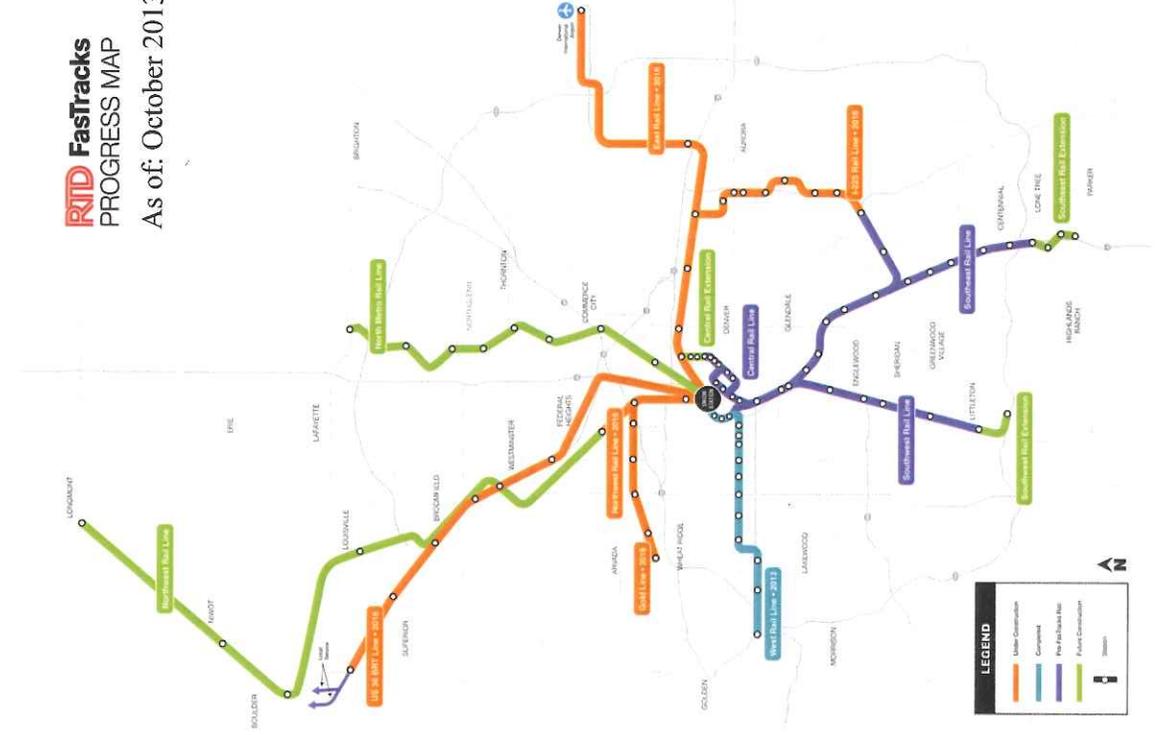
FasTracks Progress



RTD FasTracks
JUNE 2009



RTD FasTracks
PROGRESS MAP
As of: October 2013



FasTracks Status



- West Rail Line:
 - 100% complete; first FasTracks line to open
- Denver Union Station – 93% complete; Transit terminal opens May 9, 2014
- East Rail Line/Gold Line (EAGLE)– 50% complete; 2016 completion
- I-225 Line – Construction from Nine Mile to East Rail line at Peoria and I-70 continues; 2016 completion date
- U.S. 36 BRT – continued construction of express lanes; 46% complete; 2016 completion
- North Metro Rail Line – Four proposals received; contract will be awarded November 2013
 - Extension Projects – Southeast Line, Southwest Line, and Central all included in this RFP

West Rail Line



- Opened April 26, 2013
- Runs 12.1 miles between DUS and Golden
- Project provided employment to over 755 people
- Ranked among top 10 International Right of Way Association (IRWA) projects in 2013
- Contractors on the West Rail Line employed certified Disadvantaged Business Enterprises (DBE):
 - First or second tier subcontract agreements with over 28 SBE subcontractors
 - Exceeded 16% participation goal by 100%



Denver Union Station

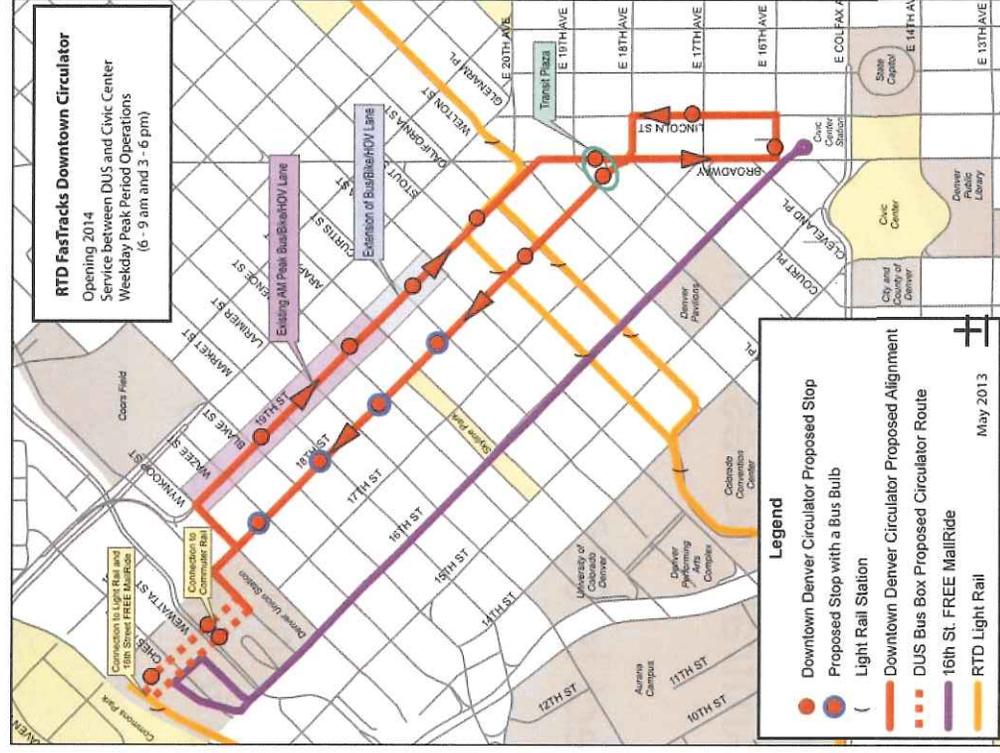
- The “Grand Central Station” of Denver; a multimodal hub integrating light rail, commuter rail, Amtrak, buses, taxis, shuttles, bikes and pedestrians
- The \$480 million transportation project is 93% complete:
 - Opening activities to begin May 9, 2014
 - Bus concourse service will begin May 11, 2014
- The Union Station building transformation includes a 112 room hotel and 10 independent restaurants and boutique shops (currently under construction); slated to open July 2014
- Design includes energy and environmental elements for LEED certification



Free Metro Ride

(Downtown Denver Circulator)

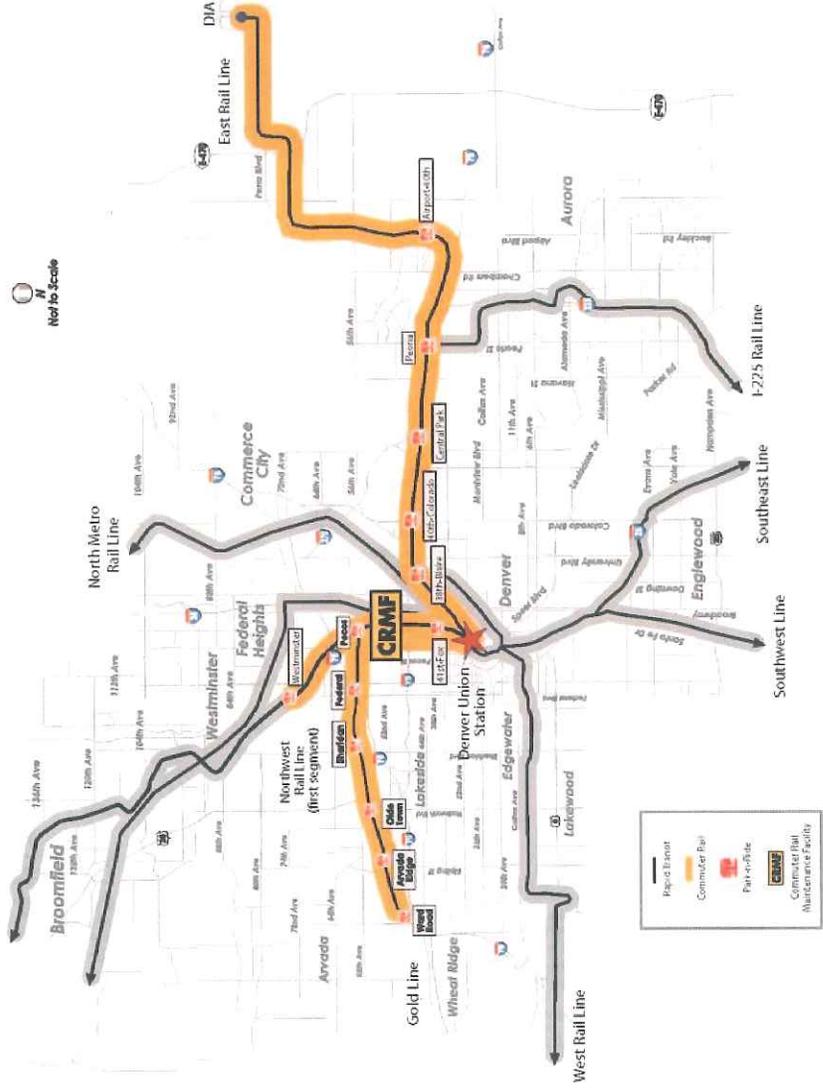
- Additional transit capacity between DUS and Civic Center area
- Free service will complement Mall Shuttle service
- Stops 2-3 blocks apart for faster travel than Mall Shuttle
- Opening in mid-2014 to coincide with DUS transit terminal opening



Eagle P3 Project

- Includes East Rail Line to DIA, Gold Line to I-70 & Ward, a segment of Northwest Rail (to south Westminster) and the massive commuter rail maintenance facility

Project Funding
 – \$2.1 billion



Eagle P3 Project

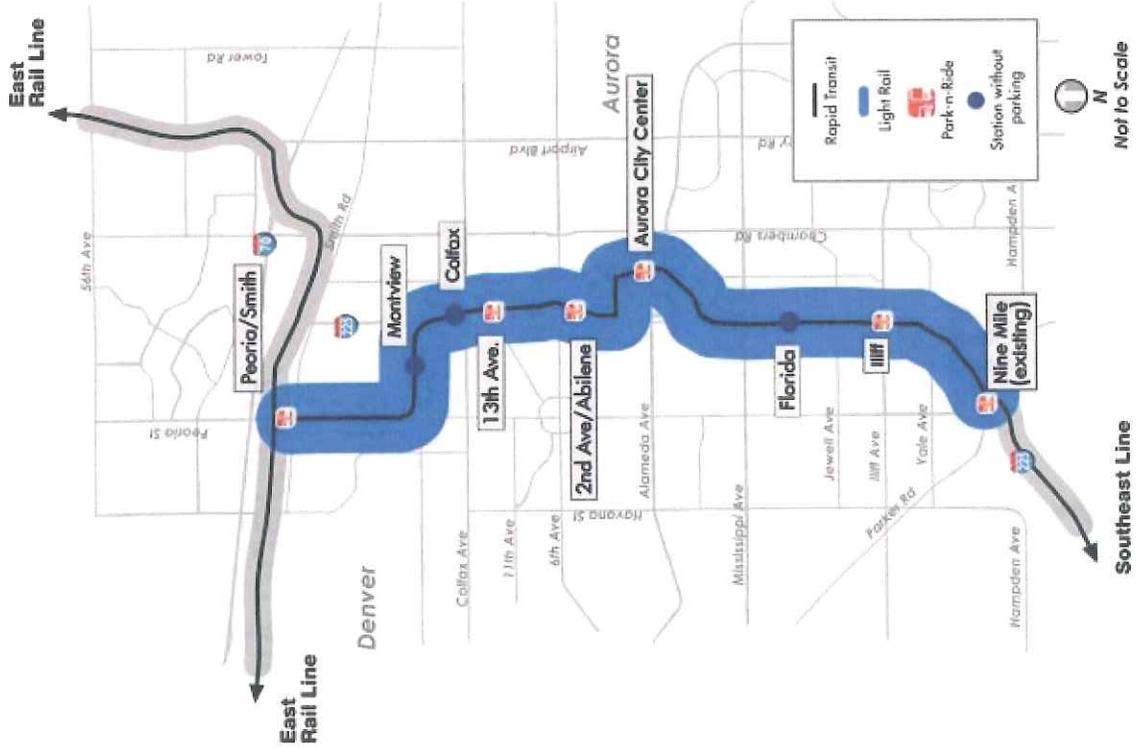
- First transit P3 of this magnitude in the U.S.
- RTD retains ownership of assets
- 34-year contract with Denver Transit Partners (DTP)
 - 6 years design/build
 - 28 years operate/maintain
- More public entities are turning to P3s to build out their projects
- Full construction is underway and the halfway point to completion was reached August 22, 2013
- Opening scheduled in 2016



I-225 Light Rail Line



- 10 1/2 mile light rail extension
- 8 stations; starts at existing Nine Mile Station
- \$350 million design-build contract with Kiewit
- Provides regional connectivity to DIA and to the Anschutz/Fitzsimons Medical Campus including the VA Hospital, which will serve approximately 60,000 military veterans and their families
- Opens to public in mid-2016 to coincide with East Line opening
- Kiewit proposes to exceed the 25% SBE and 8% WIN goals



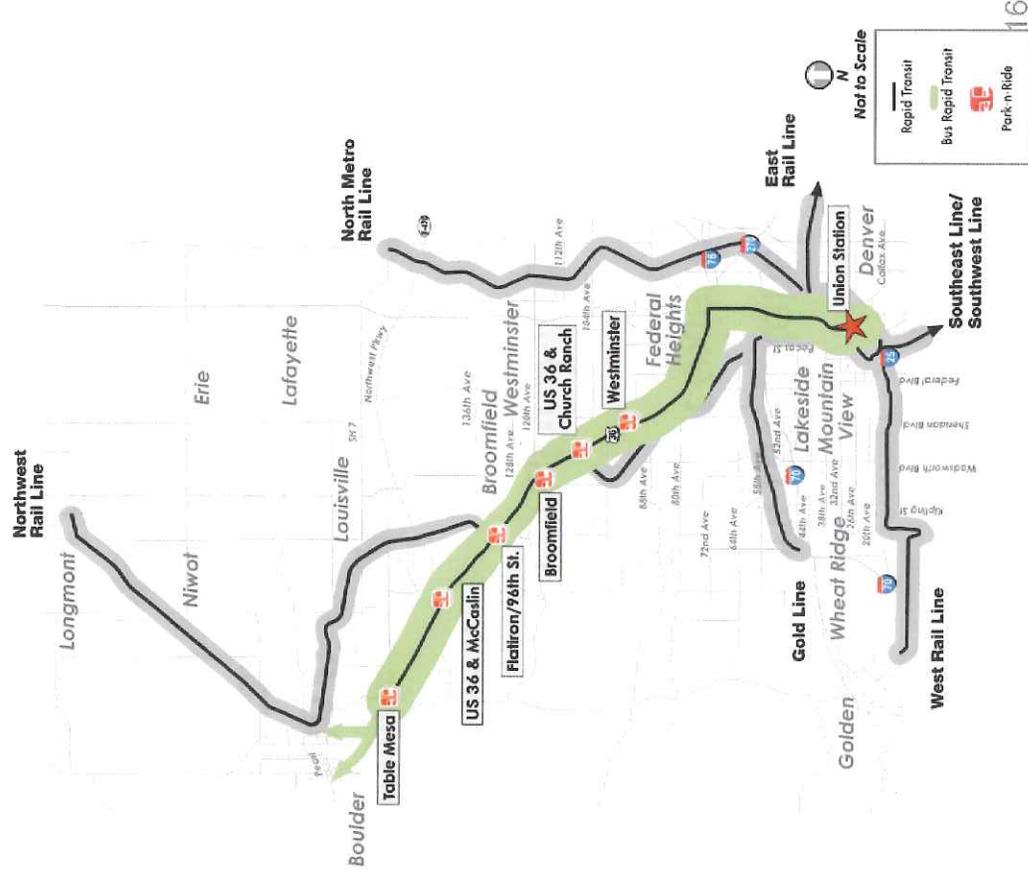
US 36

Bus Rapid Transit (BRT)



- Connects Downtown Denver and Boulder across 18 miles
 - 6 new stations
 - Passes through 4 cities
- Only major non-rail corridor in FasTracks
- Daily ridership:
 - Existing – 10,600
 - 2035 Projected – 20,400
- BRT service begins 2016

US 36 BUS RAPID TRANSIT



BRT Project Phasing and Funding



Phase 1

- Federal Boulevard to 88th
- \$120 million
- Over 50% complete

Phase 2

- 88th to Table Mesa
- \$15 million
- Design has begun

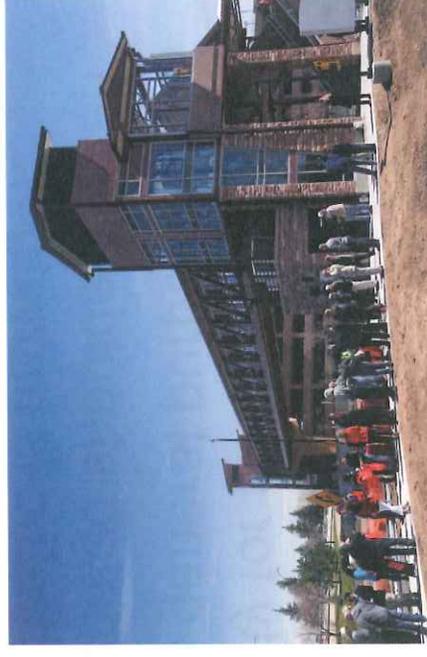
BRT Elements

- Upgrade existing stations
 - Add canopies for more weather protection
- Ticket vending machines and SMART card readers for cashless fare collection
- Programmable Information Displays (PIDs) for transit schedule information
- Branding
 - Workshops with local stakeholders underway to name BRT service
- Vehicles
 - Workshops underway with local stakeholders to determine BRT vehicle characteristics
 - Vehicles will be branded



BRT Service Plan

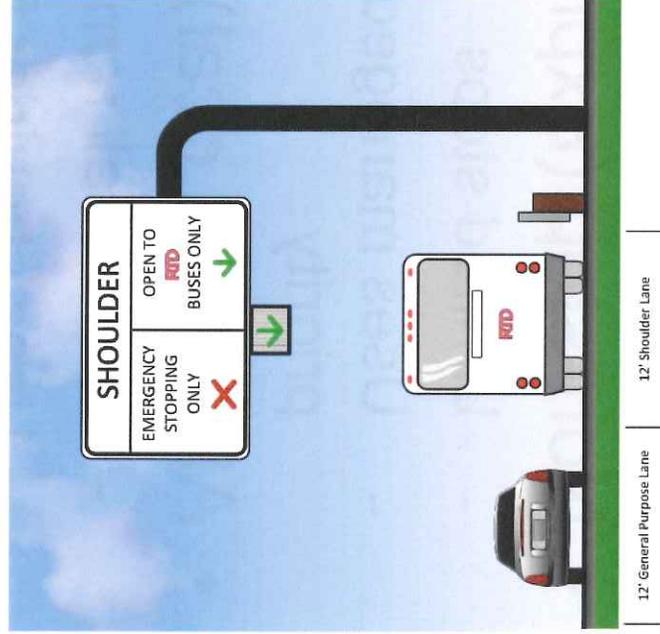
- **Non-stop (Express) service**
 - Limited stops
 - Uses managed lanes for transit priority
- **All-stop (Local) service**
 - Stops at all ramp stations
 - Uses shoulder for transit priority
- **Opening day frequencies**
 - 4-12 minutes, peak
 - 15-20 minutes, off-peak



Bus-on-Shoulder Operations



- Provides reliability for all-stop BRT operations using general purpose lanes
- Buses use designated shoulders when general purpose traffic is moving at speeds less than 35 mph.
 - Bus cannot exceed the speed of traffic by more than 15 mph, with maximum speed being 35 mph.
 - If traffic is stopped bus speed shall not exceed 15 mph.
- Drivers will be required to take mandatory training for bus-on-shoulder operations
- Allowable at any time of the day based on movement of traffic
- Bus-on-shoulder has been operated safely for years in the Twin Cities area²⁰



Source: CDOT US 36 Managed Lanes –
Concept of Operations

Completing RTD's BRT Vision



- Board approval of remaining US 36 BRT scope items – September 17, 2013
- Complete Brand Development effort late 2013
- Complete BRT vehicle workshops late 2013
- Vehicle procurement will begin early 2014
- Activation, operations and service planning will begin early 2014
- Opening of US 36 BRT – 2016



North Metro Line



NORTH METRO RAIL LINE



- RTD identified funding to complete construction to 72nd Avenue by 2018
- Board approved purchase of six electric multiple unit (EMU) vehicles
- Four RFP's received September 23 from:
 - Bechtel/Herzog
 - Graham, Balfour Beatty, Hamon Contractors
 - North Metro Transit Solutions (a Kiewit/Stacy and Witbeck joint venture)
 - URS Energy
- Formal RTD staff recommendation and Board action to occur Nov. 2013

Extension Projects

Southeast Extension

- Accepted into the Project Development phase of the Federal New Starts Grant Funding process

Southwest Extension

- Established a Task Force with Southwest stakeholders to ensure project continues to move forward

Central Extension

- RTD kicked off a study in September 2013 to determine the best operating plan for the extension

Note: North Metro RFP allowed for private sector ideas on how to complete these extensions

Summary of Rail Capital Cost and Ridership Ranges

Corridor	Capital Cost (2013 - \$ millions)		2035 Daily Boardings	
	Low	High	Low	High
Northwest Rail				
71 st Lowell to 116 th /Broomfield	\$ 557	\$ 681	2,100	3,400
116 th /Broomfield to Louisville	\$ 159	\$ 194	1,700	1,800
Louisville to Boulder Junction	\$ 241	\$ 295	2,000	2,100
Boulder Junction to Longmont	\$ 199	\$ 243	1,500	1,600
Full Corridor: 71st Lowell to Longmont	\$1,156	\$1,413		
North Metro Extension to Longmont	\$ 682	\$ 834	840	900

¹ Costs in millions of dollars (\$ 2013) and includes non-FasTracks stations (\$140M).

² Costs for Segment 1 include the Maintenance Facility and BNSF Operating Rights for the NW Rail Corridor.

³ Cost per mile \$30.4M to \$37.2M/mile for Northwest Rail; \$35 to \$43M/mile for North Metro Rail Extension.

Arterial BRT

Conceptual Capital Cost and Ridership Ranges



- Arterial BRT Corridors (From TAC 9/19)
 - SH 119; between Table Mesa PhR and Longmont (Bolt/Skip/205)
 - S. Boulder Rd. (Dash)
 - SH 7 (Jump/225)
 - US 287 (L/LX)
 - SH 42 (New Route)
 - 120th Ave (120)
- Capital Cost Range \$255-300M
- Ridership Range 2035: 16,300 - 26,600 Boardings/day
 - Conceptual ridership range includes **existing riders**
 - Many Arterial BRT corridors may serve different travel patterns than rail
 - should not compare rail vs Arterial BRT
- Final cost and ridership estimates will be developed in November, after specific routes and corridors are determined by working together with the TAC and RTD

RTD's Federal Funding



- Full Funding Grant Agreements (FFGA) - FasTracks
 - Eagle P3 Project – \$1.03 billion
 - West Rail Line – \$308 million
- Other Loans/Grants
 - \$280 million TIFIA loan awarded for Eagle P3
 - \$301 million loans for DUS
 - ✓ RRIF loan - \$155 M
 - ✓ TIFIA loan - \$146 M
- American Recovery and Reinvestment Act (ARRA) – \$28.8 million for FasTracks and \$18.6 million for DUS
- Transportation Investments Generating Economic Recovery (TIGER) grant – \$10 million for US 36
- Southwest Rail Line (FFGA) – \$120 million
- Southeast Rail Line (FFGA) – \$525 million

Opportunities for Acceleration

Regional Transportation District Risk Allocation Matrix

RTD Control	Risk Level	Estimate (in Millions) 2014-2017
Limit FasTracks funding increases for bus and paratransit expansion to CPI	Medium	\$ 24
Reduce FasTracks Minimum Unrestricted Fund Balance from \$150 million	Medium	72
Reduce FasTracks Operating and Maintenance Fund Balance from 3 to 2 months	Medium	10
UPRR relocation to coincide with the completion of the SW Rail extension project	Low	9
Achieve project underruns on FasTracks projects currently under contract	Low	15
Sales and lease opportunities for all RTD properties	Low	20
Request local financial participation in projects above the current 2.5%	Low	TBD
Sales and use tax compliance reviews	Low	111
Refinance existing debt	Low	TBD
RAM Savings Under RTD Control		261
Requires Legislative Action		
Sales and use tax exemption parity	Low	3
Total RAM Savings		\$ 264

FasTracks Moving Forward

- RTD will continue to aggressively pursue alternative funding for FasTracks (grants, public-private partnerships, unsolicited proposals, Risk Allocation Matrix items)
- Further define the Northwest Area Mobility Study plan
 - Majority of study will be completed by year-end with final recommendations to be reviewed by the RTD Board in January 2014
- Complete selection process for North Metro Line contract by November 2013
- Continue to effectively manage FasTracks build out for on-time project completion

Questions?

Ray Burgener

From: Ray Burgener
Sent: Tuesday, October 08, 2013 11:36 AM
To: Ray Burgener
Cc: hank@hershtrucking.com; paul@keeter.biz; jlsaking@q.com; vineytrucking@msn.com; randyfischer@frii.com
Subject: TLRC Thank you committee

Ray Burgener with Burgener Trucking, Trans Pro and Class Trucking. We are the largest Aggregate / Dry Bulk commodity Carrier based in CO. "Truckers For Common Sense" is registered with the Sec. of State 1.5 years ago with my volunteer Lobbyist Card. Hank Hersh with Hersh Trucking and I are the Co-Directors and will do the presentation. We have 5 board members with Harley Keeter Jr. as our Senior Consultant. General membership with Allied Members also. Hersh trucking have been utilizing non-divisible oversize/overweight permits since the 50's. Burgener Trucking have been using divisible overweight permits in surrounding states over 25 years. We have years total [just Board Members] with our companies, many 2nd and 3rd generations. Our Mission Statement is "To move more freight [all commodities] with less trucks safely and efficiently and reduce the carbon footprint", which is doable. We are members of State Trucking Associations, ATA and CTP. In your handouts are 1, Federal Bridge Gross Weight Formula B. 2, H B 09-1318. 3, Weight Work Sheet concerning divisible loads on CO secondary roadways. We have had conversations with various state agencies, CSP, POE, CDOT and at the Federal level. FHWA John Berg, [size and weight specialist] and CTP. Truckers For Common Sense also hauls material to CDOT, WYDOT, NEDOT and Federal DOT highway jobs.

Hank, Saftey

Ray, 09-1318, With a tandem or triple axle trl can Gross up to 97k lbs. on 5 Axles Started out for Ag community with good intensions. but when went to all of industry, things got messy. NE and WY have provisions,[tolerance in weights] for certain commodities with no scale at point of origin. Harvest Permit, Class F permit. In 09-1318 tandem was not in original language, only triple axle. Sen Brophy Prime Sponsor of 09-1318 " Permit weight to be distributed over more wheels. This greater weight distribution will help to preserve CO highways" CDOT "Creates a permit allowing the use of "triple-axles by motor Carriers allowing them to carry heavier loads". No word of Tandem In Final Bill Summary, Senate Committee on Transportation. 4-21-09. History for bill was from 3-18-09, Introduced, Sent to Gov. 5-11-09. less than 2 months seems very fast for magnitude of Bill. Between 4-21 and 5-11 the damaging word tandem was put in. I believe special interest responsible. Mon. Sen Brophy told me Bill said 92k on 5 axles and 97k on 6 axles which is incorrect. CMCA said they thought same thing 92k on 5, 97k on 6, not the case. Brief history of HB's.

Jay Goldbaum, [CDOT Pavement Design Program Coordinator] Using 85k lbs. on 5 axles as base, 97k lbs. on 5 axles will cause 84% more damage than 85k on 5 axles. 97k lbs. on 6 axles will benefit 33% less damage than 85k lbs. on 5 axles. Pretty amazing! CDOT told me they have been selling lot of HB 09-1318 2 or 3 axle permits for 97k lbs, extremely dangerous to motoring public. Outside of AG community only a limited amount of people and a few select carriers had any knowledge of these 3 HB's again special interest. Carriers, dealers, manufacture and engineers of equipment all of industry. There was no pilot program. No research. No conversation or consult with industry, surrounding State DOT's and other Trucking Organizations. I was shocked and still am. There is no state W of Mississippi that would even think of allowing 97k lbs. on 5 axles, divisible loads, existing equipment. There in no reputable, successful, respected trl. manufacture and their engineers that would put their stamp of approval on what CO is doing with 5 axles at 97k lbs.! The \$500 per truck per year fee would be pennies compared to the damage it will do to Co roadways and bridges' Costs will be in the \$millions to repair roads and bridges over time. These statements are from key people in the nation. also have letters from these experts. as I have been researching and working on this off and on for 4 years. Have proof over \$285k was spent on 4 H B's which could of been avoided if our Industry would have been involved with 1 H B

More info and suggested solutions.

The way it is this is hindering interstate movement of goods. What god is a weight law that stops at the state

line? I also think it is harming intrastate movement of goods. If CO in 08 would have utilized Federal Formula B on secondary roadways 1 H B, 9 continuous states plus CO secondary roads would be 10 states we could travel through with the same load. In all the other states we can haul these heavier loads with more axles on both Interstate and secondary roads alike. More productive and efficient and less costly, works for me. There is much room for improvement in Industry. We think there is an imbalance between Government and Trucking Industry.

We are suggesting 3 solutions - 1, Fed Formula B, fair and equitable for all Industry inside of Co and Outside of CO 2, Reduce gross weight of 5 axles to 92k lbs. leave 97k lbs. on 6 axles as is. 3, Look at what the feds are for Interstates, 88k lbs. on 5 axles. Something needs to be done Some speculate by 2035 there will be twice the amount of freight to move. No one wants double the amount of trucks on roads. "Truckers For Common Sense" would like o see less trucks on roads. It can be done with Government and Industry working together creatively.

Regards
Ray Burgener
Truckers For Common Sense
970-222-6400
ray@burgenertrucking.com



CDOT Non-Interstate Overweight Divisible Permits Fact Sheet

Non-Interstate Quad Axle Overweight Divisible Permits Effective October, 2008
■ Overweight permits only (no oversize/over dimension)
■ Non interstate highways only
■ Vehicle must be configured with a quad axle grouping
■ Cannot exceed 110,000 lbs. gross vehicle weight
■ Must comply with maximums on CDOT Bridge Weight Limit Map
■ Single trip permit available. Fee: \$30 + \$10 per axle
■ Annual permit available. Fee: \$500
■ Annual Fleet Permit available. Fee: \$2,000 = \$35 per permitted vehicle
■ Substantial fines may be assessed for violations

Non-Interstate Overweight Divisible Permits for Power Unit & Trailer Combinations Effective August 10, 2011
■ Overweight permits only (no oversize/over dimension)
■ Non-interstate highways only
■ Applies to power unit/trailer combination vehicles only
■ Must have a minimum of two axles but not more than three axles on the trailer
■ Cannot exceed 97,000 lbs. gross vehicle weight
■ Must comply with maximums on CDOT Bridge Weight Limit Map
■ Single trip permit available. Fee: \$15 + \$10 per axle, plus a surcharge equal to the total amount of the permit
■ Six month permit available. Fee: \$250
■ Annual permit available. Fee: \$500
■ Substantial fines may be assessed for violations

To view Legislation, click on the respective link:

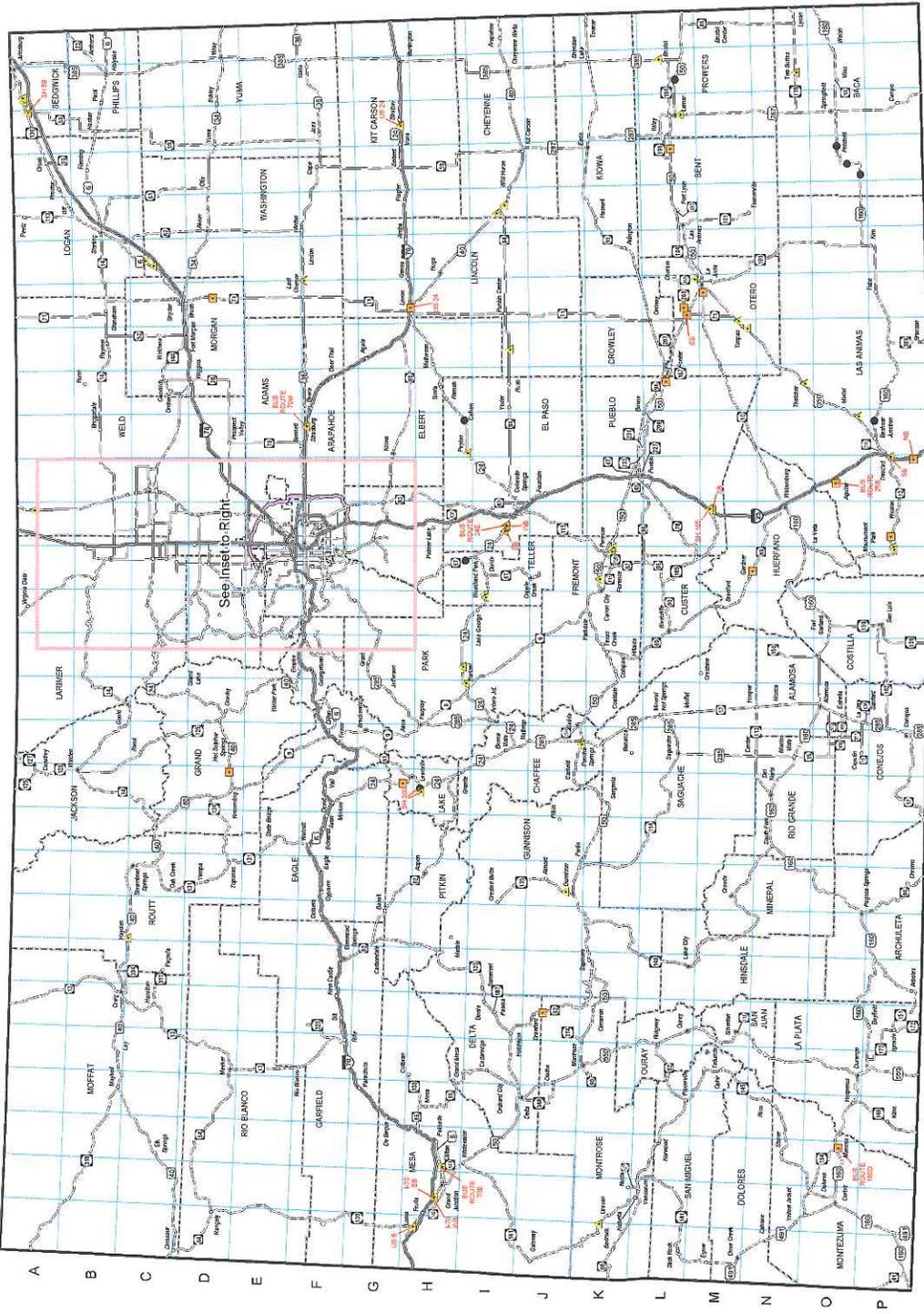
- Quad axle non-interstate overweight divisible permits – [HB 08-1257](#)
- Two/three axle non-interstate overweight divisible permits – [HB 11-1279](#)

Fact Sheet compiled August, 2011

Colorado Bridge Weight Limit July 1, 2005

Service, access and local roads are not shown on map.
Bridges for which restrictions are imposed pursuant to 42-4-106(3) of Colorado Revised Statutes 2000. Authorized by State Highway Commission Resolution No. 561-D dated March 7, 1974.

Map Created By:
Colorado Department of Transportation - Division of Transportation Development
Data Source: CDOT 2003
Published: July 1, 2005



Maximum Allowable Permit Weight per Axle Group (x 1,000 pounds)

Distance (d) Between Axle Groups	Axle Groups			
	Orange/Yellow	White	Black	White
8' 4" - 10'	22	25	27	25
10' - 12'	36	39	43	42
12' - 14'	49	53	58	50
14' - 16'	52	57	62	60
16' - 18'	66	72	78	72

Permit Weights

These loads can not cross lead posted structures.

- Black** ● No overweight permits allowed.
- Orange** ○ These loads (x 1,000 pounds) may cross ORANGE, YELLOW, and WHITE state bridges provided all conditions are complied with for every structure on the route.
- Yellow** △ These loads (x 1,000 pounds) may cross YELLOW, and WHITE state bridges only, provided all conditions are complied with for every structure on the route.
- White** □ These loads (x 1,000 pounds) may cross WHITE state bridges only, provided all conditions are complied with for every structure on the route.

NOTE: All loads greater than 200,000 pounds require a Chapter 6 Special Permit.

Symbolic: < less than, = less than or equal to, > greater than or equal to.

An axle group is a group of consecutive axles where the spaces (s) between axles is more than 40 inches and not more than 96 inches.

An additional 5,000 pounds may be added to the primary drive axle group only, regardless of color code. This applies to permitted vehicles only.

The maximum allowed axle weight apply to all permitted vehicles in excess of legal weight limit.

The smallest distance, (d), between adjacent axle groups shall be used to determine the maximum allowed axle group weights for those axle groups.

This is demonstrated in the following example:

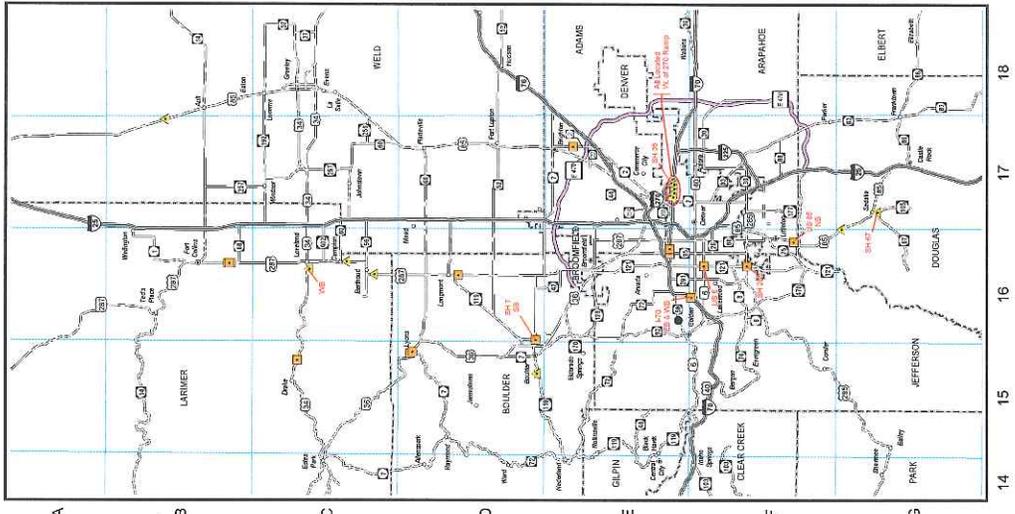
Drive Axle Group: 8'0" (d1) 10' (d2) 12' (d3)

27k 58k + 5k = 63k

For this example, the maximum white color code weight = 293,000 pounds.

Legend:

- Toll Road
- Interstate Highways
- U.S. Highways
- State Highways
- County Seat
- Cities and Towns
- Bridge Grid Reference



NOTE: This bill has been prepared for the signature of the appropriate legislative officers and the Governor. To determine whether the Governor has signed the bill or taken other action on it, please consult the legislative status sheet, the legislative history, or the Session Laws. Attachment G

An Act

HOUSE BILL 09-1318

BY REPRESENTATIVE(S) Sonnenberg and McFadyen, Baumgardner, Gardner C., Rice;
also SENATOR(S) Brophy and Shaffer B., Gibbs, Hodge, Kester, Kopp, Penry, Schultheis.

CONCERNING THE ISSUANCE OF OVERWEIGHT PERMITS BASED ON AXLE CONFIGURATION FOR VEHICLES WEIGHING MORE THAN THE EIGHTY-FIVE THOUSAND POUND NONOVERWEIGHT VEHICLE GROSS VEHICLE WEIGHT LIMIT, AND, IN CONNECTION THEREWITH, REPEALING BEFORE IT TAKES EFFECT A NEWLY ENACTED INCREASE IN THE LIMIT FROM EIGHTY-FIVE THOUSAND POUNDS TO NINETY-TWO THOUSAND POUNDS, MAKING AN OVERWEIGHT VEHICLE PERMIT AVAILABLE FOR A VEHICLE THAT IS OPERATED IN COMBINATION WITH A TRAILER OR SEMITRAILER IF THE TRAILER HAS A TANDEM OR TRIPLE AXLE GROUPING AND THE VEHICLE WEIGHS UP TO NINETY-SEVEN THOUSAND POUNDS, AND SPECIFYING OVERWEIGHT VEHICLE PERMIT FEES FOR SUCH A VEHICLE OF FIVE HUNDRED DOLLARS FOR AN ANNUAL PERMIT, TWO HUNDRED FIFTY DOLLARS FOR A SIX-MONTH PERMIT, AND FIFTEEN DOLLARS PLUS TEN DOLLARS PER AXLE FOR A SINGLE TRIP PERMIT.

Be it enacted by the General Assembly of the State of Colorado:

Capital letters indicate new material added to existing statutes; dashes through words indicate deletions from existing statutes and such material not part of act.

SECTION 1. 42-4-508 (1) (b), Colorado Revised Statutes, as amended by Senate Bill 09-108, is amended to read:

42-4-508. Gross weight of vehicles and loads. (1) Except as provided in subsection (1.5) of this section, no vehicle or combination of vehicles shall be moved or operated on any highway or bridge when the gross weight thereof exceeds the limits specified below:

(b) Subject to the ~~limitations~~ prescribed in section 42-4-507, the maximum gross weight of any vehicle or combination of vehicles shall not exceed that determined by the formula W equals $1,000(L + 40)$, W = the gross weight in pounds, L = the length in feet between the centers of the first and last axles of such vehicle or combination of vehicles, but in computation of this formula no gross vehicle weight shall exceed ~~ninety-two~~ EIGHTY-FIVE thousand pounds. For the purposes of this section, where a combination of vehicles is used, no vehicle shall carry a gross weight of less than ten percent of the overall gross weight of the combination of vehicles; except that these limitations shall not apply to specialized trailers of fixed public utilities whose axles may carry less than ten percent of the weight of the combination. The limitations provided in this section shall be strictly construed and enforced.

SECTION 2. 42-4-510 (1) (b) (II) (B) and (5), as amended by Senate Bill 09-108, the introductory portion to 42-4-510 (11) (a) (VI), 42-4-510 (11) (a) (VI) (B), as amended by Senate Bill 09-108, and 42-4-510 (11) (a) (VI) (D), as enacted by Senate Bill 09-108, Colorado Revised Statutes, are amended, and the said 42-4-510 (11) (a) is further amended BY THE ADDITION OF A NEW SUBPARAGRAPH, to read:

42-4-510. Permits for excess size and weight and for manufactured homes - rules. (1) (b) (II) An overweight permit issued pursuant to this section shall be available for overweight divisible loads if:

(B) The vehicle ~~has a tandem axle grouping on the power unit and the trailer~~ IS OPERATED IN COMBINATION WITH A TRAILER OR SEMITRAILER, WHICH IS COMMONLY REFERRED TO AS A TRACTOR-TRAILER, THE TRAILER HAS A TANDEM OR TRIPLE AXLE GROUPING, and the maximum gross weight of the vehicle does not exceed ~~ninety-two~~ NINETY-SEVEN thousand pounds; and

(5) The department of transportation, the motor carrier services division of the department of revenue, or the Colorado state patrol shall, unless such action will jeopardize distribution of federal highway funds to the state, authorize the operation or movement of a vehicle or combination of vehicles on the interstate highway system of Colorado at a maximum weight of ~~ninety-two~~ EIGHTY-FIVE thousand pounds.

(11) (a) The department of transportation, the motor carrier services division of the department of revenue, or the Colorado state patrol may charge permit applicants permit fees as follows:

(VI) For overweight permits for VEHICLES THAT HAVE A QUAD AXLE GROUPING FOR divisible vehicles or loads exceeding legal weight limits issued pursuant to subparagraph (II) of paragraph (b) of subsection (1) of this section:

(B) Single trip permit, ~~for a vehicle that has a quad axle grouping,~~ thirty dollars plus ten dollars per axle;

(D) ~~Single trip permit for a vehicle that has a tandem axle grouping on the power unit and the trailer,~~ fifteen dollars plus ten dollars per axle;

(VII) FOR OVERWEIGHT PERMITS FOR VEHICLE COMBINATIONS WITH A TANDEM OR TRIPLE AXLE GROUPING FOR DIVISIBLE VEHICLES OR LOADS EXCEEDING LEGAL WEIGHT LIMITS ESTABLISHED PURSUANT TO SUB-SUBPARAGRAPH (B) OF SUBPARAGRAPH (II) OF PARAGRAPH (b) OF SUBSECTION (1) OF THIS SECTION:

(A) ANNUAL PERMIT, FIVE HUNDRED DOLLARS;

(B) SIX-MONTH PERMIT, TWO HUNDRED FIFTY DOLLARS; AND

(C) SINGLE TRIP PERMIT, FIFTEEN DOLLARS PLUS TEN DOLLARS PER AXLE.

SECTION 3. Act subject to petition - effective date - applicability. (1) This act shall take effect January 1, 2010.

(2) However, if a referendum petition is filed against this act or an item, section, or part of this act during the ninety-day period after final

adjournment of the general assembly that is allowed for submitting a referendum petition pursuant to article V, section 1 (3) of the state constitution, then the act, item, section, or part, shall not take effect unless approved by the people at a biennial regular general election and shall take effect on the date specified in subsection (1) or on the date of the official declaration of the vote thereon by proclamation of the governor, whichever is later.

(3) The provisions of this act shall apply to overweight permits issued on or after the applicable effective date of this act.

Terrance D. Carroll
SPEAKER OF THE HOUSE
OF REPRESENTATIVES

Peter C. Groff
PRESIDENT OF
THE SENATE

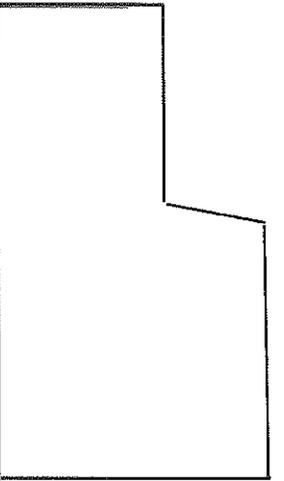
Marilyn Eddins
CHIEF CLERK OF THE HOUSE
OF REPRESENTATIVES

Karen Goldman
SECRETARY OF
THE SENATE

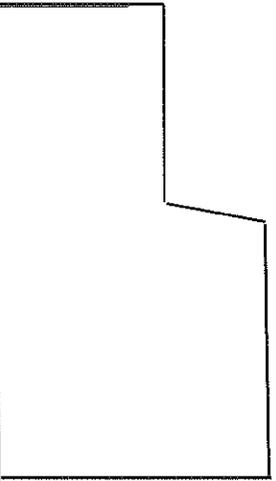
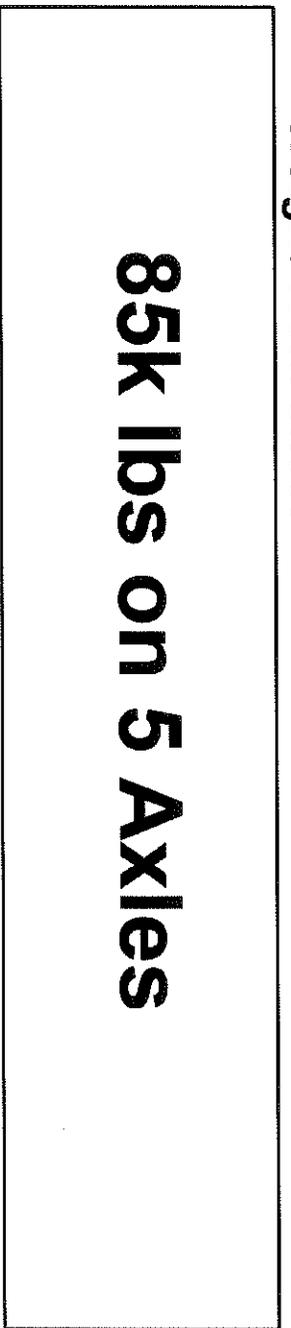
APPROVED _____

Bill Ritter, Jr.
GOVERNOR OF THE STATE OF COLORADO

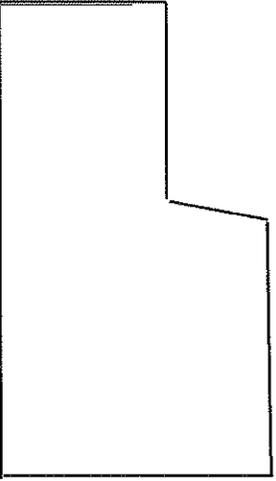
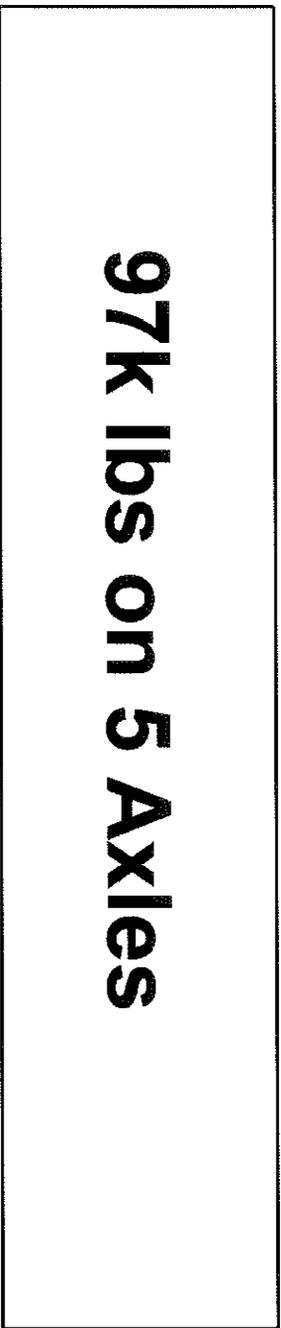
Weight Work Sheet



85K lbs on 5 Axles



97k lbs on 5 Axles



97k lbs on 6 Axles

