

MEMORANDUM

DIVISION OF ACCOUNTING AND FINANCE



Office of Financial Management and Budget

4201 East Arkansas Avenue, Room 240
Denver, Colorado 80222
(303) 757-9262

DATE: August 15, 2013

TO: Transportation Commission

FROM: Ben Stein, Chief Financial Officer

SUBJECT: Preliminary FY2015 Budget Revenue Forecast

In March 2013, you approved the baseline revenue projections for the 2040 Statewide Plan. The preliminary FY2015 Budget Revenue Forecasts were also projected at that time and approved as a subset of that forecast.

The assumptions used for the FY2015 Budget Revenue Forecasts in March were:

- Based on current law (including SB09-228 commencing in FY2016) and current economic assumptions
- Average annual GDP increase of 2.5%
- Off-the-top transfers based on CDOT projections

Since March, no significant changes have occurred either at the state or the national level that appear to justify a change in the basic assumptions used for the development of the 2040. Staff recommends proceeding with the FY15 annual budget's development using the figures in the attachments. The first attachment is the FY15 Revenue Summary. The second attachment is the FHWA funding broken down into more detail. These figures match those you approved in March as part of the 2040 Statewide Plan revenue forecast.

Compared to the FY2014 budget, total revenue forecasts for the FY2015 budget have increased by approximately \$7.7M. About \$5M of that difference is attributable to the 1% increase in MAP-21 Federal Apportionments.

If you have any questions, please feel free to call me at (303)757-9168.

**Summary of Colorado Transportation Revenue for All Entities
August 15, 2013**

	FY 2015
Total CDOT Revenue	1,127,462,670
HUTF Revenue to CDOT	507,600,000
Regular HUTF	409,700,000
Faster Safety HUTF	97,900,000
CDOT Miscellaneous Revenue	29,500,000
State Infrastructure Bank	700,000
General Fund Revenue to CDOT	0
FHWA Local Match	20,069,966
FHWA Apportionments Available to CDOT	491,459,834
Transit and Rail Revenue	30,032,870
Federal Transit Administration Funding	16,030,718
Federal Transit Administration Local Match	9,002,152
Rail and Transit - State Highways	5,000,000
Rail Bank	0
Total Aeronautics Funds	43,100,000
Safety Education Funds	5,000,000
NHTSA	1,700,000
State Safety Education Funds	3,300,000
High Performance Transportation Enterprise	30,375,000
State Bridge Enterprise	99,881,900
Total All Entities	1,257,719,570

**Summary of FHWA Apportionments after OL - State Match - Local Match
August 15, 2013**

	FHWA Apportionments after Ob Limit	FHWA State Match	FHWA Local Match	FHWA Total
Total FHWA Program	491,459,834	77,766,356	20,069,966	589,296,156
Formula Apportionments	482,675,033	77,766,356	20,069,966	580,511,355
National Highway Performance Program (NHPP)	264,158,974	54,912,138	0	319,071,112
Surface Transportation Program	124,771,926	17,110,584	8,826,424	150,708,934
Urban Areas > 200,000 (STP-Metro)	39,827,421	0	8,279,139	48,106,560
Areas < 200,000	13,360,699	2,777,360	0	16,138,059
Areas < 5,000	9,312,239	1,935,785	0	11,248,024
Bridge Off System	5,203,540	534,403	547,285	6,285,228
Flexible	57,068,027	11,863,036	0	68,931,063
CMAQ Improvement	37,702,233	0	7,837,365	45,539,598
Metro Planning	4,764,409	0	990,403	5,754,812
State Planning & Research	10,386,403	2,596,601	0	12,983,004
Planning	7,789,802	1,947,451	0	9,737,253
Research	2,596,601	649,150	0	3,245,751
Highway Safety Improvement Program (HSIP)	26,831,203	2,981,245	0	29,812,448
Railway-Highway Crossings Program	2,984,188	165,788	44,763	3,194,739
Railroad Crossing - Hazards	1,492,094	165,788	0	1,657,882
Railroad Crossing - Devices	1,492,094	0	44,763	1,536,857
Transportation Alternatives (TA)	11,075,697	0	2,371,011	13,446,708
Recreational Trails	1,591,652	0	0	1,591,652
Remaining TA (TAP)	9,484,045	0	2,371,011	11,855,056
Urban Areas > 200,000 (To TMAs)	3,015,463	0	753,866	3,769,329
Areas < 200,000 (To CDOT Regions)	1,017,426	0	254,356	1,271,782
Areas < 5,000 (To CDOT Regions)	709,133	0	177,283	886,416
Flexible (to CDOT Regions)	4,742,023	0	1,185,506	5,927,529
Exempt Apportionments	8,784,801	0	0	8,784,801
Nat Hwy Performance Prog (NHPP) exempt	8,784,801	0	0	8,784,801
Defense Access Road Program	0	0	0	0
Emergency Relief (ER)	0	0	0	0

**CDOT FY 2013 to FY2014 Year-End
Roll Forward Requests (Require TC Approval)**

Organization	Project	Justification of Requests	Amount Requested
DoHRA	4th Floor Remodel	The 4th floor remodel project was completely funded the last week of FY2013. Erroneously, a budget action for \$60,000 was reversed. Before this error could be corrected, SAP was taken offline for end of fiscal year tasks. Therefore, this roll forward request budget the funds from FY 13 as originally intended.	60,000
DoHRA (OIT)	PC Replacements	Current policy replaces CDOT PCs when they are three years old. During the budget cut backs, replacements for one year were cancelled and the following year 2/3s of the computers were replaced. With this new "uneven" replacement cycle, in FY13, no computers were three years old, so no PC rollout occurred. The result of this is that many more PCs are due for replacement in FY14 than budget allows. We re requesting this roll forward to enable us to replace PCs as current policy dictates in FY14.	822,697
DoHRA (OIT)	Hardware Replacement	Money was in the FY13 budget to pay for IT hardware including servers for the OIT Data Center consolidation project, which was scheduled to be completed in FY2013. The project has fallen behind schedule, and the funding will be needed in FY2014.	146,659
DTD	Data Traffic Collection	The Data Traffic Collection is an on-going Transportation Commission Decision Item. This is not a one-time activity of DTD, A Transportation Commission Decision Item/Special I Allocation has provided funding for the Weigh-In-Motion (WIM) Calibration, Automatic Traffic Recorders (ATR)/WIM Repairs, and On-System Counts for the last 14 years, DID is asking for a roll -forward of Decision Item funding to collect traffic count data, perform equipment repairs, upgrades and maintenance through FY 2014. This activity is ongoing. Traffic data counts and equipment repair contracts are vital, since, COOT does not have the equipment to perform these functions. In addition, traffic data collection is an ongoing activity within the DTD. Our data collection program is on a calendar year basis versus State Fiscal year calendar that starts July 1st and allocates funding for this program, With limited time to collect traffic data and repair equipment due the weather and recommended practice of not conducting data collection in winter months, this program would not be successful if it was based on the State Fiscal year calendar.	375,116
Transportation Safety Management & Operations		The ITS program routinely has contracts that span several years with not all items ordered available for delivery within the fiscal year in which they are ordered. The encumbrances from FY13 for items ordered but not delivered rolled forward, but the funding in the FY14 budget is allocated to activities approved for the FY14 year. If FY14 funds are used to pay the FY13 encumbrances, items on the FY14 plan will have to be delayed or deleted. Therefore, we request \$1,416,000 roll forward from FY13.	1,416,000
Office of Major Projects		The Office of Major Project Development is designed to operate with four FTE. The scope of OMPD's Mission identifies six major projects that will be in various stages of development in the next 12 - 18 months. The OMPD respectfully requests \$500,000 in budget funding for Fiscal Year 2014 to allow OMPD to procure Programmatic Support on an as needed basis through one or more NPS contracts that provide specialized services as required.	500,000
Staff Branches	Physical Agility	Physical agility exams have been utilized by other state agencies, counties, cities, and the public sector when hiring entry level personnel. By implementing this program, reduction in workers' compensation costs have been experienced. The Road & Bridge Department in Greeley reduced their workers' compensation costs by 60%. A Greeley packing plant by implementing the testing was able to reduce their frequency and severity of workers' compensation by 20%. Both of these examples are less strenuous. The funding for this program was out to bid using purchase request 110388351, but their were not enough satisfactory bids. This did not allow enough time to rebid for the program before the end of the fiscal year.	150,000
Staff Branches	AECOM Contract (Already rolled forward - subject to TC concurrence).	The CFO has approved the roll forward of \$2,290,000 of FY2013 savings available due to the bids for the new Over Size Over Weight permitting system bid coming in lower than anticipated to allow for the early encumbrance and execution of the Portfolio, Cash and Program Management Contract with AECOM. This roll forward was necessary so that the contract and RAMP work could move forward immediately. This roll forward was identified as the most expeditious way to move forward with this high priority effort. If the commission does not approve of this particular early action, the contract can be quickly terminated.	2,290,000

Organization	Project	Justification of Requests	Amount Requested
Office of Transportation Safety	Safety Boots Program	This Roll Forward request for \$55,000.00 increases the current allocation for the Safety Boot Program from its current level of \$185,000.00 to \$240,000.00. This request reflects increases in annual costs incurred by the program since 2004 and it will raise the employee allowance from \$100.00 to \$120.00 per year. The CDOT Safety Boot Program began in 2004 and it was originally funded at \$216,000.00 annually. This amount was reduced to \$185,000.00 annually in FY2006 to help address transportation budget shortfalls. Over the next several years, funds from other Office of Transportation cost centers were used to supplement the Safety Boot Program at an average cost of \$15,000 per year. The cost of Safety Boots has risen substantially since 2004, and this Roll Forward request will augment the amount allocated to employees for safety boot purchases by \$20.00. This \$20.00 augmentation to the employee allotment is in line with the average cost incurred by employees for the purchase of Safety Boots from FY2011 through FY2013. Additionally, a Budget Decision Item for FY2015 will request a permanent increase to the Safety Boot Program at the \$240,000.00 level.	55,000
Region 1	Highway Technologies Contract	Highway Technologies closed their doors on June 15th. The Region issued MTCE project 18978 which was bid and awarded to Highway Technologies. This project was for striping in Clear Creek, Grand, Gilpin, Park, Jefferson and Summit Counties. The Region has worked with Leo Milan at the Attorney General Office who is working on a "Take over Agreement".	396,850
Region 4	Highway Technologies Contract	Region 4 requests a roll forward of \$629,439 of traffic section personal services budget. This amount is comprised of \$549,801.75 for a contract with Highway Technologies, and \$79,637.92 for testing & inspection services with Stolfus & Associates. The need for this roll forward was caused by Highway Technologies declaring chapter 11 bankruptcy shortly after being awarded and executing a contract for an M-Project (19491 - FY 13 Spring Epoxy) the end of April. Due to the timing of the events a new contract could not be awarded to the 2nd bidder in time to complete the work prior to the end of the fiscal year, and the Region Traffic Section does not have staff or equipment to perform epoxy pavement markings. In addition to the contract with Highway Technologies a task order was in place for Stolfus & Associates to perform project inspection and management for the epoxy project that also was not to be performed. Due to these circumstances that were beyond the Region's control a request is being made to roll forward the funding into FY 2014 so this project can be completed next fiscal year. Supporting documentation is attached for this request.	629,439

MEMORANDUM

DEPARTMENT OF TRANSPORTATION

Office of Financial Management and Budget
4201 E. Arkansas Avenue
Denver, CO 80222



Date: August 15, 2013
To: Transportation Commission
From: Ben Stein, CFO
Re: Proposed Roll Forwards from FY2013 to FY2014

There are two attached documents for information only in August:

- A table that contains the FY2013 to FY2014 roll forward requests requiring your approval; and
- A document that lists roll forwards that occur annually.

You have previously determined that the roll forwards on the second attachment could occur annually without review. They are for your information.

We will discuss the roll forward requests in the first attachment with you and ask for your decisions regarding them in September. Due to the early date of the Commission meeting in August we do not yet have final dollar amounts calculated and available for roll forward. This is why we are delaying discussion on these items until September.

FYI, in addition to the roll forwards automatically executed per prior Transportation Commission policy, I have approved the roll forward of \$2,290,000 of FY2013 savings available due to the bids for the new Over Size Over Weight permitting system bid coming in lower than anticipated to allow for the early encumbrance and execution of the Portfolio, Cash and Program Management Contract with AECOM. This roll forward was necessary so that the contract and RAMP work could move forward immediately. This roll forward was identified as the most expeditious way to move forward with this high priority effort. If the commission does not approve of this particular early action, the contract can be quickly terminated.

If you have questions regarding this matter please call me (303-757-9168).

Thank you.

MEMORANDUM

DEPARTMENT OF TRANSPORTATION

Division of Transit and Rail
4201 East Arkansas Avenue, Room 280
Denver, CO 80222
Phone: 303-757-9646
Fax: 303-757-9656



TO: Transportation Commission

FROM: Mark Imhoff, Director, Division of Transit & Rail

DATE: August 2, 2013

RE: Current Activities Update

The purpose of this memo is to give the Transportation Commission a brief status on the current statewide studies in the Division of Transit & Rail.

Colorado Statewide Intercity and Regional Bus Network Study

The Colorado Statewide Intercity and Regional Bus Network Study began in December, 2012 and will be completed in September, 2013.

This study will identify potential intercity and regional bus routes in the state, the estimated costs and revenues of each route, station and park and ride needs, opportunities for connecting local, regional, and intercity transit, and a preferred network of routes. This study also is identifying a service plan and other information for CDOT's Regional Commuter Bus (RCB) Plan for the I-25 and I-70 Mountain corridors.

Advisory committees for this study were formed to provide input to CDOT and the consultants. One is providing input on statewide needs and has met four times, while the other is providing input specific to the I-70 Mountain corridor and has met three times. Both will conduct a final meeting in late August.

This study will ultimately identify a preferred intercity and regional bus network and the associated operating and capital costs. It is likely that the final package of recommended routes and services will greatly exceed available funding and thus the study will identify funding priorities. The results of this study will then feed into the State Transit Plan (STP) and the 2040 Long Range Transportation Plan, specifically the transit needs within identified corridors.

Statewide Transit Plan

Over the past couple of months DTR and consultant staff have been busy preparing for the first of the Technical Working Group Meetings with the rural TPRs to develop the Regional Transit Plans. These meetings will be held in July and August with the goals of establishing a regional vision for transit, identifying the regions transit and human service transportation issues/needs and providing information on the project approach. Please see the Statewide Transit Plan website (see below for link) for dates, locations and materials for these meetings.

The next round of working group meetings will be held in September/October. The focus will be on regional goals and objectives, initial needs assessment, financial analysis. The first of two public open houses will be scheduled to follow the working group meeting in each TPR. DTR is coordinating with DTD and the SWP on the public outreach.

In the next couple of weeks a survey will be sent out to transit providers around the state to gather information on their operations for use in the transit plans. The information gathered will also be used by CASTA in the update to their Transit Provider Directory and by DTR in the development of a transit capital asset inventory system.

In addition, we are moving forward on developing the statewide survey to assess the transportation needs of elderly and disabled. The survey is scheduled to go out in August.

Please visit the website for more information: <http://www.coloradodot.info/programs/transitandrail/statewidetransitplan>

- Next Steps: SSC will meet for the 2nd time on 8/7. Second TWG meetings and public open hosues will be held in the fall.
- Duration: 15 months (April 2013 – June 2014)

Statewide Transit Capital Inventory

The Statewide Transit Capital Inventory project is expected to begin in September 2013 and be completed by June 2014. A consultant has been selected and DTR is currently engaged in contract negotiations.

This project will improve DTR's ability to forecast the need for transit capital rehabilitation and replacement funding for local transit agencies and to program available funding to meet the highest priority needs. This inventory project will collect consistent and comparable statewide data on transit agencies' transit capital assets (fleets, facilities, and park and rides) and associated replacement and rehabilitation costs. The data collected will be used to:

- Develop more accurate, comparable and consistent projections of transit capital replacement and rehabilitation needs for the State's long-range transportation plan; and
- Develop capital improvement programs that will assist local transit agencies, improve DTR's process of programming FTA and FASTER capital funds, and enable CDOT to evaluate the fiscal impact of proposed programming policies.

An automated and transparent data collection process will allow data to be collected and updated on a regular basis. A major portion of the project will be to work with transit agencies to improve and standardize their data management systems and procedures.



COLORADO DEPARTMENT OF TRANSPORTATION

Decision Item Report

Budget Year: 2015

DTR Regional Commuter Bus

Regional Commuter Bus Operating Fund - FY 2015 will be the first year of Regional Commuter Bus (RCB) operations; this will then become a continuing Decision Item. CDOT will contract with a private provider to operate RCB along I-25 connecting Ft. Collins to Denver and Colorado Springs to Denver, and along I-70 connecting Glenwood Springs, Eagle County, Summit County and Denver. Service is planned to begin in FY 2015; 10 months of I-25 service (Phase 1) and two months of I-70 service (Phase 2). \$2.0 Million of FASTER Statewide Transit funds will be used to fund the operation. \$2.0 Million is an estimate that will be finalized by Transportation Commission action in FY 2014. This Decision Item also includes the addition of two FTEs for the Division of Transit; Rail to manage the execution of the RCB program. The FTEs will be funded from the FASTER Statewide Transit pool; the two FTEs will be an ongoing item at \$165,000 per year. Revenues generated from the RCB program (fare box) will be captured and dedicated to the Transit Program; FY 2015 revenues are estimated at \$500,000.

\$ 2 million in existing FASTER Statewide Transit funds

Funds Center	Fund Source	One Time \$ Non Personnel Costs	Ongoing \$ Non Personnel Costs	2016 \$ Non Personnel Costs	2017 \$ Non Personnel Costs	2018 \$ Non Personnel Costs	2019 \$ Non Personnel Costs	2020 \$ Non Personnel Costs	Total FTE	Total Salary Plus Benefits	Total Cost Current Year	Total Cost
D9620-010	S	0	(2,163,231)	0	0	0	0	0	2	163,231	(2,000,000)	-1,338,490
D9635-010	S	0	2,163,231	0	0	0	0	0			2,163,231	2,163,231
		0	0	0	0	0	0	0		163,231	163,231	824,741



COLORADO DEPARTMENT OF TRANSPORTATION

Decision Item Report

Budget Year: 2015

CHE – Portable Digital Trunk Radio (DTR) 7-25-13

The purpose of this request is to fund the purchase of mobile (vehicle mounted) and pack set (hand held) digital trunk radios. The issue requiring this is that manufacture support ends five years after the last manufacture date of certain radio models. Half of CDOT's current fleet approximately 1580 mobile radios and 239 pack set radios are in discontinued subscriber status and have been since 2011. To maintain the current level of DTR communications, upgrades are needed and there will be ongoing radio purchases as the electronics become outdated. The total cost to replace the aging units is \$5.1 M. It is recommended that the replacement process begins now at \$1M per year and continues over the next five years to keep up with the changes in radio technology. FY 2014 Decision Item Request Form Funding for Portable Digital Trunk Radio (DTR) purchase. The first year of funding is \$1,000,000 to purchase 330 mobile radios at \$3000 each. Consequences if not funded: The radio fleet will continue to age and begin to fail as replacement parts become scarcer. Some of the radios can be parted out to maintain others but this is not sustainable. Safe and effective maintenance and traffic operations rely on functioning radio communication. Radio communications are an important way CDOT talks with Colorado State Patrol, local fire and other inter-agency emergency personnel during major events such as the Black Forest fires or the statewide USA Pro Cycling Challenge. CDOT needs to maintain investment in the aging radio fleet to continue a high level of communication.

Funds Center	Fund Source	One Time \$ Non Personnel Costs	Ongoing \$ Non Personnel Costs	2016 \$ Non Personnel Costs	2017 \$ Non Personnel Costs	2018 \$ Non Personnel Costs	2019 \$ Non Personnel Costs	2020 \$ Non Personnel Costs	Total FTE	Total Salary Plus Benefits	Total Cost Current Year	Total Cost
SM011-010	S	1,000,000	0	1,000,000	1,000,000	1,000,000	1,000,000	0			1,000,000	5,000,000
		1,000,000	0	1,000,000	1,000,000	1,000,000	1,000,000	0			1,000,000	5,000,000



COLORADO DEPARTMENT OF TRANSPORTATION

Decision Item Report

Budget Year: 2015

MST - Steel Toe Boots

This decision item request is to increase the recurring annual allocation for the Safety Boot Program from its current level of \$185,000.00 to \$240,000.00 beginning in FY2014. This request reflects increases in annual costs incurred by the program since 2004 and it will raise the employee allowance from \$100.00 to \$120.00 per year. The CDOT Safety Boot Program began in 2004 and it was originally funded at \$215,000.00 annually. In 2005, this amount was reduced to \$185,000.00 annually to help address transportation budget shortfalls. Over the next several years, funds from department operating expense budgets were used to supplement the program at an average cost of \$15,000 per year. The cost of Safety Boots has risen substantially since 2004 and this decision item request will raise the amount reimbursed to employees for safety boot purchases by \$20.00 per year. This is in line with the average cost incurred by employees for the purchase of Safety Boots in FY 2011 and FY2012.

Funds Center	Fund Source	One Time \$ Non Personnel Costs	Ongoing \$ Non Personnel Costs	2016 \$ Non Personnel Costs	2017 \$ Non Personnel Costs	2018 \$ Non Personnel Costs	2019 \$ Non Personnel Costs	2020 \$ Non Personnel Costs	Total FTE	Total Salary Plus Benefits	Total Cost Current Year	Total Cost
E0472-010	S	0	240,000	0	0	0	0	0			240,000	240,000
		0	240,000	0	0	0	0	0			240,000	240,000



COLORADO DEPARTMENT OF TRANSPORTATION

Decision Item Report

Budget Year: 2015

CHE - Radio Console Upgrades for CTMC and EJMT

Summary of the Request: This decision item request is to fund the upgrade to communication consoles at the Colorado Traffic Management Center (CTMC) and the Eisenhower-Johnson Memorial Tunnel (EJ Tunnel). Communication consoles facilitate the coordination of response resources to highway incidents by being a communication hub capable of connecting various radios types and response agencies, allowing these resources to communicate with each other in an inoperable environment. The MCC7500 console upgrade operates in a digital communication environment, will expand the communication capability at these locations, have a ten-year minimum service life to provide an excellent return-on-investment (ROI), and will operate well beyond the 7.14 DRTS system update. Hanging Lake tunnel currently operates a MCC7500 console. The requested funding totals \$600,000 for the communication console upgrades and installation. Consequences if not funded: The current Gold Elite communication consoles in use at the CTMC and EJMT Tunnel are analog devices, incapable of expanding communication capabilities, and approaching their end of service life. These consoles will not operate on the State Digital Trucked Radio System (DTRS) beyond the 7.14 system update occurring in FY2014.

Funds Center	Fund Source	One Time \$ Non Personnel Costs	Ongoing \$ Non Personnel Costs	2016 \$ Non Personnel Costs	2017 \$ Non Personnel Costs	2018 \$ Non Personnel Costs	2019 \$ Non Personnel Costs	2020 \$ Non Personnel Costs	Total FTE	Total Salary Plus Benefits	Total Cost Current Year	Total Cost
SM011-010	S	600,000	0	0	0	0	0	0			600,000	600,000
		600,000	0	0	0	0	0	0			600,000	600,000



COLORADO DEPARTMENT OF TRANSPORTATION

Decision Item Report

Budget Year: 2015

MPO - OMPD Programmatic Support

The Office of Major Project Development is designed to operate with four FTE. The scope of OMPD's Mission identifies six major projects that will be in various stages of development in the next 12 - 18 months. The OMPD respectfully requests \$500,000 in budget funding for Fiscal Year 2015 to allow OMPD to procure Programmatic Support on an as needed basis through one or more NPS contracts that provide specialized services as required.

Funds Center	Fund Source	One Time \$ Non Personnel Costs	Ongoing \$ Non Personnel Costs	2016 \$ Non Personnel Costs	2017 \$ Non Personnel Costs	2018 \$ Non Personnel Costs	2019 \$ Non Personnel Costs	2020 \$ Non Personnel Costs	Total FTE	Total Salary Plus Benefits	Total Cost Current Year	Total Cost
MP100-010	I	500,000	0	0	0	0	0	0			500,000	500,000
		500,000	0	0	0	0	0	0			500,000	500,000



COLORADO DEPARTMENT OF TRANSPORTATION

Decision Item Report

Budget Year: 2015

OPS - TSM&O FY 15 Funding Request

The **Traffic Incident Management** program works with the Regions to: develop Corridor Incident Management Plans; conduct quick clearance incident management training in congested corridors to improve incident clearance times; field incident management teams in Denver Metro area to patrol peak hours and assist with incident clearance and liaise with first responders. Requested amount: **\$500,000**

The **Travel Demand Management** program Develops TDM programs in congested corridors that provide travelers with incentives to choose alternate modes of transportation, travel times, or routes. Requested amount: **\$250,000**

The statewide **Traffic Signal Program** manages all traffic signals within the Region 1 boundaries and manages the delivery of effective signal maintenance and operations statewide; manages the 24/7 monitoring of statewide CDOT traffic signals. Retime 250 signals per year and replace or rebuild signals and supporting infrastructure. Requested amount: **\$2,000,000**

The **Bottleneck Reduction Program** develops and implements bottleneck reduction projects through low cost strategies such as restriping and ramp meters and other innovative solutions. Requested amount: **\$1,000,000**

The **I-70 Mountain Corridor** program supports the comprehensive management of the corridor through innovative programs, projects, systems, contracting work, consultant support, and law enforcement support. Requested amount: **\$2,000,000**

The **Road Weather Management** program supports the development of programs, plans, equipment and systems that support the optimization of our road maintenance for weather incidents. Requested amount: **\$500,000**

The **Freight Operations** program supports continued management of efficient freight operations through consultant studies, tailored traveler information for freight drivers, new systems, and projects aimed to reduce freight volumes during peak hours in congested corridors. Requested amount: **\$250,000**

The **Innovation & Technology Development** program will identify new technology and innovations in the TSM&O field to upgrade technology, systems, reporting, data integration, and fiber management. Requested amount: **\$1,000,000**

The **Data Reporting and Performance Measures** Program will develop relevant performance measures, case studies, modeling systems, and detailed reports and evaluate the effectiveness of operational projects and strategies and identify new strategies. Requested amount: **\$500,000**

The **Continued Consultant Support for Division Director** enables the Division of TSM&O Director to have continued consultant support to address strategically critical issues as they arise. Requested amount: **\$200,000**

Funds Center	Fund Source	One Time \$ Non Personnel Costs	Ongoing \$ Non Personnel Costs	2016 \$ Non Personnel Costs	2017 \$ Non Personnel Costs	2018 \$ Non Personnel Costs	2019 \$ Non Personnel Costs	2020 \$ Non Personnel Costs	Total FTE	Total Salary Plus Benefits	Total Cost Current Year	Total Cost
OP100-010	S	0	8,200,000	0	0	0	0	0			8,200,000	8,200,000.00
		0	8,200,000	0	0	0	0	0			8,200,000	8,200,000.00

MEMORANDUM

DEPARTMENT OF TRANSPORTATION

Office of Financial Management and Budget
4201 E. Arkansas Avenue
Denver, CO 80222



Date: August 15, 2013

To: Transportation Commission

From: Ben Stein, CFO

Re: Proposed Transportation Commission Decision Items for FY 2015

The attached report is for information only in August. We will discuss these requests with you and respond to any questions you may have concerning them in September. While you will not have to take a formal action on them until November, it will greatly assist with the budget development process if the Commission provides feedback in September as to those items it views favorably.

If you have questions regarding these items for which you would like clarification please call me (303-757-9168).

Thank you.