



COLORADO

Department of Transportation

Division of Accounting and Finance

4201 East Arkansas Avenue, Room 235
Denver, Colorado 80222
(303) 757-9262

MEMORANDUM

TO: Transportation Commission
FROM: Scott Richrath, Chief Financial Officer
Maria Sobota, Budget Director
DATE: July 17, 2014
SUBJECT: Revised Draft of Policy Directive 703.0 (PD703.0)

Purpose:

At the request of the Transportation Commission (TC) to the Division of Accounting and Finance (DAF), this memorandum serves to introduce a revised draft of PD 703.0.

Action Required:

While this memorandum is for informational purposes only, the TC is being asked to review the new draft and provide commentary. Feedback is particularly critical in regards to the overall reorganization of content, revisions to the review and approvals grid and the integration of PD1000.0 into PD703.0. Input is requested from the Commission by July 30th.

Background:

A draft of PD703.0 and supporting materials was first presented to the Transportation Commission in April 2014. Following a review of the information, the TC asked for clarification of several key topic areas including review and approvals, risk management as well as details regarding program management and individual project funding.

In response to this request, May's workshop presented information to the Commission that addressed what items under the new PD will now be presented to the TC for review and approval as opposed to what items will now be presented as informational only or not at all. Also provided was a comprehensive explanation of the level of agency risk associated with those items presented to the Commission as well as how overall agency risk will be defined and managed within the Department as a whole. A glossary of terms related to these topics was also provided for clarification and discussion.

Based on commentary from the Commission in April and May, in June the Department presented material clarifying how "Substantive" shall be defined and how, when and by whom those "Substantive" thresholds will be established. Additionally, dollar and



percentage overrun amounts were suggested and items requiring dual signatures were highlighted. Lastly, based on prior comments with respect to program and project approvals, the Department staff debuted a draft project approval matrix that provided a detailed view of the levels oversight that will be required for all programs and projects. The Department plans to use this draft matrix at the staff level to ensure consistent application of the principles outlined in PD 703.0.

Discussion:

Based on the collective feedback received from the Commission in April, May and June, this month the Department will be presenting a revised draft of PD703.0 for review. Since the April draft version, significant changes have been made to the way the content is formatted; streamlining it into a matrix style grid per the request of the TC in June. The majority of the topics addressed in PD703.0 have now been condensed into four appendices that are as follows:

- A. Definitions
- B. Annual Budget, Revenue, and Financial Position
- C. Project Related Transactions
- D. Other

The “Budget Action Approval Type Determination Matrix” that was presented last month to the Commission, has now been modified and renamed as Appendix C, “Project Related Transactions”. The remaining narrative not captured in the grids being pushed to the procedures that will be developed in coming months by staff. **See Attachment A: PD703.0 Draft**

In addition, the Department will present a resolution to repeal PD 1000.0 and consolidate topics covered in this PD regarding approvals for maintenance work into PD 703.0. Lastly, the “Project Budgeting Process Flowchart” has been included in this month’s packet as a for refresher for the TC and serve an informational purpose only. **See Attachment B: Project Budgeting Process Flowchart.**

Staff Recommendation:

The Department recommends that the Commission review the draft and provide input by July 30th so that the feedback can be integrated and presented in August. In addition, if there are any lingering comments regarding the presentations that have been given over the last few months, please let Scott Richrath know as soon as possible. The Department will seek adoption in August.

If you have any questions, please feel free to contact me by phone at (303) 757-9793 or by email at scott.richrath@state.co.us.

Attachment A: PD703.0 Draft

Attachment B: Project Budgeting Process Flowchart



COLORADO DEPARTMENT OF TRANSPORTATION		<input checked="" type="checkbox"/> POLICY DIRECTIVE <input type="checkbox"/> PROCEDURAL DIRECTIVE
Subject		
Annual Budget, Project Budgeting and Cash Management Principles		703.0
Effective	Supersedes	Originating Office
TBD	02/17/11	Office of Finance Management and Budget (“OFMB”)

I. PURPOSE

To establish the policy by which the Colorado Department of Transportation will determine and submit the annual budget and project budgets to the Colorado Transportation Commission. The Commission will focus on substantive budget matters, i.e. those budget matters that involve material change or significant risk, and will exercise oversight on routine budget matters.

II. AUTHORITY

Colorado Transportation Commission pursuant to § 43-1-106(8)(h), C.R.S.

III. APPLICABILITY

This Policy Directive applies to all divisions, regions and offices of the Colorado Department of Transportation.

IV. DEFINITIONS

See Appendix A “Definitions”

V. POLICY

A. Scope. This Policy Directive applies to all funds and accounts administered by the Department. The scope includes the formation and execution of the Department’s budget and the approval of the Department’s programs.

B. Objective. The objective of this Policy Directive is to document annual budget and project budgeting policies followed by the Department with the Commission’s approval to maximize the flow of funds to the Department’s construction and maintenance projects applying effective and efficient cash management strategies.

1. The Commission will evaluate the Department’s ability to apply effective and efficient cash management strategies using the following criteria:
 - a. Available revenues in the Statewide Transportation Improvement Program (STIP) are as high as can be justified within relevant state and federal laws;

- b. Those revenues are fully allocated to programs or groups of projects within the STIP;
- c. Appropriations for construction and maintenance projects are as high as can be justified in conformance with state and federal laws;
- d. Conjointly with meeting the Department's objectives around the timely delivery of projects, the minimum monthly cash balances of each fund are not significantly different than the target cash balances approved for that fund by the Commission.

C. Principles.

1. Financial risk is a necessary element in maximizing the flow of funds to projects. The Department may take necessary financial risks in order to accelerate projects while implementing the necessary controls in order to stay in compliance within overall risk management measures.
2. It is necessary to obtain Commission approval for project modifications only when the modification is of high risk as defined by:
 - a. increases in project costs Substantively change the total funds allocated to a program as determined by the Transportation Commission;
 - b. project location or scope changes deviate Substantively from the approved project prioritization process or list; and
 - c. any other modifications to the project Substantively increase the risk to a project already identified as holding significant risk.
3. Level of Department and Commission governance is aligned to level of risk. Reference Appendix B "Annual Budget, Revenue, and Financial Position"; Appendix C "Project Related Transactions"; and Appendix D "Other Transactions".

D. Annual Budget.

1. The Department shall produce a long-range revenue forecast, by year and extending over at least 20 years, and a short-range revenue forecast, by month extending over at least 48 months, for use in all of the Department's programs and budgets.
2. Pursuant to § 43-1-113(2), C.R.S., annually, on or before December 15, the Commission shall adopt and the Department shall submit a proposed draft budget allocation plan for the beginning of the fiscal year beginning on July 1 of the succeeding year. No later than April 15 of each year, the Commission

shall adopt and submit a final budget allocation plan to the Office of State Planning and Budget.

3. The level of Department and Commission risk regarding the annual budget shall be defined as outlined in Appendix B.

E. Project Budgets.

1. Projects typically will be managed within a four-year program or programs of projects; for example, a four-year surface treatment program or a four-year FASTER Safety program.
2. The Department shall approve the scope, schedule and cost of each project through development and construction, and shall report to the Commission to obtain initial approval of the scope, schedule and cost of each project; and to approve subsequent substantive changes to the scope, schedule and cost of each project as outlined in Appendix B.

F. Statewide Transportation Improvement Program (STIP).

1. Pursuant to 23 C.F.R. 450.216, the Department is required to develop a STIP.
2. The Department shall use the STIP as the principal expression of its programs and projects for the execution of highway construction projects that have been selected by the Commission.
3. The Department shall develop an eight (8) year STIP every four (4) years.
4. The STIP must list regionally significant projects individually. Other projects will be grouped into programs.
5. The STIP will be amended at least once a year for major changes. Upon the conclusion of a fiscal year, a new fiscal year will be amended into the STIP as the fourth federally recognized year.
6. Minor changes will be made by Administrative Modification which will be approved by the Department Executive Director.

VI. DOCUMENTS REFERENCED IN THIS POLICY DIRECTIVE

1. Appendix A – “Definitions”
2. Appendix B – “Annual Budget, Revenue, and Financial Position”
3. Appendix C – “Project Related Transactions”
4. Appendix D – “Other Transactions”

VII. IMPLEMENTATION PLAN

1. The OFMB shall establish procedures to implement this Policy Directive.
2. The OFMB shall train all CDOT employees who are impacted by or involved with this Policy Directive.
3. This Policy Directive shall be effective upon signature.

VIII. REVIEW DATE

This directive shall be reviewed on or before April 2018.

Secretary, Transportation Commission

Date of Approval

Appendix A- Definitions

“Allotment Advice” shall mean project level budget actions, initiated by Department staff, that is approved by OFMB staff without Commission approval.

“Approval” shall mean administrative permission to proceed with a project, program, or other anticipated expenditure that will require one or more officials to exercise their expenditure authorities in order to enter into one or more commitments to pay for goods or services that are needed to accomplish the project or program objectives. For purposes of this Policy Directive, the Colorado Transportation Commission approves projects.

“Budget” shall mean a financial plan that shows intended authorizations, appropriations, and allotments of funds into and out of an accounting entity. When all inflows and outflows of funds of the accounting entity are shown in the budget, the budget becomes a prospective statement of revenues and expenditures for that entity. CDOT maintains several budgets including those for Colorado Bridge Enterprise, High Performance Transportation Enterprise, the Aeronautics Division, and the core budget of CDOT, all of which are included in the State’s annual budget – the Long Bill.

“Cash Management” shall refer to the balancing of expected cash outflows with expected cash inflows.

“Confirmation Item” shall mean approved action prior to TC meeting, but included on formal Budget Supplement document.

“Department” shall mean the Colorado Department of Transportation pursuant to § 43-1-103, C.R.S.

“Programs” shall mean a logical grouping of similar projects in scope; or small and miscellaneous in nature.

“Project” shall mean highway improvement activities contained under a single sub account number in CDOT’s SAP financial management information system.

“STIP” shall mean Statewide Transportation Improvement Program – A federally required, fiscally constrained, program that depicts transportation projects for a minimum of four fiscal years up to eight (8) fiscal years.

“STIP Administrative Modification” shall mean minor changes to project costs, funding sources, or initiation dates. “Substantive” shall be used to mean exceeding the approved amount over a scope, schedule or budget threshold set by the Department’s Executive Director or designee.

“STIP Amendment” shall mean any major change to a project, including addition or deletion, major change to cost, initiation dates, or scope including amending a year into the STIP.

“TC Approval Required” shall mean project level budget actions, initiated by Department staff requiring Commission approval as part of a budget supplement packet.

“Transportation Commission” or “Commission” shall mean the Colorado Transportation Commission pursuant to § 43-1-406, C.R.S.

“Transportation Commission Approved List” shall mean a list of projects approved by the Transportation Commission for an Annual Program per established processes.

DRAFT

Appendix B: "Annual Budget, Revenue, and Financial Position"

Event Type	High Risk: TC Review and Approve	Moderate Risk: 2 Signatures ED (or Designee), Chief Engineer, CFO Report To and Inform TC	Low Risk: Staff Manage
STIP	STIP Amendments no less than annually	Quarterly analysis of fiscal constrained project schedule	Administrative Modifications
4-year Program of Projects and Corresponding Budget (see Project Related Transact.)	Acceptance of Asset Management Lists, Integrated Safety Plan and Programs of Projects as they become available	Quarterly report of allotments to projects	Locally and Regionally administered programs; or as programmed in STIP or as shown in project schedule for STIP amendments and budget supplements
		Annual forecast of amounts required to complete projects	
Cash Balances and Revenue Forecasts	Annual Risk Assessment	Quarterly reports on construction lettings and revenue forecasts	OCM limit on construction lettings each month
		Annual reports on attenuation measures	
Revenue-Based Budget	Annual Budget Adoption: November - review draft budget March - adopt final	August - Review final budget including legislative items	Local agency project contributions, Federal Discretionary allocations, State administered grants
Decision Items	Greater than or equal \$1 million (Annual Process)	Less than \$1 million (Annual Process) (requires dual signature)	
Roll Forwards	Cost center roll forwards (Annual Process)	Reclassifications of previous FY funds to RAMP or other programs	Budget pool fund balances and automatic cost center roll (Annual Process)
Project Budgets (see Project Related Transactions)	Individual projects <u>Not</u> on Approved List	Individual projects on Approved List	Individual projects on Approved List
	Additions greater than or equal to 15% and greater than or equal to \$500,000	Additions between 10%-15% or between \$250,000- \$500,000	Additions less than 10% or less than \$250,000
Cash-Based Expenditures	Budget increases greater than or equal to 10% of program and greater than \$1 million	Budget increases less than 10% of program and less than \$1 million	Quarterly review of the project schedule; expenditure forecasts and 'plan' vs. 'actual' analyses

Appendix C: "Project Related Transactions"

Project Type	Initial Project Funding	Pre-Award Adjustment and Contract Modification Orders (to the currently approved project budget)			Project Closure
		Greater than or equal to 15% and greater than or equal to \$500,000 or greater than or equal to \$5,000,000 above the original approved amount	Between 10%-15% and between \$250,000-\$500,000 above the original approved amount	Less than 10% or less than \$250,000 above the original approved amount	
2013 Emergency Relief and Permanent Repairs	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO			Allotment Advice	
Emergency Requests (from the Transportation Commission Contingency Relief Fund or other programs)	Requires Commission Chairperson approval for Confirmation Item			Allotment Advice	
Non-emergency Transportation Commission Contingency Reserve Fund Requests	TC Approval Required				
Asset Management Programs: Geohazard, Tunnels, Walls, Bridge On-System, Culverts, Surface Treatment, Property Management. (Including RAMP.)	TC Approval Required if not on Approved List or Model	TC Approval Required	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Allotment Advice	
	Allotment Advice if on Transportation Commission Approved List or Model				
Transportation Systems Management & Operations - Replacement	Allotment Advice	TC Approval Required	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Allotment Advice	
Transportation Systems Management & Operations - New Capital	TC Approval Required		Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Allotment Advice	
Highway Safety Improvement Program	TC Approval Required if not on Approved List or Model	TC Approval Required	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Allotment Advice	
	Allotment Advice if on Transportation Commission Approved List or Model				

Appendix C: "Project Related Transactions"

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		Greater than or equal to 15% and greater than or equal to \$500,000 or greater than or equal to \$5,000,000 above the original approved amount	Between 10%-15% and between \$250,000-\$500,000 above the original approved amount	Less than 10% or less than \$250,000 above the original approved amount	
FASTER Safety Program	TC Approval Required if not on Approved List or Model	TC Approval Required	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Allotment Advice	
	Allotment Advice if on Transportation Commission Approved List or Model				
Strategic Projects (e.g. 7th Pot)	TC Approval Required			Allotment Advice	
Federal Discretionary Grants - State Match Required	TC Approval Required		Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Allotment Advice	
Federal Discretionary Grants - No State Match Required	No Commission Approval Required for any action				
Regional Priority Program	No Commission Approval Required for any action				
Other State Administered Programs - Congestion Relief, Hot Spots and Railroad Crossings, Planning and Research, Safe Routes to School	No Commission Approval Required for any action				
Local contributions to state project	No Commission Approval Required for any action				
Local Administered Programs: CMAQ, TAP, STP-Metro, Bridge Off-System, Metro Planning	No Commission Approval Required for any action				
Maintenance Levels of Service	For all MLOS transactions, including Maintenance Projects, see "Other Transactions"				

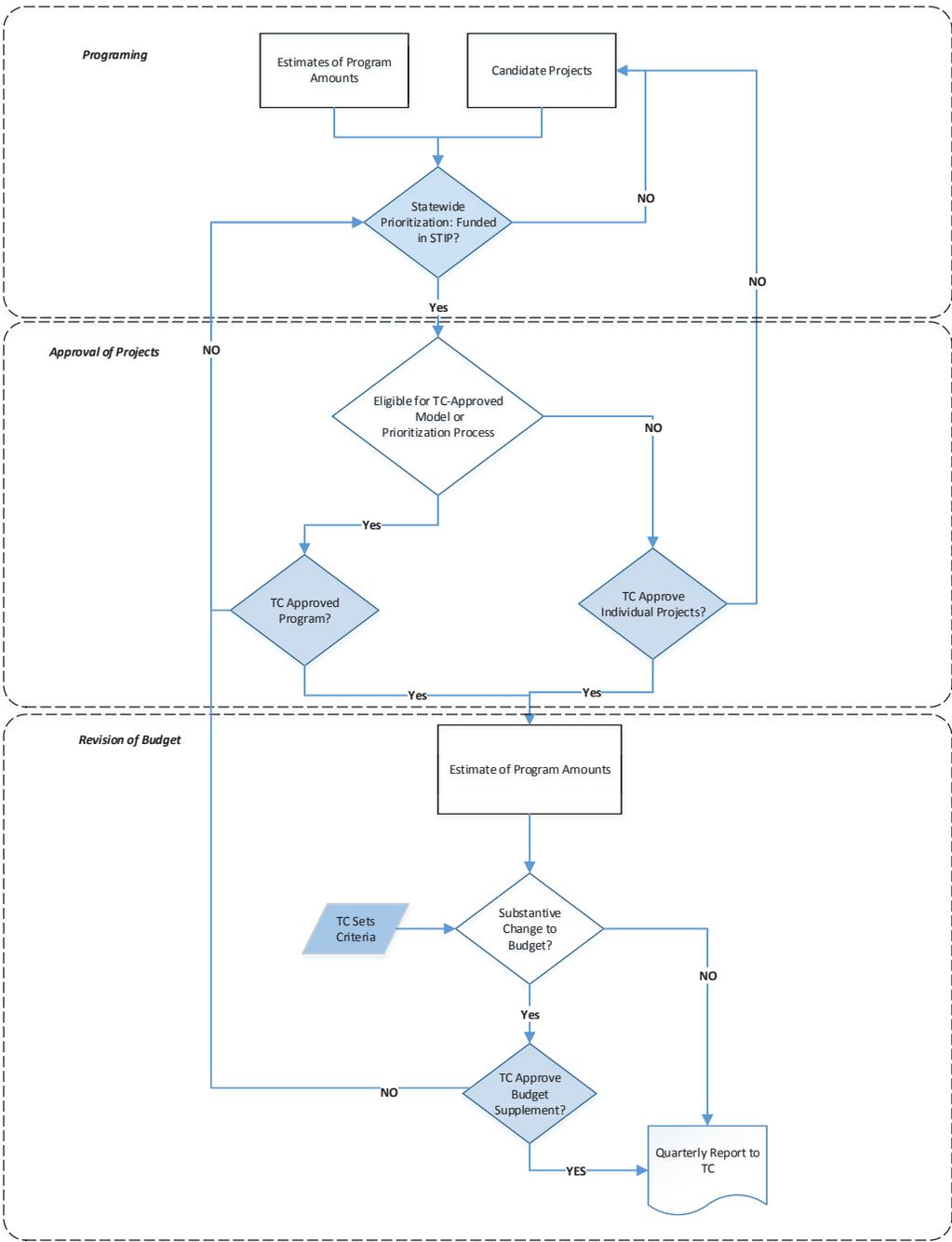
Appendix C: "Project Related Transactions"

Project Type	Initial Project Funding	Pre-Award Adjustment and Contract Modification Orders (to the currently approved project budget)			Project Closure
		Greater than or equal to 15% and greater than or equal to \$500,000 or greater than or equal to \$5,000,000 above the original approved amount	Between 10%-15% and between \$250,000-\$500,000 above the original approved amount	Less than 10% or less than \$250,000 above the original approved amount	
Transit and Rail	TC Approval Required if not on Approved List or Model	TC Approval Required	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Allotment Advice	
	Allotment Advice if on Transportation Commission Approved List or Model				
Bridge Enterprise	Enterprise Board Approval Required if not on Approved List or Model	Enterprise Board Approval Required	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Allotment Advice	
	Allotment Advice if on Bridge Enterprise Board Approved List or Model				
High Performance Transportation Enterprise	HPTE Board Approval Required		Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Allotment Advice	

Project Type	Initial Project Funding		Pre-Award Adjustment and Contract Modification Orders (to the currently approved project budget)		Project Closure
	Greater than or equal to 7.5% if more than \$100,000 or greater than or equal to \$1,000,000 above the original approved amount	Less than 7.5% or less than \$100,000 above the original approved amount	Greater than or equal to 7.5% if more than \$100,000 or greater than or equal to \$1,000,000 above the original approved amount	Less than 7.5% or less than \$100,000 above the original approved amount	
RAMP Operations and Partnership	TC Approval Required	Allotment Advice	TC Approval Required	Allotment Advice	

Appendix D: "Other Transactions"

Transaction Type	High Risk: TC Review and Approve	Moderate Risk: 2 Signatures ED (or Designee), Chief Engineer, CFO Report To and Inform TC	Low Risk: Staff Manage
FTE Requests	Increasing the total # of CDOT FTE's	Salary cap relief	Filling existing vacancies or Reclassifying to best meet business needs
Loans	Change that will trigger a loan and require Legislative Authority		Payment schedule included in quarterly and annual reports
Transfers between budget lines	TC Approval Required for current year funds	Reclassifications of previous FY funds to RAMP	
Budget Pool Level Transfers between Regions and/or HQ	Regional Priorities Program and 7th Pot	See Project 4 Year Budget for Quarterly report of allotments to projects to include Statewide administered programs (e.g. Asset Management programs, TSM&O, Safety)	Local administered programs (e.g. CMAQ, TAP, Metro)
Transfers between cost centers and program pools	Total Year to Date >= \$1,000,000	Individual Transfers >= \$250,000	Individual Transfers < \$250,000
Transfers between Capital and Operating Budget or Personal Services	Total Year to Date >= \$1,000,000	Individual Transfers >= \$250,000	Individual Transfers < \$250,000
Transfers between Personal Services and Operating Budget		Individual Transfers >= \$250,000	Individual Transfers < \$250,000
Aeronautics	Allocations for administrative costs		
MLOS	Annual Budget including Maintenance Program Areas	Budget transfers across regions	Budget transfers across sections or program areas within a region
Maintenance Projects	Structure Repairs, overlays, seal coats and all work where the total cost exceeds \$50,000	Emergency projects within Maintenance budget	Work where the total cost is < \$50,000
Earmarks and Federal discretionary funds	Application requiring state match not available from current program	State match is available, though project requires additional funds for completion, reference guidelines for other funds	Application requiring no state match
Other Programs (Administration & Operations)	To be reviewed on a biennial basis beginning in FY16 (FY 2015 total budget allocation of \$276,507,411)		
Contingency Funds	Transportation Commission Transition Fund > = \$1,000,000	Transportation Commission Transition Fund < \$1,000,000	Project contingency as part of approved project budget
	Any use of Transportation Commission Contingency Reserve Fund and Snow and Ice Contingency Reserve	Project contingencies allotted in projects but managed collectively (eg: program contingency) (requires dual signature)	
Emergency	Expenditures that require additional budget authority or borrowings	Reimbursable expenditures that can be initiated with existing cash (requires dual signature)	



Attachment 2 - Project Budgeting Process Flowchart



MEMORANDUM

TO: Transportation Commission
FROM: Scott Richrath, Chief Financial Officer
DATE: July 17, 2014
SUBJECT: Federal Highway Administration Toll Credit Program

Purpose:

This memorandum provides an overview of the Federal Highway Administration Toll Credit Program.

Action Requested:

No action is required; memorandum is for informational purposes only.

Background:

The Federal Highway Administration (FHWA) Toll Credit Program permits a state to use certain toll revenue expenditures as a credit toward the non-Federal matching share of all programs authorized by The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA, an early predecessor of MAP-21) and US. Code Title 23 which outlines Federal Transportation Regulations.

The Toll Credit the State can earn for any Federal fiscal year is determined by the amount of toll revenue used by toll authorities. The toll facility that generates the Toll Credits must be open to public travel. It may be operated by a public, quasipublic, or private toll authority. The amount of Toll Credit earned is based on toll revenues that the toll authority subsequently spends on eligible capital expenditures to build or improve public highway facilities that serve interstate travel. All such expenditures must have been made entirely from non-Federal sources. Expenditures for routine maintenance, debt service, or costs of collecting tolls cannot be included.

To qualify for the Toll Credits, the State's total non-Federal highway and transit transportation capital expenditures must equal or exceed the average of prior years. Once a



Toll Credit balance amount is appropriately established, the Toll Credit balance will remain available until used by the State.

The Toll Credit provision allows the Federal obligation to be increased up to 100% of project costs to the extent that credits are available.

States may apply Toll Credits toward the non-Federal matching share of any Federal-aid highway project, except for emergency relief projects. Toll credits may also be applied toward the non-Federal matching share of transit projects eligible under Chapter 53 of Title 49.

A project must be matched with non-Federal funds as required for the Federal-aid category of funds requested by the State. Toll Credits, once approved by FHWA, are available to the State for use as a credit against the non-Federal share as match. Toll Credits are simply a means by which a State can convert projects to 100% Federally funded.

Toll Credits are not Federal funds, nor do they increase Federal Appropriation spending limits or Federal Obligation limits. Essentially, the State gives up a dollar of Federal Appropriation and Federal Obligation for every Toll Credit dollar committed to a project. But, despite this limitation, Toll Credits have a usefulness in some Scenarios.

One such scenario is the proposed agreement between the State of Colorado Department of Transportation (CDOT) and the U.S. Department of Transportation, Federal Highway Administration, Central Federal Lands Highway Division (CFLHD) to use CDOT's Toll Credits to provide the necessary matching funds for three legacy projects in the Federal Lands Access Program: Guanella Pass Road, Cottonwood Pass Road, and Tarryall Reservoir Road.

These three legacy projects were significantly impacted by the match requirements enacted by MAP-21. The MAP-21 matching requirements will prohibit the completion of these regionally significant corridors, that when completed; will greatly benefit the State highway system as well as the transportation system as a whole.

The first proposed agreement would be to utilize Toll Credits as a portion of the match on the Tarryall Creek and Cottonwood Pass projects.

With execution of this agreement, CFLHD will advertise the projects utilizing 82.79% Federal Lands Access Program funds, 5.0% local match, and 12.21% toll credits. Because this agreement will use CFLHD's Federal Lands Access Program funds, CDOT's Federal Appropriation and Federal Obligation will not be consumed.

If you have any questions, please feel free to contact me by phone at (303)757-9793 or by email at scott.richrath@state.co.us.





MEMORANDUM

TO: Transportation Commission
FROM: Scott Richrath, Chief Financial Officer
DATE: July 17, 2014
SUBJECT: State Infrastructure Bank Activity Report for Fiscal Year 2014

Purpose:

This memo summarizes information related to State Infrastructure Bank activity in the State fiscal year 2015.

Action Requested:

This is for information purposes only. No action is requested or required by the Transportation Commission regarding this item.

Background:

The State Infrastructure Bank was created in 43-1-113.5(3) CRS, and in accordance with Procedural Directive (PD) 0720-1 (21):

The OFMB shall prepare a financial summary and review of the Transportation Infrastructure Revolving Fund (Fund 715) on a periodic basis. The OFMB shall present the report to the Colorado Transportation Commission (TC) at their monthly meeting in August for the period ending June 30th of the previous State fiscal year, and as a mid-year review, in February for the period ending December 31th of the current State fiscal year.

Summary Narrative:

As of June 30, 2014, the Colorado SIB had \$26.9 million in total assets. Of the total assets, 78.9 percent was attributed to the Aeronautics account and 21.1 percent was attributed to the Highway account. The Transit and Rail accounts of the Colorado SIB have never been capitalized.



As of June 30, 2014, there was a total of \$19.3 million available to loan, of which \$14.2 million was in the Aeronautics account and \$5.1 million was in the Highway account.

To date the Colorado SIB has eight outstanding loans totaling \$8.6 million. Seven loans with an outstanding balance of \$7.0 million are from the Aeronautics account and one loan with an outstanding balance of \$0.6 million is from the Highway account.

During this year, the fund's assets increased by 1.9 percent. The primary reason for the increase is due to interest earning. The SIB fund earned a total of \$509,310 from interest on loans and on account in fiscal year 2014. The first half interest rate on all Colorado SIB loans was two and a quarter (2.25) percent. Also, the second half interest rate on all Colorado SIB loans was two and a half (2.5) percent.

During fiscal year 2014, three loans from the aeronautics account were re-paid in full. Pitkin County retired two of the loans; one loan for \$840,000 that originated in fiscal year 2005, and one loan for \$900,000 that was taken in fiscal year 2006. In addition, Gunnison County paid back the loan it took in fiscal year 2004 for \$494,727. As of June 30, 2014, all Colorado SIB loans were current.

Also, in order to pay off its latest loan from the Colorado SIB, Gunnison County requested permission to sell the Airwolf C3 ARFF RIV Fire Truck procured with its fiscal year 2013 loan proceeds. The Colorado SIB Committee has granted permission to Gunnison County and the sell of the vehicle and subsequent pay-off of the loan is pending.

Although there were no new loans recorded in fiscal year 2014, the Transportation Commission approved one loan of \$2,336,000 to the Colorado Springs Airport. This loan is now pending execution of the loan agreement.

Overview of Colorado SIB Assets

As of June 31, 2014

<u>Assets</u>	<u>Aeronautics</u>	<u>Highways</u>	<u>Total</u>
Cash:			
Fund 715 Cash	\$ 14,156,140	\$ 5,132,021	\$ 19,288,161
Authorized Federal Funds	<u>0</u>	<u>0</u>	<u>0</u>
Amount Available to Loan	\$ 14,156,140	\$ 5,132,021	\$ 19,288,161
Accounts Receivable:			
Outstanding Loan Balances	\$ 7,039,021	\$ 545,410	\$ 7,584,430
Accrued Interest	<u>0</u>	<u>0</u>	<u>0</u>
Total Accounts Receivable	\$ 7,039,021	\$ 545,410	\$ 7,584,430
Total Assets	\$ 21,195,160	\$ 5,677,431	\$ 26,872,592
<i>Percent of account / fund Loaned</i>	33.2%	9.6%	28.2%



Colorado SIB Loans Summary

As of June 30, 2014

	Original Loan Date	Loan Amount	Balance Due	Interest Rate	Debt Service	Next Payment Due Date
Aeronautics Account:						
Walker Field Public Airport	Mar 1, 2002	300,000	0	2.00%	104,026	
Arapahoe Co. Public Airport	Apr 5, 2002	400,000	0	2.00%	44,531	
Arapahoe Co. Public Airport	Oct 2, 2007	5,400,000	2,353,090	3.00%	633,045	Oct 2, 2014
Colorado Springs Airport	Jul 3, 2008	600,000	184,274	3.00%	96,304	Jul 3, 2014
Front Range Airport Authority	Aug 13, 2007	1,800,000	784,363	3.00%	211,015	Aug 13, 2014
Front Range Airport Authority	Mar 4, 2002	950,000	0	2.00%	105,760	
Grand Junction Regional Airport	Jun 1, 2009	4,000,000	2,149,163	3.00%	116,122	Sep 1, 2014
Pitkin County	Oct 24, 2002	1,350,000	0	2.00%	150,291	
Pitkin County	Apr 12, 2005	840,000	0	4.00%	103,564	
Pitkin County	Jan 20, 2006	900,000	0	4.00%	110,962	
Eagle County Airport	May 16, 2003	990,000	0	2.00%	110,213	
Meadow Lake Airport	Mar 5, 2004	3,500,000	0	4.00%	180,091	
County of Gunnison	Feb 19, 2004	494,727	0	4.00%	60,995	
County of Gunnison	Jul 23, 2004	150,000	0	4.00%	33,694	
County of Gunnison	Jun 16, 2006	557,095	0	4.00%	68,685	
County of Gunnison	Feb 19, 2004	1,000,000	0	3.25%	355,231	
County of Gunnison	Mar 8, 2013	354,200	313,704	2.00%	9,793	Sep 8, 2015
County of Archuleta	Aug 26, 2004	2,500,000	339,336	4.00%	308,227	Aug 26, 2014
County of Jefferson	Mar 12, 2008	2,100,000	915,090	3.00%	246,184	Mar 12, 2015
Highway Account:						
City of Steamboat Springs	Jun 21, 1999	100,000	0	4.83%	38,063	
City of Cripple Creek	Oct 19, 1999	300,000	0	4.34%	109,398	
City of Glenwood Springs	Jan 23, 2002	1,500,000	0	2.00%	166,990	
City of Central	Oct 20, 2004	700,000	0	4.00%	133,533	
Colorado Springs Airport	Dec 19, 2007	3,500,000	545,410	3.00%	561,772	Dec 19, 2014

Transportation Commission Decision Request

This report is for informational purposes only. The Transportation Commission is not being asked to consider anything pertaining to this matter.

If you have any questions, please feel free to contact me by phone at (303) 757-9793 or email at scott.richrath@state.co.us.





COLORADO
Department of Transportation
 Division of Transportation Development

Transportation Performance Branch
 4201 E. Arkansas Ave. Shumate Bldg
 Denver, CO 80222-3400

TO: Colorado Transportation Commissioners

FROM: Debra Perkins-Smith, Director, Division of Transportation Development
 William Johnson, Transportation Performance Branch, DTD

DATE: July 3, 2014

RE: Transportation Asset Management Committee July Information

Purpose

This memorandum presents informational topics for the July Transportation Commission Committee on Asset Management.

Discussion

During the June TC Asset Management Committee meeting staff were asked to provide information on two topics:

1. A timeline for further development and implementation of the Asset Investment Management System (AIMS)
2. A timeline for completion of performance metrics and targets for each asset program:

Draft Timeline

AIMS Development - One goal of AIMS was to consistently improve the tool. We currently have 25 tasks identified for calendar year 2014. The table below highlights major milestones in AIMS Development.

Task	Date	Resource	Likelihood for On-Time Completion
Cross-asset optimization - enable functionality to analyze and output condition only program budget recommendations across the seven assets that are ready in AIMS (pavement, bridge, buildings, ITS, roadway equipment, MLOS, culverts) using slider tool that allows simultaneous budget trade-offs.	August 2014	TPB	Med
Culvert analysis - finalize performance and asset deterioration curves for culverts.	August 2014	TPB	High
Road equipment net present value analysis - presented during January Delphi/February TC AM. Adding estimated equipment repair cost capability.	August 2014	TPB	High
Fixed budget business rules - Currently developing minimum program budgets to input as business rules in AIMS (example: Bridge Enterprise funds can only be used on bridges), and	August 2014	TPB	High



adjusting minimum budgets for FY17 and FY18 as applicable.			
Rockfall/Geohazard analysis - The methodology for modelling rockfall had been developed, but not yet implemented in AIMS. The modelling methodology will be expanded to a geohazards approach, and will be implemented in AIMS.	December 2014	TPB	High
Traffic Signals - add signals data and develop analysis, performance and deterioration curves.	December 2014	TPB	Med
Tunnels analysis - review existing data and identify data needs. Develop analysis methodology.	December 2014	TPB	Med
Walls - add walls data and develop analysis, performance and deterioration curves.	December 2018*	TPB	High
Cross-asset optimization - Inclusion of CDOT goals and objectives in asset program budget recommendations from AIMS. This task is outside of the current AIMS scope. It is anticipated that this work will be done under a separate contract.	TBD**	TPB	TBD**

TPB - Transportation Performance Branch

* Inventory expected to take 4.5 years.

** Pending coordination with Statewide Plan team.

Performance Targets - Performance metrics and targets for bridge, surface treatment, MLOS, building, ITS, road equipment, and culverts are complete and documented in table 4.1 of the RB-AMP. The table below highlights major milestones for developing remaining performance metrics and targets.

Program	Date	Resource	Likelihood for On-Time Completion
Rockfall/Geohazards - development of mitigation metric to represent the new geohazards approach.	July 2014	TPB/Geotechnical Branch	High
Signals - development of useful life metric. Program was first funded for FY 16.	July 2014	TPB/TSM&O	High
Road equipment - currently use an average percent useful life metric with an identified aspirational target. Need to develop a fiscally constrained target.	July 2014	TPB/Division of Highway Maintenance	High
Tunnels - development of metric and performance target.	August 2014	TPB/Staff Bridge	Med
Walls- development of metric and performance target. Program was first funded for FY 16.	August 2014	TPB/Staff Bridge	Med

TPB - Transportation Performance Branch

TSM&O - Transportation Systems Management and Operations

Next Steps

It is anticipated that staff will request a joint Asset Management and Statewide Plan Committee meeting or workshop in August to present and discuss next steps in AIMS, performance measures, and PD 14 refinement.



ASSET MANAGEMENT COMMITTEE

DRAFT MINUTES

Date: June 19, 2014

Committee Members Attending: Commissioners Gruen, Connell, Barry, and Zink.

Others Attending: Commissioner Aden, Commissioner Gifford, Debra Perkins-Smith, Scott Richrath, Josh Laipply, Scott McDaniel, Tony DeVito, Kerrie Neet, Dave Eller, Johnny Olson, Tom Wrona, William Johnson, John Vetterling, Robert Haley, Ty Ortiz, and others.

Minutes:

- The minutes from the February meeting were approved, with a request that improvements be made.
- Report Out from Commissioner Gruen.
- Commissioner Gruen informed attendees that the Project Status Report was discussed at the Program Management Workshop, and was removed from the agenda.
- **Delphi Workshop:** Commissioner Gruen requested clarification on the upcoming August Delphi meeting where FY 17 and FY 18 budget recommendations will be made. Specifically, are we relying too much on the Delphi approach instead of the Asset Investment Management System (AIMS) tool? Region Director DeVito asked if the TC could focus concerns with the Delphi process. Commissioner Gruen stated that Transportation Asset Management (TAM) focuses on process and tools, and that Delphi does not necessarily do that. The concern is that continued use of the Delphi method is taking our focus away from development of tools.

William Johnson explained that the current version of AIMS produces budget and optimized trade-off recommendations based on asset condition alone, and does not consider CDOT goals and objectives (e.g. safety, mobility, and economic development). Staff will be using the Delphi method in August while AIMS development continues, which will include adding goals and objectives to output recommendations. Commissioner Gruen requested that a scope and timeline for development of AIMS be delivered to the Committee. Commissioner Gilliland reiterated that we need to have all assets in common tool, and that we need to be able to objectively see the impacts of the TC's investment decisions. Additionally, Commissioners Gruen, Gilliland, and Connell spoke to the willingness of the TC to engage in prioritizing CDOT objectives and goals for use in enhancing tools.

- **Rockfall Program Spending Plan Moving to a Geohazard Management Plan:** Ty Ortiz presented the FY 15 Geohazard Management Plan. The plan contains two primary components, corridor risk reduction (\$6.8M) and emergency response (\$2.3M), and is designed to more effectively manage geohazards. The plan details how emergency response projects require flexibility in use of funds, and that use of funds will be in accordance with Policy Directive 703. Changes to the budget in excess of 10% would be made by formal request to the TC, and that individual emergency response projects do not need to go to the TC for budget approval. Commissioner Gruen stated that staff can assume the TC is comfortable with the plan.
- **Policy Directive 14 Refinement:** William discussed asset performance metrics and targets as they related to the Risk-Based Asset Management Plan (RB-AMP) and Policy Directive 14 (PD 14). Currently, three asset programs have performance targets in PD 14 – bridge, pavement, and MLOS. PD 14 also has language referring to the RB-AMP for other performance targets. The RB-AMP

lacks complete performance targets for five (walls, tunnels, rockfall/geohazards, signals, and a fiscally constrained target for road equipment) of the eleven asset programs. Commissioner Gruen requested that staff develop a level of effort analysis and timeline for development of missing performance targets.

- **CDOT Staff TAM Workshop:** William discussed the TAM Workshop conducted June 10-11 for CDOT staff. Highlights included 2 panel sessions that included Executive Managers and Asset Managers, as well as continued connections between Cash and Program Management initiatives. William also presented the “Cliff’s Notes” to the RB-AMP pamphlet requested by the TC during the February meeting. Commissioner Gilliland requested that the pamphlet be posted to CDOT external website.
- **10th National Conference on Transportation Asset Management:** William discussed staff participation and highlights from the conference that occurred in April. 6 CDOT staff, and 1 FHWA Colorado Division staff, attended – all gave presentations. Two highlights were the Change Management presentation from Gary Vansuch and Michelle Malloy, and a workshop on National Cooperative Highway Research Program (NCHRP) project 08-91 Cross-Asset Optimization tools.

Note: Due to timelines for PD 14 refinement more frequent meetings of the TC Asset Management Committee may be required.

STATEWIDE PLAN COMMITTEE MEETING

Date: June 19, 2014

Committee Members Attending: Commissioner Ed Peterson, Commissioner Kathy Gilliland, Commissioner Gary Reiff, Commissioner Shannon Gifford

Other Commissioners Attending: Commissioner Doug Aden, Commissioner Heather Barry, Commissioner Kathy Connell, Commissioner Sidney Zink, Commissioner Les Gruen

Others Attending: CDOT HQ: Don Hunt, Debra Perkins-Smith, Sandi Kohrs, Michelle Scheuerman, Scott Richrath, Herman Stockinger, Amy Ford, Scott McDaniel, Mark Imhoff, Barbara Gold, Charles Meyer, Gail Hoffman, Mike King, William Johnson, Heidi Humphreys, Tromila Maile. CDOT Regions: Dave Eller, Johnny Olson, Kerrie Neet, Tom Wrona. Other: Vince Rogalski, STAC chair.

- *March 20, 2014, Minutes:* The minutes were approved as written.
- *Statewide Plan Update:* Staff updated Commissioners on the Statewide and Regional Plans; summarized the Telephone Town Halls; and outlined where Policy Directive 14 may be updated or expanded for eventual Transportation Commission adoption.
 - Statewide Plan and 10 Rural Regional Plans: The Statewide Transportation Plan is primarily web-based. One of the main goals of a web-based plan is the capability of rolling out key elements (modules) as they are being developed. Currently the first two modules, the Colorado Transportation Story, and Introduction and Planning Process are on the website, www.coloradotransportationmatters.com. Committee members were provided with background information and a demonstration of the Introduction and Planning Process (Module 2) via Prezi, an interactive media tool. The last two modules are the Transportation Needs and Revenues; and Plan Results, Moving Forward, and Implementation. Drafts are anticipated to be ready this fall.

For the 10 rural Regional Transportation Plans, drafts of four of the six chapters have been completed: 1 – Regional Transportation Story; 2 – State and National Trends (policies, initiatives, and programs); 3 – Plan Purpose and Planning Process; and 4 – Regional Priority Corridors. The sixth meeting of the Transportation Planning Regions will take place in June and July, and will provide content for Chapter 5 – Transportation Needs and Revenues; and Chapter 6 – Plan Results, Moving Forward, and Plan Implementation.

- Telephone Town Halls Summary for 10 Rural Transportation Planning Regions: Staff thanked the Commissioners for their participation as co-hosts of the Telephone Town Halls. The

Telephone Town Halls were conducted for the 10 rural TPRs in April and May to gain input in feedback which will help shape Statewide and Regional Plan Development. Highlights of key benefits were shared. Staff noted that town hall polling questions were developed with input from other parts of the Department to maximize Department messaging and in obtaining feedback from the public on information that could be used throughout the Department.

One Commissioner suggested CDOT investigate using radio for future Telephone Town Halls. Staff noted that some radio pitching was done; however, further investigation on the use of this media will be done. Commissioner Doug Aden will record an outgoing message to thank Telephone Town Hall participants and to ask two quick polling questions about the usefulness of the Telephone Town Hall and areas for possible improvement.

- Policy Directive 14 Status and Potential Revisions: Staff said Commissioners will be asked at the next meeting to begin giving their input on possible additions and updates to PD 14 due to several plans that have been completed or will be soon on safety, asset management, operations, freight, and bicycle and pedestrian, as well as the Notice of Proposed Rulemaking for Statewide and Metropolitan planning released on June 2. One Commissioner noted that rail is one of the transportation modes, but PD 14 doesn't discuss it. Integrating all modes, including rail, will be among the topics for next month's meeting.
- *CDOT Senior Management Futures Forum*: A Futures Forum for CDOT senior management took place April 3 to discuss future visioning and trends, how CDOT could be affected, and what CDOT can do to best prepare for these changes. The group focused on three items: extreme weather, technology, and demographics. As a result of the forum, a Futures Leadership Group will be convened to maintain momentum for planning for the future, and Futures Work Groups will be formed to look at issues in depth. Committee members were pleased that staff are being proactive and considering future trends and role of the Department.
- *Projects and Funds Available*: Staff told Commissioners that projects totaling in the \$12-\$13 billion range are in the Statewide Transportation Improvement Program (STIP), the 2035 Statewide Transportation Plan, or have had some preliminary planning work such as studies and environmental assessments. Yet the program distribution totals for the 2016-2040 Statewide Transportation Plan total only \$2.068 billion in inflated dollars. The magnitude of planned projects, and funding needs for the I-70 Viaduct, mean that difficult decisions will need to be made for the next STIP. The I-70 Viaduct project could use a substantial portion of the SB 228 funds that CDOT is projected to receive. This means that some projects in the 2035 Plan will either have to be deleted or postponed. All of these factors will need to be taken into consideration as the CDOT Regions hold county meetings with their planning partners to develop the STIP.



COLORADO
Department of Transportation
Division of Transportation Development

Director's Office
4201 E. Arkansas Avenue, Room 262
Denver, CO 80222-3400

TO: Statewide Plan Committee of the Transportation Commission

FROM: Debra Perkins-Smith, Director, Division of Transportation Development

DATE: July 16, 2014

RE: Results of Metropolitan Planning Organization (MPO) Telephone Town Halls

Purpose: This memorandum serves to provide results for the metropolitan area telephone town halls that occurred between May 15, 2014 through June 26, 2014. The rural telephone town halls all occurred in April through May 2014. (See the June 2014 Statewide Plan [SWP] Committee Memorandum on rural Transportation Planning Region [TPR] telephone town hall results for more details on the rural TPR calls).

Action Requested: None. Information only.

Background: Telephone town halls were used as an organizational partnering effort, and as outreach to the public to gain input that will inform development of the Regional Transportation Plans (RTPs) and the SWP.

Details:

Focus Areas

Metropolitan area telephone town halls, as with the rural calls, focused on three major elements: CDOT key messaging (education), polling participants, and fielding live questions from callers. Specific transportation topics included: a transportation vision discussion, limited transportation funding, transportation priorities, and transportation and the local economy. For the metropolitan areas, four polling questions, built off of earlier online MPO survey questions (on the SWP website), were asked during these calls (with input via the telephone key pad). Results of the polling were shared with the participants during the call. Recordings of the town halls were posted on the SWP website shortly after the calls occurred.

Participation

The participation rates at metropolitan area telephone town halls substantially exceeded those at the public open houses used during the development of the 2035 Statewide Transportation Plan. A high level of attendance at traditional open house meetings ranged from 30 to 40 people, not including CDOT or consultant staff. Participation on the call at these MPO telephone town halls ranged from 3,162 to 9,790 people, with peak attendance rates for those on the call at one point in time ranging from 488 to 2,826 attendees. Overall, it is estimated that over 57,000 people participated on these calls including both the rural and urbanized areas across the state. The national average of minutes for those on a telephone town hall is 10 minutes. In total, the CDOT MPO calls resulted in averages ranging from seven to 13 minutes. Calls were made to randomly generated land line numbers in the call area to reach potential participants. (Note that the Denver Regional Council of Governments (DRCOG) had two calls, with different sets of outbound calls to land lines for each event). Paid advertising was also used including a toll free call-in number, but was considered unsuccessful as it resulted in negligible participation. See **Attachment A** for more details on participation and polling results for the MPO telephone town halls.



Live questions asked by the participants during the MPO calls totaled between 13 and 26, and related to a variety of topics including: local traffic operation, safety, pavement condition, extreme weather conditions, multimodal concerns, and funding. These questions were addressed during the calls by the panel members that generally included a local elected official, the CDOT Regional Transportation Director (RTD), a Transportation Commissioner, and a representative from the MPO's transit agency. CDOT staff was present to help screen calls and to provide information to the panel members.

For callers who did not get their question answered during the call, they had the opportunity at the end of the call to leave a voicemail with their questions for CDOT to answer. CDOT's Statewide Planning staff then followed up with all voicemails by listening to the messages, and then forwarding the questions to specific CDOT staff with subject matter expertise surrounding the questions (i.e., transit questions would be forwarded onto the Division of Transit and Rail, and specific operations questions would be submitted to the Division of Transportation Systems Management and Operations) for responses. Statewide Planning staff would later be notified when questions were responded to.

Cost Comparison

A significant cost savings (roughly 50%) resulted from using telephone town halls compared to the traditional public meetings conducted during the development of the 2035 Statewide Transportation Plan. For more details on comparative costs and savings see the June 2014 SWP Committee Memorandum on rural TPR telephone town hall results.

Key Benefits: Several key benefits resulted from conducting telephone town halls, for both the rural and urban areas, compared to traditional public meetings that include:

- Reach a substantially broader audience
- More use of in-house staff vs. consultants
- Forum for informal discussion with key decision makers
- Opportunity to deliver CDOT's key messages
- Other parts of the Department will have access to this valuable information, (i.e., Division of Transit and Rail, the Office of Policy and Government Relations, and the Communications Office, to name a few)
- Cost effectiveness
- Events may be revisited (calls are recorded)

Next Steps: A mini-poll to find out more about the telephone town hall participant experience and to get information on suggestions for improvements have been uploaded to the SWP website. The results of the calls, taken from questions raised and the polling, will be used to inform the identification of priorities in the RTPs and the SWP.

Attachments: Attachment A - MPO Telephone Town Hall Participation & Polling Report



Attachment A
Metropolitan Planning Organization (MPO) Telephone Town Hall
Participation and Polling Report
July 1, 2014

Participation Information

MPO	Date	Overall Outgoing Calls	Total Attendees	Peak Attendees	Peak Number of Attendees on Call after 10 Minutes	Peak Number of Attendees on the Call after 30 Minutes	# of Live Questions on the Call	Avg. # of Minutes on the Call*
DRCOG 1	5/15/2014	69,957	9,107	2,826	1,979	338	13	7
DRCOG 2	5/20/2014	69,897	9,790	2,463	1,843	340	26	7
NFR MPO	5/22/2014	47,397	7,387	1,203	724	236	15	7
PACOG	5/27/2014	19,326	3,184	610	472	366	13	13
PPACG	6/24/2014	48,753	7,826	1,114	726	797	22	7
Grand Valley MPO	6/26/2014	17,473	3,162	488	353	217	19	7

*National Average is 10 minutes

DRCOG = Denver Regional Council of Governments

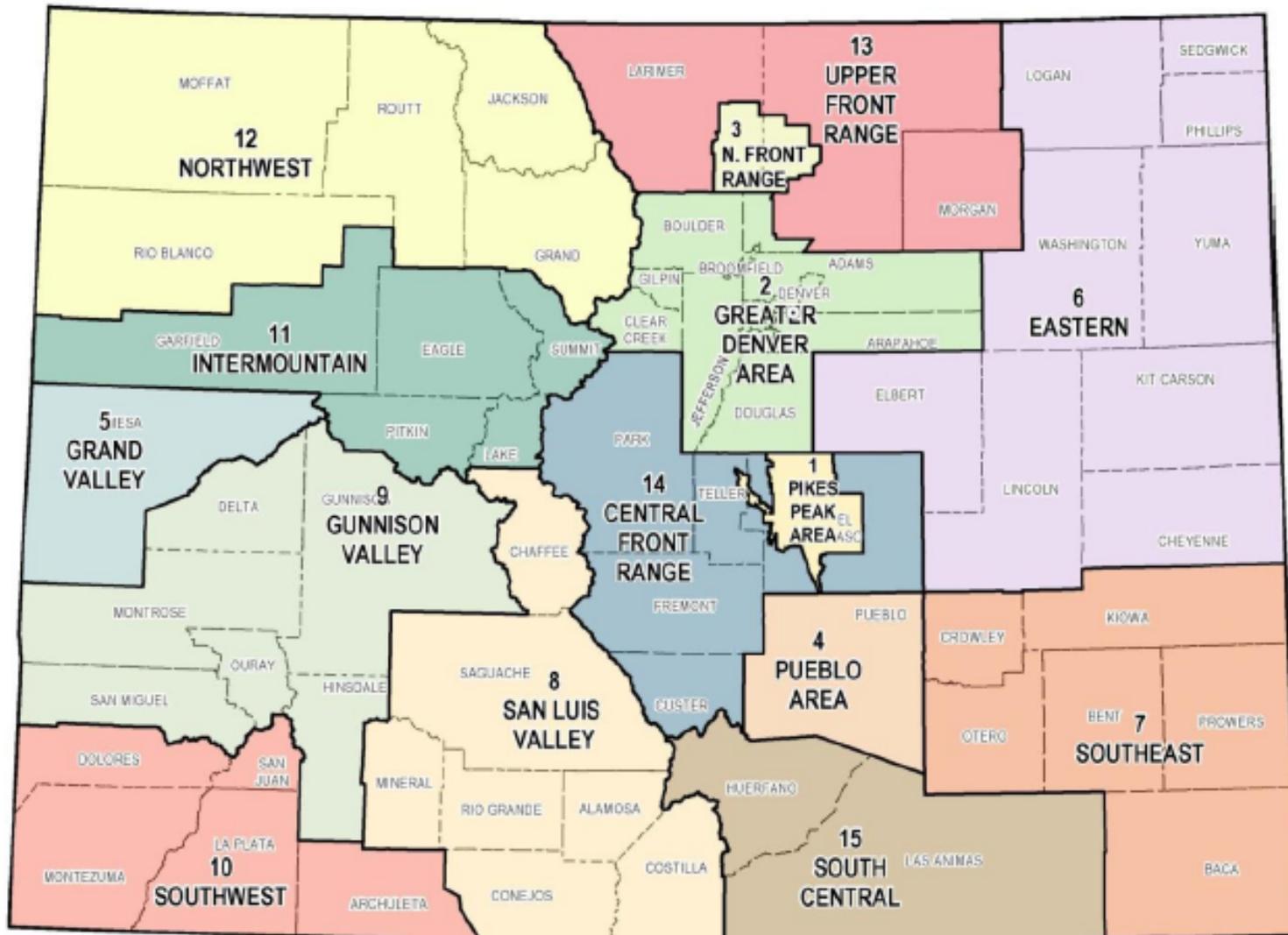
NFR MPO = North Front Range Metropolitan Planning Organization

PACOG = Pueblo Area Council of Governments

PPACG = Pikes Peak Area Council of Governments

Attachment A
Metropolitan Planning Organization (MPO) Telephone Town Hall
Participation and Polling Report
July 1, 2014

Transportation Planning Region Map



Attachment A
Metropolitan Planning Organization (MPO) Telephone Town Hall
Participation and Polling Report
July 1, 2014

Polling Question Responses

Question 1: What is most important to you about transportation?

MPO	Safety	Gets me to work and vital services	Economic Development	Let's me live my life the way I want	Another reason
DRCOG 1	17%	32%	4%	42%**	6%
DRCOG 2	19%	21%	7%	48%**	6%
NFR MPO*	50%	0%	50%	0%	0%
PACOG	44%	26%	11%	16%	3%
PPACG	45%	25%	13%	9%	8%
Grand Valley MPO	35%	32%	7%	18%	5%

* NFR MPO had only two people responding to this question.

**Response was "Options besides a car" for DRCOG events.

DRCOG = Denver Regional Council of Governments

NFR MPO = North Front Range Metropolitan Planning Organization

PACOG = Pueblo Area Council of Governments

PPACG = Pikes Peak Area Council of Governments

Question 2: How should CDOT invest limited dollars?

MPO	Maintaining the existing system	Safety improvements	More travel options
DRCOG 1	28%	20%	52%
DRCOG 2	42%	22%	36%
NFR MPO	40%	50%	10%
PACOG	22%	44%	34%
PPACG	40%	19%	41%
Grand Valley MPO	45%	19%	36%

Question 3: What approach is most reasonable to better address Colorado's transportation needs?

MPO	Use Available Funds to maintain system	Add Toll lane next to existing free lanes	Partner with Private Companies for new capacity Projects	Increase Gas or Sales Tax
DRCOG 1	18%	20%	23%	40%
DRCOG 2	20%	17%	14%	49%
NFR MPO	18%	18%	13%	52%
PACOG	24%	24%	32%	21%
PPACG	26%	23%	20%	30%
Grand Valley MPO	35%	18%	26%	21%

Attachment A
Metropolitan Planning Organization (MPO) Telephone Town Hall
Participation and Polling Report
July 1, 2014

Question 4: Which kinds of transportation improvements can best help the economy in your area?

TPR/MPO	Improving the pavement	Improving transit service	Improving airport service	Better bike and pedestrian options	Reducing Congestion
DRCOG 1	12%	45%	3%	10%	31%
DRCOG 2	13%	37%	4%	7%	39%
NFR MPO	31%	13%	9%	6%	40%
PACOG	23%	23%	11%	15%	28%
PPACG	15%	20%*	13%	8%	43%**
Grand Valley MPO	40%	26%	14%	10%	10%***

* Response was “better bus service” for Pikes Peak area.

** Response was “improve roadway capacity or connections” for Pikes Peak area.

*** Response was “improving rail freight service” for Grand Valley MPO.

DRCOG = Denver Regional Council of Governments

NFR MPO = North Front Range Metropolitan Planning Organization

PACOG = Pueblo Area Council of Governments

PPACG = Pikes Peak Area Council of Governments



TO: Statewide Plan Committee of the Transportation Commission

FROM: Debra Perkins-Smith, Director, Division of Transportation Development

DATE: July 16, 2014

RE: Statewide and Other Plan Integration

Purpose: The purpose of this memo is to update the Statewide Planning Committee on how the various modal and program plans that have been either completed or are nearing completion are being integrated into the 10 rural Regional Transportation Plans (RTPs) and the Statewide Transportation Plan (SWP).

Background: Several CDOT plans need to be reflected in the RTPs and SWP. The completed modal plans are: Colorado Aviation System Plan, Bicycle and Pedestrian Plan Phase I, and State Freight and Passenger Rail Plan. The completed program plans are: Bridge Enterprise 10-Year Program Plan, Transportation Systems Operations Plan, Risk-Based Asset Management Plan, and Performance, Cash, and Program Management Plan, as well as Annual Performance Reports.

The modal plans nearing completion are: Statewide Freight Plan, Bicycle and Pedestrian Plan Phase II, Statewide Transit Plan, the Regional Coordinated Transit and Human Services Plans for each of the 10 rural Transportation Planning Regions, and the 10 rural Regional Transportation Plans. The Colorado Strategic Highway Safety Plan is the one program plan nearing completion. For a list of the anticipated completion dates of these plans, see **Attachment A**.

The five Metropolitan Planning Organizations are developing their plans separately. Critical elements from their plans will be incorporated into the Statewide Transportation Plan. In some cases, those elements will need to be incorporated after the Statewide Transportation Plan is adopted.

A tentative schedule for completion of the SWP was in the Statewide Plan Committee materials for last month.

Action Requested: No action. Information only.

Details:

Statewide Transportation Plan

This is how the various plan modules integrate or will integrate the modal and program plans.

- The Colorado Transportation Story video - This includes high-level references to various modes of travel (aviation, rail, bicycles, walking, transit) and freight movement.
- The Introduction and Plan Process interactive Prezi presentation - The Prezi presentation references all the CDOT modal and program plans. Links to the completed modal and program plans and brief discussions about them are included.
- Needs and Gap Analysis - This will include a detailed analysis of how operational improvements can help defer large capacity projects, as well as safety data. Costs to meet needs for transit, asset management, freight, rail, and bicycle/pedestrian will be included as applicable and in coordination with the CDOT plan leaders.

- Plan Results, Moving Forward and Implementation - All the modal and program plans will be integrated at a policy level and will include key implementation items. The modal and program plans will be used to help illustrate measures CDOT is taking to meet the Statewide Plan vision and goals and the federal and state planning factors. For example, statewide plan overarching goals will include those relevant from the other modal and program plans such as goals related to operational strategies, the consideration of transit and bicycle/pedestrian concerns, and safety recommendations, among others related to freight, asset management, etc. In addition, statewide implementation actions will also reflect consideration of other modes and recommendations from the other relevant plan elements.

Regional Transportation Plans (RTP)

The RTPs will include content from some of the modal and transportation related plans and will be included in the Statewide Plan as detailed below.

- CDOT Plans - Elements from the plans will be included as applicable, particularly if there are specific actions suggested at the corridor level. An example is a reflection of multimodal, safety, freight, and operational concerns in the Priority Corridor chapter (Chapter 4) of the RTPs.
- Transit - Regional Coordinated Transit and Human Services Plans have been developed for each of the rural Transportation Planning Regions and therefore will be integrated into the Regional Transportation Plans at a more detailed level: transit vision and goals, accomplishments, transit needs and revenues, and implementation.
- RTP Integration with Statewide Plan - Needs expressed through project lists in the RTPs are being integrated into the Needs and Gaps Analysis module of the Statewide Transportation Plan, for example, by making sure statewide highway expansion needs, based on safety and congestion concerns, correlate to priority corridors selected by the TPRs. Key outcomes and coordination among various departments with CDOT (i.e., Traffic Safety, Mobility, Performance Management, Freight, and Operations), will be discussed in the Plan Results, Moving Forward and Implementation module regarding the priority corridors.

Metropolitan Planning Organization (MPO) Plans

MPO plan integration will occur in several Statewide Transportation Plan modules.

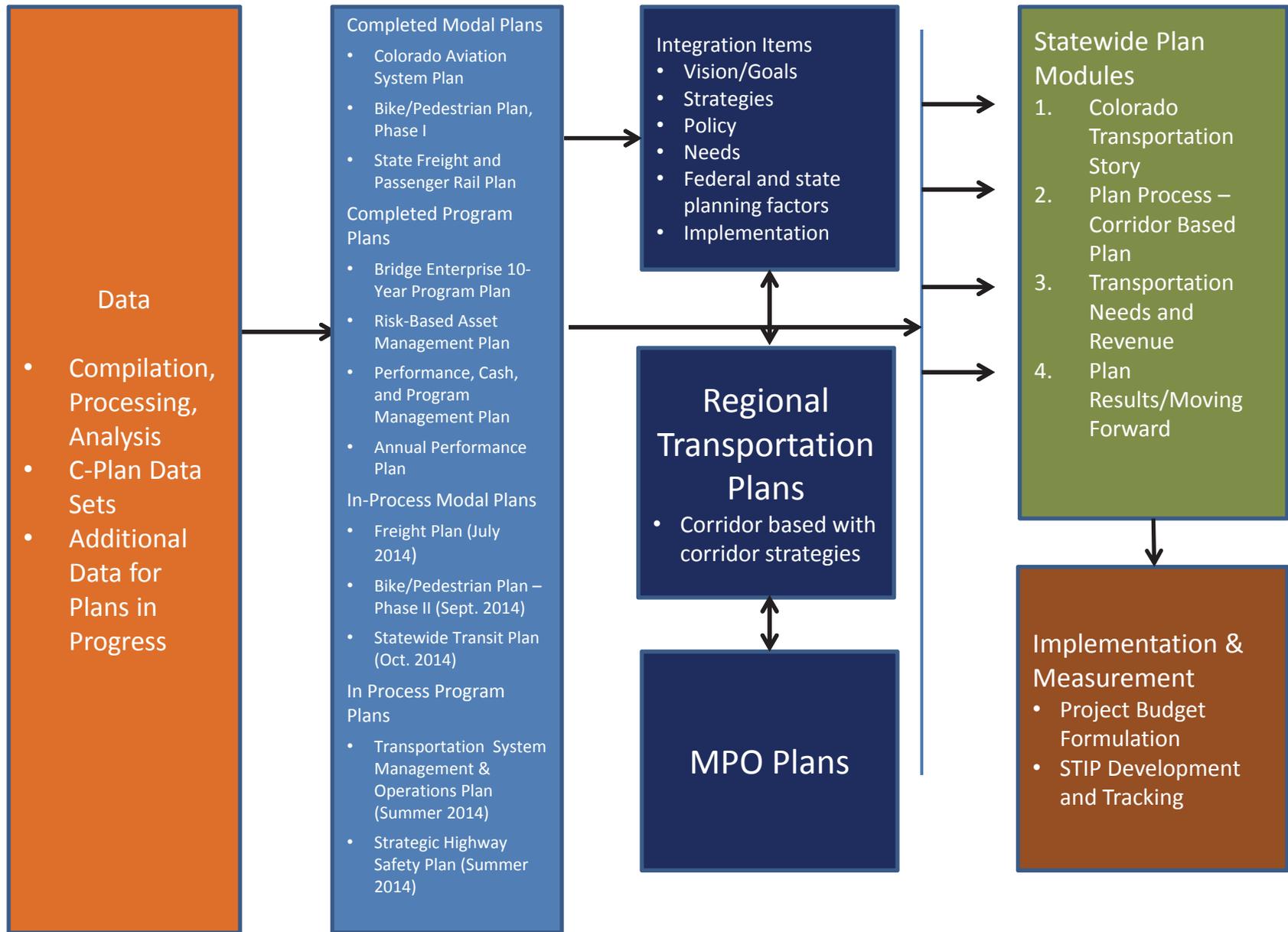
- MPO Plan Integration - The general topic of integrating the MPO plans is in the Introduction and Plan Process module.
- MPO Project Lists - These will be included in the analysis leading to the Needs and Gaps Analysis module.
- MPO Key Outcomes and Coordination - These will be added to the Plan Results, Moving Forward and Implementation module, including a discussion about transportation priorities.

Key Benefits: Both the Statewide Transportation Plan and the RTPs will reflect the most current information from the Department as a whole, by integrating various goals, strategies, implementation activities and other relevant recommendations identified throughout different areas of the Department.

Next Steps: Plan integration is in progress for the last two remaining chapters of the RTPs: Chapter 5 - Transportation Needs and Revenue, and Chapter 6 - Plan Results, Moving Forward and Implementation. The two corresponding Statewide Transportation Plan modules are: Module 3 - Transportation Needs and Revenue and Module 4 - Plan Results, Moving Forward and Implementation. These will be brought to the committee as they are developed.

Attachment A

Plan Integration Workflow





COLORADO

Department of Transportation

Division of Transportation Development

Multi-Modal Planning Branch
4201 E. Arkansas Ave., Shumate Bldg.
Denver, CO 80222-3400

DATE: July 16, 2014
TO: Transportation Commission
FROM: Darrell Lingk, Director, Office of Transportation Safety
Betsy Jacobsen, CDOT Bike/Ped Section Manager
RE: 2014 Bike Month

Purpose

This memo is to share information regarding CDOT's efforts involving bicycle safety.

Action Requested

None at this time.

Background

At the last Safety Committee of the Transportation Commission, Commissioner Gilliland asked about CDOT's efforts regarding bicycle safety. This memo is an overview of current programs provided by the Bicycle/Pedestrian/Scenic Byways Section.

Details

The Bicycle/Pedestrian/Scenic Byways Section of DTD implements various strategies to improve bicycle safety:

- We sponsor annual classes targeting engineers and planners on the latest aspects of bicycle and pedestrian infrastructure. In addition to opening the class to CDOT employees, we also offer seats to local jurisdictions. To date, we have had more than 600 people attend the class. It's become so popular that we typically have a waiting list for participants.
- We conduct an annual "Share the Road" campaign focusing on the importance of being courteous, patient and respectful of all road users. The campaign targets the highest crash rate areas in the state and tries to mitigate tensions among different road users. Sometime this campaign is in the form of advertising; other times it's building coalitions within communities focusing on specific issues.
- We produce and distribute roughly 40,000 Colorado Bicycle Manuals to schools, visitor centers, libraries, city and county offices and individuals. The manual provides information about bicycle laws, equipment, traffic rules, helmet safety, etc. This coming year, we'll be updating it and also making it available in Spanish.
- We also provide a printed and on-line Colorado Bicycle Map that identifies our roadways by shoulder width and traffic volume. Visitors and residents use the map to determine their routes throughout the state.
- We frequently work with CDOT and local engineers to provide guidance on geometrics of road design to accommodate bicyclists.
- Our Safe Routes to School Program includes education and encouragement projects that focus on teaching children K-8 how to safely bike and walk to school.

Key Benefits

By implementing these strategies, we're trying to make it safer and easier for more people to bicycle in Colorado.



Next Steps

None required

Attachments

None

