

Resolution Number TC-1842
Resource Allocation FY 11

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

WHEREAS, given the uncertainties in future transportation funding, a new federal authorization, and the future availability of 2010 Census data; and

WHEREAS, the 2035 Statewide Transportation Plan is SAFETEA-LU Compliant, covers a 20 year planning horizon, and can accommodate the FY 2012-2017 Statewide Transportation Improvement Program (STIP) cycle, and with fiscal years 2018-2035 used to balance the funding totals to ensure that the deflated plan totals equals the amended plan total;

WHEREAS, the Colorado Department of Transportation (CDOT) in coordination with Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and its planning partners have agreed that it would not be prudent for CDOT to focus its efforts or expenditures on preparing a new Statewide Transportation Plan at this time and;

WHEREAS, the Commission, FHWA, FTA, CDOT and its Planning Partners discussed and agreed that the Statewide Transportation Plan should be amended, and to include new information and the required MPO updates; and

WHEREAS, this Resource Allocation is done with the intent to provide an allocation of CDOT's limited resources over the next 24 years to address the 2035 Statewide Plan Amendment and the upcoming FY2012-FY2017 STIP; and

WHEREAS, in preparing the revenue forecast and allocation to investment categories and programs, CDOT consulted with interested planning partners and the Statewide Transportation Advisory Committee (STAC) prior to making recommendations to the Commission; and

WHEREAS, the following assumptions were made to reasonably estimate the revenue forecast: December 2009 general fund forecast from OSPB for FY2010-2014; HUTF and Federal forecasts were based on updated output from CDOT's revenue model. The updated forecast includes increased revenues largely due to the new FASTER fees created by SB09-108, and decreasing the federal obligation limitation from 20% to 10%. Funds were decreased to the extent that SB97-001 and HB02-1310 funds were only partially replaced by funding from SB09-228; and

WHEREAS, S.B. 09-228 was passed by the legislature in FY 09 that eliminated S.B. 97-001 and H.B. 02-1310. This funding source was replaced by an forecasted general fund transfer in FY 13 – FY 17, but this still results in a loss of \$ 8 billion between FY 08 –FY 35. The plan now assumes that there will be some type of tax increase, fee increase or change, or general fund transfer at either the state or federal level between the FY 18 – FY 35. It is reasonable to assume that there may be some type of funding increase over a 25 year timeframe with an understanding that these funds are not guaranteed.

WHEREAS, the Commission recognizes that any specific funding decisions for the FASTER fees or future revenue increases from a tax increase, fee increase or change, or general fund transfer may change the actual distribution of these funds and the current distribution is for planning purposes only; and

WHEREAS, funds were allocated to the investment categories and programs within those investment categories. Those allocations were prepared with a base year of FY 08. In the 2035 Plan Amendment, Surface Treatment is allocated to the CDOT Regions using two new formulae: one for $\leq \$150,000,000$ and one for $> \$150,000,000$. In years FY2018-2035, funding totals are balanced by reducing funds that were previously SB97-001 funds in the original plan and replacing them with current FASTER funding projections. Balancing was done within the CDOT program or a related program wherever possible.

WHEREAS, as in the original 2035 Statewide Transportation Plan, the Commission recognizes that earmark of federal funds most probably will continue into the future and has set aside 10% of federal funds each year between FY 2012 – FY 2015 and 5% of federal funds each year thereafter. This set aside is to be treated as RPP for planning purposes; and

WHEREAS, the result of this allocation process resulted in percentage allocations comparable to the original 2035 plan allocations; and

WHEREAS, this resource allocation does not allow the Commission to reach and sustain any of their performance level targets over the long term due to shortfalls in projected funding levels; and

WHEREAS, the Commission has completed an analysis utilizing performance goals, management systems, and alternative funding scenarios in order to allocate the optimal funding levels given the resources reasonably expected to be available.

NOW THEREFORE BE IT RESOLVED that the Commission directs CDOT staff to develop the 2035 Statewide Transportation Plan Amendment for Commission consideration and adoption in spring 2011, and that the Commission adopts

the FY 2012-2035 Amendment Resource Allocation figures to be used for the 2035 Statewide Plan Amendment and the FY2012-FY2017 STIP.