

DATE: September 19, 2013

TO: Transportation Commission

FROM: Scott Richrath, Chief Financial Officer

SUBJECT: Budget Workshop I

Purpose

This memorandum summarizes the budget workshop planned for the September Transportation Commission (TC) meeting. In your notebook you will find the following five documents:

- Revenue Forecast Summary for the FY2015 Budget
- FY2015 Draft Budget Allocation Summary
- FY2015 TC Decision Items Report
- FY2015 Administrative Decision Items (three summaries)
- FY2013 to FY2014 Roll Forward Requests Report

FY2015 Budget Revenue Forecast Updates

Last month, you approved the revenue forecasts for the Draft FY2015 Budget. In your packet this month is a Revenue Summary Report with minor changes since last month noted. We have received actuals that have changed some programs slightly. The programs that have changed are based one-to-one on revenue amounts, and are not funding amounts that can be altered by CDOT.

FY2015 Draft Budget Allocation Summary

Each year at this time OFMB begins to conduct budget workshops for the upcoming fiscal year's budget. In most programs, budget amounts are based on the FY2014 Final Budget. Programs which are based one-to-one on revenue amounts are based on the current FY2015 Budget Revenue Forecasts. CDOT, Bridge Enterprise, and High Performance Transportation Enterprise budgets are developed separately. For the CDOT budget, there is a variance of \$15,540,132 between current revenues and budget. This variance is shown at the bottom of the CDOT budget. This funding variation is directed by the TC.

FY2015 Decision Item Requests

Each year, various CDOT entities request additional funding and/or FTE above the current budget allocation. These requests can be for one year, for multiple years, or for all years going forward. A report summarizing the FY2015 Decision Item requests was included in your notebook for discussion this month. The total TC decision item request is \$19,164,741. We also have included three FY2015 Administrative Decision Item Summaries that are being requested of the JBC. You discussed and concurred with the submittal of these decision items several months ago. The Administrative Decision Item requests would

- move \$2,365,290 of already funded cost centers from the TC side of the budget to the administrative side,
- add \$500,000 to the First Time Drunk Driver program in the budget, and
- add 14.2 FTE and \$1,590,193 associated funding transferred from TC-controlled funds to the administrative side of the budget.

FY2013 to FY2014 Roll Forward Requests

At the end of each fiscal year, funding remaining in most cost centers is rolled forward to Transportation Commission Contingency Reserve Fund. Various CDOT entities request some or all of their remaining cost center fund balance be rolled forward. Total roll forward requests is \$8,238,709.

Asset Management Budget in the FY2015 CDOT Budget

As we are developing the FY2015 CDOT Budget, the Asset Management group is also finalizing their needs for FY2015. In October, that information will be presented to you in a workshop.

Next Steps

In October, we will:

- Conduct another budget workshop incorporating any changes you request this month;
- Provide the FY2015 Narrative budget for your review and discussion;
- Ask for adoption of approved Roll Forward requests and Decision Item requests

In November, we will ask for approval and adoption of the FY2015 Draft Budget for submission to the Joint Budget Committee.

If you have any questions, please feel free to contact me at (303) 757-9793.

**CDOT FY 2013 to FY2014 Year-End
Roll Forward Requests
September 19, 2013**

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
Staff Branches	AECOM Contract (Additional request).	CDOT issued a Request for Proposals for assistance in developing in-house Portfolio, Cash, and Program Management capability. A contract has now been signed to implement the requirement of the RFP. While we still believe that this is the correct long term solution, the time required to develop this in-house capability would create difficulties in providing the information needed by CDOT decision makers in a timely manner. This additional roll forward is necessary to move this contract forward.. This effort will be executed in a parallel track with the capability development effort so the Transportation Commission and other CDOT decision makers can receive the required information in a timely manner	1,000,000
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
Region2	Structural Overhead Sign Project	FY 13 Region-Wide Structural Overhead Sign project, MP R200-188, #19172, PO 201000769, \$771,292.83. The bids were opened on November 8th and Arrow Electric was awarded the project as the prime contractor. Per request of Region 2's Environmental section we set aside a \$50K Force Account for remedy of any potential contaminated soil material. As it turned out, the Force Account was not needed, so we immediately added 10 additional class III signs as a change order. The fabrication of these signs took an additional 45 days. As a result, our contractor not able to complete the project by the end of June. I am therefore requesting the roll forward of \$105,000.00 of FY13 funds to FY14 MLOS budget.	105,000
Region2	VMS on US 24	VMS Sign project on US 24, PO 211018158, \$69,700. Addco Inc. filed for bankruptcy after they were awarded this project. Subsequently, the award was given to the runner-up, Skyline Inc. The time loss associated with this initial transition played a major role in the delay of the project. In addition, the VMS signs require customization via a specialized vendor/supplier that at that time was experiencing a shortage of materials for some of the necessary components. Therefore, their delivery schedule fell behind and as a result delayed project completion. I am requesting a roll forward of \$69,700.00 of FY13 funds to the FY14 budget.	69,700

Region2	Striping Project	FY13 Striping Project, PO 231003559, MTCE R200-180 (18756). The project was awarded to Kolbe Striping company for amount of \$2,328,957.00. By the end of FY 13, our contractor completed \$2,106,709.38, leaving \$222,247.62 still in the project. Despite the fact that Kolbe Inc. was allowed and operated with three separate crews for most parts of the months of May and June, they still were unable to complete our project in a timely manner due to the following reasons: CDOT's specification for glass bead required that the manufacturers had to shut down their plants for all other production in order to produce the required P-18 beads; a limited number of productive work days in early spring; the required mean temperatures for the application of Epoxy (50 degrees and rising per CDOT ec.); numerous equipment failures; and a lack of skilled and qualified workforce. I am therefore asking for the roll forward of the \$222,248.	222,248
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

Total **8,238,709**

**Summary of Colorado Transportation Revenues for FY2015 Budget
September 18, 2013**

	August FY 2015 Budget Revenues	September FY2015 Budget Revenues	Over (Under) August Revenues	Notes
Total CDOT Revenue	1,127,462,670	1,116,259,948	(11,202,722)	
HUTF Revenue to CDOT	507,600,000	506,600,000	(1,000,000)	
Regular HUTF	409,700,000	408,700,000	(1,000,000)	<i>Reflects the \$1M transfer to HTPE</i>
Faster Safety HUTF	97,900,000	97,900,000	-	
CDOT Miscellaneous Revenue	29,500,000	29,500,000	-	
State Infrastructure Bank	700,000	700,000	-	
General Fund Revenue to CDOT	-	-	-	
FHWA Local Match	20,069,966	20,069,966	-	
FHWA Apportionments Available to CDOT	491,459,834	476,459,834	(15,000,000)	<i>Reflects the \$15M transfer to BE</i>
Transit and Rail Revenue	30,032,870	30,345,370	312,500	
Federal Transit Administration Funding	16,030,718	16,030,718	-	
Federal Transit Administration Local Match	9,002,152	9,314,652	312,500	<i>Includes local match for the Sec. 5339 grant</i>
Rail and Transit - State Highways	5,000,000	5,000,000	-	
Rail Bank	-	-	-	
Total Aeronautics Funds	43,100,000	43,100,000	-	
Safety Education Funds	5,000,000	9,484,778	4,484,778	
NHTSA	1,700,000	6,534,778	4,834,778	<i>Includes NHTSA grant funding from Sec 405 - Occupant Protection; Sec 408 - Information System Improvements; Sec 410 - Alcohol Incentive; Sec 2010 - Motorcycle Safety; and Sec 2011 - Child Seats</i>
State Safety Education Funds	3,300,000	2,950,000	(350,000)	<i>Reflects a reduced estimate of LEAF revenues</i>
High Performance Transportation Enterprise	30,375,000	31,575,000	1,200,000	<i>Reflects the \$1M transfer from HUTF and includes \$200K of interest on fund deposits</i>
State Bridge Enterprise	99,881,900	114,881,900	15,000,000	<i>Reflects the \$15M transfer from FHWA</i>
Total All Entities	1,257,719,570	1,262,716,848	4,997,278	



Cost and FTE

- \$500,000
- Increase from \$1,500,000 to \$2,000,000
- Fund Source is C.R.S. 42-2-132.5 (4) (a) (II) (C)

Link to Operations

- Will increase the coverage and length for the 12 high-visibility drunk driving law enforcement episodes that the department oversees through *The Heat is On* campaigns
- Statewide impaired driving enforcement is conducted by law enforcement

Problem or Opportunity

- Impaired drivers that cause crashes and fatalities
- Legalization of marijuana may increase the number of impaired drivers on the roads
- Impaired drivers are a danger to themselves, their passengers, and the traveling public
- Mission of Office of Transportation Safety is to decrease the number and severity of traffic crashes along with the economic and human loss associated with crashes

Consequences of Problem

- Increase in impaired driving crashes and fatalities
- In 2011, there were 121 fatal crashes where a driver had a blood alcohol content above 0.08, resulting in 161 fatalities
- Will prevent expansion of service for the High Visibility Drunk Driving law enforcement episodes
- It jeopardizes the mission of reducing impaired driving crashes and fatalities

Proposed Solution

- Additional funds will allow CDOT to increase impaired driving enforcement and remove impaired drivers from the roads before they cause accidents
- Lessen fatalities, injuries, and property damage
- Additional funds will not impact OTS operations
- All users of Colorado roadways will benefit from an increase in safety
- Funding is on-going consistent with statute and collections
- Solution does not require a statutory change; puts CDOT in statutory compliance

For Internal Use Only

(These three sections are to be filled out by the OSPB analyst and must be one page maximum.)

Key Questions for Final Review

Preliminary Recommendation

- OSPB analyst recommends proceeding with the request. Funds are available in the First Time Drunk Driver account, from which statute specifies that \$2 million shall be appropriated annually for this purpose.
- The Department of Revenue, which also uses money from this cash fund to support breathalyzer programs, is not concerned with the increased appropriation of \$500,000 to CDOT out of the account.

Areas for Improvement

- In two-page summary, specify source of funds and account balance over time.
- In two-page summary, provide detail on the distribution mechanism for getting these dollars onto the road (i.e. transfers to local law enforcement for officer overtime pay and advertising).



Cost and FTE

- \$2,365,290 increase to the Administrative line of the Legislative Budget
- \$1,185,290 for Network Services and \$1,180,000 General Government Computer Center
- Not a request for new funding, but is an adjustment to align portions of the CDOT IT budget with State statute

Link to Operations

- One of CDOT's main goals is to increase transparency in our budgeting process and this request helps the Department achieve that.

Problem or Opportunity

- As the Office of Information Technology has evolved and taken control of various aspects of the Department's information technology infrastructure, process elements that previously were not considered "centralized data processing" arguably now are. According to CRS 43-1-113, such items should be moved to the Administrative line of the budget.

Consequences of Problem

- CDOT's information technology spending may not fully align with CRS 43-1-113

Proposed Solution

- Transfer \$2,365,290 from the Department's CM&O line to the Administrative line of the budget

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Key Questions for Final Review

- How critical is the movement of FTE into the Administration line for compliance with statute? Is the movement of FTE into this line critical for CDOT's goals related to transparency?

Preliminary Recommendation

- OSPB analyst recommends moving forward with the request. The net fiscal impact is neutral because all funds will come out of the Department's CM&O line, which is continuously appropriated out of HUTF cash funds.

Areas for Improvement



Cost and FTE

- \$1,590,193 and 14.5 FTE
- No impact to General Fund or Cash Fund (will use HUTF funds)

Link to Operations

- The restoration of funding will ensure functions that fully support the Department as it strives to meet project delivery schedules, quality control operations, cash management, and risk management goals.
- Staff that serve in a primarily administrative role are statutorily required to be accounted under the legislatively appropriated Administration line in the Department's budget. As such, the Department cannot utilize funds that are continuously appropriated to the Construction, Maintenance, and Operations line to hire and support administrative staff.
- Administrative staff supports the core operations of the Department and are continually more critical as CDOT's operations become more complex. For example, additional staff will ensure that the Department can properly support the RAMP initiative, which will accelerate \$300 million in funds to speed projects throughout the State.

Problem or Opportunity

- In 2012, the JBC eliminated funding for all of CDOT's vacant administration positions, totaling \$1,590,193. The need to hire additional administration positions, including some of those that were eliminated while vacant in 2012, is growing.

Consequences of Problem

- Increases difficulty of properly managing CDOT resources and delivering effective services
- Negative impact on project delivery schedule, quality control, and risk management
- Loss of flexibility to best utilize positions and funding
- Inadequate funding for initiatives that increase effectiveness and efficiency
- Lessens our ability to follow through on recommendations from our LEAN program
- Hampers construction program and ability to meet expectations of taxpayers

Proposed Solution

- Restore the funding associated with the FTE loss
- Enable CM&O programs to operate in a much more efficient and flexible manner.
- Allows CDOT to act within Admin framework to engage private sector assistance to develop or improve processes, procedures, and reporting to more effectively manage its highway construction and maintenance program
- Request is for on-going funding to adequately support operations moving forward

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Key Questions for Final Review

- How critical is the movement of FTE into the Administration line for compliance with statute? Is the movement of FTE into this line critical for CDOT's goals related to transparency?
- Will JBC members likely perceive this DI as a continuation of disagreements from last legislative session regarding the Department's appropriated FTE? Can the request be framed in such a way as to separate it from previous cuts? Perhaps that would help avoid a situation where debate on this decision item turns into a discussion of CDOT's broader statutory relationship with the JBC.
- Is there a list of positions that will be hired into the Admin line (or moved to Admin from CM&O) if this request is approved? Are there specific projects/duties that can be named for them? Adding a list(s) like this might help emphasize the current need for the appropriation while de-emphasizing the past cuts.
- The request will result in a reduction of 5.2 FTE from the CM&O line and an increase of 14.5 FTE to the Administration line. What is the reason for the extra 9.3 FTE? Are the positions eliminated from CM&O higher-salary positions that are currently vacant and will not be re-filled?

Preliminary Recommendation

- OSPB analyst recommends moving forward with the request. The net fiscal impact is neutral because all funds will come out of the Department's CM&O line, which is continuously appropriated out of HUTF cash funds. The Department's operations are complex and sufficient administrative staff, especially in financial management roles, are needed to ensure CDOT can operate soundly. The Department manages a large budget and is employing more complex financial tools (like RAMP) to move money out the door more quickly; however, this increased cash flow requires careful accounting and support to manage risk.
- I have concern about the debate over this specific decision item turning toward the broader statutory framework for CDOT's funding because some members of JBC have actively voiced displeasure with the legislature's limited control over the Department's large budget. The request should be carefully tailored as a forward-looking and need-based request so as to hopefully avoid debate about previous JBC cuts to the Department's Admin line.

Areas for Improvement

- The two-page request should include further detail on the specific positions that are needed in the Admin line, including the functions they support, in order to make the strongest case possible that the increased appropriations to the Admin line are truly needed to allow the Department to run smoothly and manage risk.

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

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

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

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

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

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: **\$7,000,000**

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: **\$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 **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: **\$1,000,000**

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	12,000,000	0	0	0	0	0			12,000,000	12,000,000
		0	12,000,000	0	0	0	0	0			12,000,000	12,000,000