



MEMORANDUM

TO: TRANSPORTATION COMMISSION
FROM: MARIA SOBOTA, CHIEF FINANCIAL OFFICER (CFO)
DATE: NOVEMBER 18, 2015
SUBJECT: FY 2014-15 REVENUE RECONCILIATION AND FY 2015-16 TRANSPORTATION
COMMISSION CONTINGENCY RESERVE FUND (TCCRF) RECONCILIATION

Purpose

This memorandum summarizes the final Fiscal Year (FY) 2014-15 unaudited revenue reconciliation and Transportation Commission Contingency Reserve Fund (TCCRF) surplus balance reconciliation.

Action

The Division of Accounting and Finance (DAF) is asking the Transportation Commission (TC) to review the FY 2014-15 revenue reconciliation and an updated TCCRF reconciliation.

Background & Details

Over the last three months, DAF has reviewed the FY 2014-15 reconciliation items and re-distribution amounts with the TC.

FY 2014-15 Unaudited Revenue Reconciliation

The final FY 2014-15 revenue reconciliation was drafted using supplemental documents provided by the Colorado Department of Revenue (DOR) and the Federal Highway Administration (FHWA). Given that the federal fiscal year ended September 30, 2015, FY 2014-15 reconciling amounts have changed since they were presented at the October TC Budget Workshop. During the FY 2016-17 revenue reconciliation process, the Office of Financial Management and Budget (OFMB) found the federal obligation limitation rate for FY 2014-15 to be higher than anticipated. This updated rate resulted in a \$5.1 million increase in flexible spending, applied to the TCCRF for FY 2015-16.

Currently, FY 2014-15 revenue reconciliation reports for CDOT and the Enterprises reveal the following (see also Attachment A):

- CDOT had previously estimated revenues for the FY 2014-15 budget of \$1.217 billion, while actual FY 2014-15 revenues totaled \$1.360 billion, creating a surplus of \$143.0 million. This includes the additional federal obligation authority. The FY 2014-15 surplus is primarily due to higher than forecasted State Highway User Tax Fund revenues (\$27.3 million increase), as well as CDOT receiving more Permanent Flood Recovery funds than anticipated (\$185.0 million versus \$100.0 million), although these funds are inflexible.



- The Colorado High Performance Transportation Enterprise (HPTE) estimated revenues for FY 2014-15 of \$31.6 million, and received actual revenue in the amount of \$5.6 million, leaving a deficit of \$26.0 million. The FY 2014-15 budget was prepared in December 2013 and at that time, HPTE expected \$30.0 million in revenue for a portion of RTD's contribution to the US-36 Phase I Project. The projected revenue was based on an estimated completion date in FY 2014-15. However, Phase I of the project was completed in FY 2015-16. This reconciliation item is a timing issue.
- The Colorado Statewide Bridge Enterprise estimated revenues for the FY 2014-15 of \$114.9 million, and received actual in the amount of \$122.0 million, creating a surplus of \$7.1 million. This surplus is primarily due to higher than forecasted FASTER Safety Bridge Surcharge revenues.

Transportation Commission Contingency Reserve Fund (TCCRF) Surplus Fund Reconciliation

Including all final FY 2014-15 adjustments and pending November supplement items, the current TCCRF balance will be \$82.6 million. Based on current estimates for federal reimbursements and future supplement requests, the estimated remaining balance of the TCCRF at June 30, 2016 is \$40.8 million.

Department staff is currently compiling funding scenarios by evaluating multiple projects, Permanent Flood Recovery Department costs, and various known liabilities. During FY 2015-16, as part of the monthly supplement process, Department staff will provide the TC with a recommendation of one-time FY 2015-16 funding priorities from among a broad list of requests. Staff will use criteria including: 1) readiness to spend; 2) spending track record; 3) leverage of other funds, and other criteria in making a recommendation.

Last month, OFMB provided a preliminary FY 2014-15 Surplus Fund Reconciliation using revenue estimates during the budget workshop. The following reconciliation (Table 1) has been updated from October 2015 to reflect the updated federal obligation rate and the final FY 2014-15 Highway User Tax Fund (HUTF) year-end revenue distribution from the State Department of the Treasury.



Table 1: Cost Center & Revenue Reconciliation

FY2014-15 Cost Center & Revenue Reconciliation	
FY2014-15 Roll Forwards to TC Contingency:	
Remaining Cost Center Fund Balances	\$ 30,842,867
Automatic Roll Forwards (State Highway Fund)	\$ (20,691,635)
Total Approved Roll Forward Requests:	\$ (7,414,721)
· Roll Forward Requests Approved by TC - August	\$ (3,640,000)
· Roll Forward Requests Approved by Executive Management Team - August	\$ (3,085,119)
· Roll Forward Requests Approved by Executive Management Team - September	\$ (689,602)
Remaining Balance after Roll Forwards	\$ 2,737,193
Estimated Flexible Fund Revenue and Federal Obligation Actuals over the FY2014-15 budget (Refer to Attachment A)	\$ 57,597,858
Damage Recovery (Applied Directly to Cost Centers Facilitating Highway Repairs)	\$ (5,112,628)
Estimated Roll Forwards to TC Contingency	\$ 55,222,423
FY2015-16 TCCRF Reconciliation	
FY2014-15 November Additional Estimated Roll Forwards to TC Contingency	\$ 55,222,423
FY2014-15 October TCCRF Balance	\$ 35,412,192
FY2015-16 November Pending Supplement Items:	\$ (8,037,816)
· Return of Unused FASTER Transition Funds (Proposed to Shift to RoadX)	\$ 4,870,643
· Savings from Region 2 SH67 ER Project	\$ 79,331
· Proposal to Partially Fund RoadX (Seed \$\$)	\$ (10,000,000)
· State Match for Emergency Repair and Permanent Repair Projects	\$ (2,087,790)
· Vendor Settlement (Confirmation Item)	\$ (900,000)
FY2015-16 November Estimated TCCRF Balance	\$ 82,596,799
FY2015-16 TCCRF Funding Considerations:	
· FY2015-16 HPTE Payback	\$ 750,852
· FY2015-16 State Match for 2013 Flood Related Permanent Repair (High level risk)	\$ (15,000,000)
· FY2015-16 TCCRF Supplement Items - Next 7 months (estimated at \$2M per month)	\$ (14,000,000)
· Union Pacific Railroad Right of Way Resolution	\$ (12,500,000)
· Transfer to the SB228 Corridor to Backfill for Southwest Chief Decision	\$ (1,000,000)
Projected Contingency Balance - June, 2016	\$ 40,847,651

Options and Recommendations

N/A

Next Steps

During FY 2015-16, DAF will provide a list of FY 2015-16 funding requests recommended by Department staff for TC review and approval through the monthly Budget Supplement process. If further consideration is required for future consumption of TCCRF funds beyond normal budget supplement activity, Department staff will bring forth a recommendation.

Attachments

Attachment A - FY 2014-15 Final Revenue Reconciliation & FY 2016-17 Final Revenue Forecast



Attachment A Colorado Department of Transportation Actual/Forecasted Revenue & Federal Obligation Comparison 11.18.2015									
REVENUE SOURCE	FY 2014		FY 2015*			FY 2016	Revenue Projections	Comparison	
	Budget	Actual	Budget	Actual	Difference	Budget	FY 2017**	FY17-FY16	
1 STATE FUNDS									
2 HUTF Revenue to CDOT	407,000,000	412,573,599	408,700,000	435,991,884	27,291,884	410,477,300	414,339,713	3,862,413	
3 CDOT Miscellaneous Revenue	28,800,000	25,341,003	29,500,000	36,517,069	7,017,069	19,200,000	37,277,382	18,077,382	
4 General Fund Revenue to CDOT	0	0	500,000	500,000	0	205,600,000	0	(205,600,000)	
5 State Infrastructure Bank	500,000	608,466	700,000	405,582	(294,418)	500,000	420,804	(79,196)	
6 State Safety Education Funds	2,620,000	3,234,868	2,950,000	2,940,593	(9,407)	3,000,000	4,274,859	1,274,859	
7 Aeronautics Funds	42,800,000	36,882,264	42,800,000	31,347,752	(11,452,248)	30,000,000	25,041,181	(4,958,819)	
8 TOTAL STATE FUNDS	481,720,000	478,640,200	485,150,000	507,702,879	22,552,879	668,777,300	481,353,939	(187,423,361)	
9 FASTER FUNDS									
10 FASTER Safety - State Share to CDOT	96,900,000	101,186,683	97,900,000	104,120,969	6,220,969	106,300,000	107,853,157	1,553,157	
11 FASTER Safety - Local Share for Rail and Transit	5,000,000	5,000,000	5,000,000	5,000,000	0	5,000,000	5,000,000	0	
12 TOTAL FASTER FUNDS	101,900,000	106,186,683	102,900,000	109,120,969	6,220,969	111,300,000	112,853,157	1,553,157	
13 FEDERAL FUNDS									
14 Federal Highway Administration - Flexible	325,333,736	372,418,972	337,684,740	333,187,503	(4,497,237)	329,222,998	345,331,597	16,108,599	
15 Federal Highway Administration - Inflexible	146,109,263	102,067,864	138,775,094	138,219,528	(555,566)	136,962,985	142,496,482	5,533,497	
16 Federal Transit Administration	16,030,718	16,047,788	16,030,718	20,399,662	4,368,944	20,645,277	20,191,802	(453,475)	
17 National Highway Traffic Safety Administration	1,700,000	1,700,000	6,534,778	7,974,839	1,440,061	7,640,000	8,339,629	699,629	
18 Federal Aviation Administration	300,000	88,757	300,000	245,660	(54,340)	0	0	0	
19 TOTAL NON- EMERGENCY FEDERAL FUNDS	489,473,717	492,323,381	499,325,330	500,027,192	701,862	494,471,260	516,359,510	21,888,250	
20 LOCAL MATCHING FUNDS									
21 Local Match for FHWA Funding	19,867,343	20,200,664	20,069,966	20,061,977	(7,989)	19,876,092	20,654,720	778,628	
22 Local Match for FTA Funding	9,002,152	9,124,187	9,314,653	10,319,210	1,004,557	10,791,003	11,691,580	900,577	
23 TOTAL LOCAL MATCHING FUNDS	28,869,495	29,324,851	29,384,619	30,381,187	996,568	30,667,095	32,346,300	1,679,205	
24 Total Colorado Department of Transportation Revenue*	1,101,963,212	1,106,475,115	1,116,759,949	1,147,232,227	30,472,278	1,305,215,655	1,142,912,906	(162,302,749)	
ADDITIONAL FEDERAL OBLIGATION AUTHORITY - PERMANENT RECOVERY & REDISTRIBUTION									
25 Federal Highway Administration - Permanent Recovery		132,000,000	100,000,000	185,000,000	85,000,000	174,500,000	127,400,000	(47,100,000)	
26 Federal Highway Administration - Redistribution		31,769,903	0	27,786,142	27,786,142				
27 TOTAL ADDITIONAL FEDERAL OBLIGATION AUTHORITY	0	163,769,903	100,000,000	212,786,142	112,786,142	174,500,000	127,400,000	(47,100,000)	
28 Total Colorado Department of Transportation Revenue & Obligation Authority	1,101,963,212	1,106,475,115	1,216,759,949	1,360,018,369	143,258,420	1,479,715,655	1,270,312,906	(209,402,749)	

Notes:

Total CDOT Flexible Revenue & Federal Obligation	761,133,736	842,103,477	776,384,740	833,982,598	57,597,858	964,500,298	796,948,692	(167,551,606)
Total CDOT Inflexible Revenue & Federal Obligation	340,829,476	264,371,638	440,375,209	526,035,772	85,660,563	515,215,357	473,364,214	(41,851,143)

*Final FY 2015 Revenues are unaudited

**FY 2017 Projections are subject to change as forecast is finalized

Colorado High Performance Transportation Enterprise Actual/Forecasted Revenue & Federal Obligation Comparison 11.18.2015								
REVENUE SOURCE	FY 2014		FY 2015*			Revenue Projections		Comparison
	Budget	Actual	Budget	Actual	Difference	FY 2016	FY 2017**	FY17-FY16
29 STATE FUNDS								
30 Tolling Fee Revenue (Enterprise)	2,500,000	4,012,883	375,000	0	(375,000)	375,000	4,741,702	4,366,702
31 Tolling Violations	0	24,845	0	0	0	0	0	0
32 Interest Income - Exempt	0	280,404	200,000	616,513	416,513	200,000	200,000	0
33 Consulting Fees						2,000,000	2,080,000	80,000
34 Transfer From CDOT			1,000,000	1,000,000	0			0
35 TOTAL STATE FUNDS	2,500,000	4,318,132	1,575,000	1,616,513	41,513	2,575,000	7,021,702	4,446,702
36 LOCAL CONTRIBUTIONS								
37 Managed Lanes Revenue	30,000,000	3,281,651	30,000,000	3,998,863	(26,001,137)	0	695,000	695,000
38 TOTAL LOCAL CONTRIBUTIONS	30,000,000	3,281,651	30,000,000	3,998,863	(26,001,137)	0	695,000	695,000
39 High Performance Transportation Enterprise Revenue*	32,500,000	8,611,000	31,575,000	5,615,376	(25,959,624)	2,575,000	7,716,702	5,141,702

Colorado Statewide Bridge Enterprise Actual/Forecasted Revenue & Federal Obligation Comparison 11.18.2015								
REVENUE SOURCE	FY 2014		FY 2015*			Revenue Projections		Comparison
	Budget	Actual	Budget	Actual	Difference	FY 2016	FY 2017**	FY17-FY16
40 STATE FUNDS								
41 Other Enterprise Charges	0	0	0	0	0	0	0	0
42 Interest Income - Exempt	2,500,000	3,023,910	2,400,000	3,079,025	679,025	3,000,000	3,500,000	500,000
43 Cost Recovery	0	0	0	0	0	0	0	0
44 TOTAL STATE FUNDS	2,500,000	3,023,910	2,400,000	3,079,025	679,025	3,000,000	3,500,000	500,000
45 FASTER FUNDS								
46 FASTER - Bridge Surcharge	91,600,000	95,700,102	91,100,000	98,026,565	6,926,565	100,100,000	102,100,000	2,000,000
47 TOTAL FASTER FUNDS	91,600,000	95,700,102	91,100,000	98,026,565	6,926,565	100,100,000	102,100,000	2,000,000
48 FEDERAL FUNDS								
49 Buy America Bonds Credit	6,381,900	5,922,403	6,381,900	5,918,642	(463,258)	6,000,000	6,000,000	0
50 Re-distributed FHWA for BE Projects	15,000,000	15,000,000	15,000,000	15,000,000	0	15,000,000	15,000,000	0
51 TOTAL FEDERAL FUNDS	21,381,900	5,922,403	6,381,900	5,918,642	(463,258)	6,000,000	6,000,000	0
52 Statewide Bridge Enterprise Revenue*	115,481,900	119,646,415	114,881,900	122,024,232	7,142,332	124,100,000	126,600,000	2,500,000

53 Total Transportation Revenue & Federal Obligation	1,249,945,112	1,234,732,530	1,363,216,849	1,487,657,977	124,441,128	1,606,390,655	1,402,549,608	(203,841,047)
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Notes:

Total FY 17 Revenue is \$2.08M less than sum of CDOT, HPTE, & CBE revenue due to Fee for Service from CDOT to HPTE

*Final FY 2015 Revenues are unaudited

**FY 2017 Projections are subject to change as forecast is finalized



COLORADO
Department of Transportation
Division of Accounting and Finance

4201 East Arkansas Avenue, Room 262
Denver, CO 80222

MEMORANDUM

TO: TRANSPORTATION COMMISSION
FROM: MARIA SOBOTA, CHIEF FINANCIAL OFFICER (CFO)
DATE: NOVEMBER 18, 2015
SUBJECT: FY 2016-17 ANNUAL BUDGET

Purpose

This memorandum summarizes line item changes to the fiscal year (FY) 2016-17 Proposed Budget to be discussed during the Transportation Commission (TC) budget workshop, including:

- Administrative (Appropriated) Budget
- Division of Aeronautics Revenue
- Safety Education Funding
- Road X

FY 2016-17 Decision Items are also enclosed in the memorandum.

Action

This month, the TC is being asked to review final changes to the FY 2016-17 Draft Budget and to adopt the budget prior to submission to the Office of State Budget and Planning (OSPB) and Joint Budget Committee (JBC). The TC is also being asked to approve FY 2016-17 Decision Items.

Background & Details

The TC annually adopts the CDOT and Enterprises' proposed budgets each fall before adoption of the final budgets each spring. Last month, the TC reviewed FY 2016-17 revenue estimates, the preliminary FY 2016-17 Draft Budget, and the FY 2016-17 Budget Narrative. The TC was informed that a final version of the FY 2016-17 Draft Budget, with minimal adjustments, would be brought back for adoption in November. The FY 2016-17 Proposed Budget (see Attachment A) and resolution for adoption are included in the packet for TC review. As discussed during the October TC meeting, there were no material changes made to the Budget Narrative. As a result, the slightly modified version of the Budget Narrative that will accompany the Proposed Budget for OSPB and JBC approval is not included in the November packet.

Last month, the TC reviewed a version of the FY 2016-17 Draft Budget that included comparisons to the FY 2015-16 budget allocations. This month, the Proposed Budget is shown in the format required by OSPB and the JBC for approval. The two primary columns are titled FY 2016-17 Allocations and FY 2016-17 Budget. In addition, minor formatting adjustments have been made. The line items are now numbered for ease of reference. The shading for flexible (TC-directed) and inflexible funds has been updated. In addition, two footnotes have been added regarding FASTER Safety funds and RAMP projects. The HPTE portion of the FY 2016-17 Proposed Budget also includes a footnote.



The FY 2016-17 Proposed Budget is balanced. The TC is being asked to adopt the Proposed Budget with changes made subsequent to the version included in the October packet. Changes have been made to the Administrative (Appropriated), Aeronautics, and Safety Education line items within the budget. The Road X program has also been added to the Proposed Budget.

Administrative (Appropriated) Budget

The Administrative (Appropriated) Budget has been increased to \$29,863,123 (see Line 64 of FY 2016-17 Proposed Budget). As an executive department, CDOT builds its Administration line of the budget in conjunction with OSPB. This process involves making incremental adjustments through common policies and decision items to the current year base budget. The Governor informed state employees on November 2, 2015 that there are to be no salary and merit pay increases for FY 2016-17. Since October, the Office of Financial Management and Budget (OFMB) has increased the Administration Line due to a Colorado Office of Information Technology cash fund transfer to CDOT in the amount of \$109,411 for the Secure Colorado initiative. The updated Administration line is reflected in the final version of the Proposed Budget.

Since CDOT funds its Administration line with State Highway Fund dollars, any money not appropriated to the Administration line is reverted to the Construction, Maintenance & Operations line of the budget. The balance is included in the TC Contingency line.

Division of Aeronautics Revenue

Division of Aeronautics revenue projections have been reduced from \$30.0 million in October to \$25.0 million in the November Proposed Budget (see Line 72). This is due to the ongoing suppression of the price of gasoline, which Aeronautics almost solely relies on for revenue.

Safety Education Funding

OSPB has approved a request by CDOT to increase funding to the “Heat is On” campaign by \$500,000, for a total of \$2.0 million (see Line 40 of FY 2016-17 Proposed Budget). OSPB believes that further allowances to the “Heat is On” campaign will decrease impaired driving due to alcohol, and is a good companion to CDOT’s marijuana safety initiatives, such as the “Drive High/Get a DUI” campaign. This \$500,000 increase is reflected on the Safety Education line of the Proposed Budget.

Road X

In alignment with the Road X Decision Item, CDOT has added a line item titled, “Road X” under the Maximize category (see Line 43 of FY 2016-17 Proposed Budget). This item will include all funding dedicated to the development of the Road X program initiative led by CDOT.

Besides TC-reviewed Decision Items (summarized below) and the program updates listed above, there were no further changes to the FY 2016-17 Proposed Budget.



FY 2016-17 Decision Items

The TC, as directed by Policy Directive 703.0, is being asked to approve three Decision Items in excess of \$1.0 million each (see below, and Attachment B):

1. The Division of Highway Maintenance Program requests an increase of \$2.1 million (see Line 61 of FY 2016-17 Proposed Budget).
 - a. Maintenance requests a baseline funding increase of \$1.1 million for Light Fleet, Avalanche Forecast, Avalanche Insurance, and Heavy Fleet AVL. As Maintenance deploys operational and capital improvements to the program, monthly costs to support these improvements continue to increase. This request is to backfill these costs in the Cost Center to avoid operational fund expenditures in the Regions.
 - b. Maintenance also requests a one-time increase of \$1.0 million for deicing tanks. Existing deicing tanks are aging and beginning to fail. This funding would seed the replacement plan for deicing tanks that is currently being developed. Currently, the funding identified will come from the Equipment replacement budget.
2. The RoadX program requests \$12.1 million to support the capital expenditure of the program (see Line 43 of FY 2016-17 of Proposed Budget). The funds will support numerous improvements to infrastructure to prepare CDOT and the State of Colorado for connected vehicle technology.
3. The Division of Transportation Systems Management and Operations (TSM&O) requests an increase of \$4.2 million.
 - a. TSM&O Requests a \$3.5 million baseline funding increase for toll lane management and operations on the I-25 corridor in Metro Denver and the I-70 Mountain Corridor (see Lines 36 and 37 of FY 2016-17 Proposed Budget).
 - b. TSM&O also requests \$750,000 baseline funding increase to expand Congestion Relief operations: \$500,000 for chain station operations and \$250,000 for Traffic Incident Management first responders (see Line 41 of FY 2016-17 Proposed Budget).

All Decision Items are funded from the “Staff-Recommended Programs” line on the FY 2016-17 Proposed Budget. Assuming all Decision Items as outlined above are approved and fully funded by the TC, this line no longer exists on the Budget.

FY 2016-17 Proposed Budget Allocation Plan Narrative

The Proposed Budget Allocation Plan Narrative was updated from October to reflect new program additions for Road X and High Performance Transportation Enterprise (HPTE) Project Financing (see Attachment C). There were also updates in Aeronautics revenue, the Administrative (Appropriated) line, Safety Education, and Road X. Because there were no further changes to the Proposed Narrative Budget, it has not been included in the November TC packet.

Key Benefits

N/A



Options and Recommendations

1. Adopt the FY 2016-17 Proposed Budget by resolution (see Attachment D) -- STAFF RECOMMENDATION.
2. Request additional changes to the FY 2016-17 Proposed Budget for review and adoption during the TC Meeting on November 19, 2015.
3. Request substantial changes to FY 2016-17 Proposed Budget. Call a special TC Meeting prior to December 15, 2015 deadline for submission to the Governor's Office to discuss and adopt an updated FY 2016-17 Proposed Budget.

Next Steps

On or before December 15, 2015, DAF will submit the FY 2016-17 Proposed Budget to OSPB and the JBC for approval.

In March 2016, DAF will:

- Update the FY 2016-17 Budget to include new revenue estimates and Common Policy and Legislative decisions, including Capital Development Committee funding, if any.
- Provide an updated FY 2016-17 Budget to the TC for final adoption.

In April 2016, upon adoption of the FY 2016-17 Budget by the TC, the Department will resubmit the Budget to the Governor for approval on or before the 15th of the month.

Attachments

Attachment A - FY 2016-17 Proposed Budget

Attachment B - FY 2016-17 Decision Items

Attachment C - FY 2016-17 Narrative Budget Additions

Attachment D - TC Resolution



Attachment A

Colorado Department of Transportation
Fiscal Year 2016-17 Proposed Budget Allocations 11-18-15

	Budget Category	Program Area	Directed by	FY2017 Draft Allocations	FY2017 Draft Budget	Funding Source
1	Maintain - Maintaining What We Have					
2		CDOT Performed Work				
3		Roadway Surface	TC	39,207,301	39,207,301	SH
4		Roadside Facilities	TC	22,031,593	22,031,593	SH
5		Roadside Appearance	TC	8,582,670	8,582,670	SH
6		Structure Maintenance	TC	12,206,661	12,206,661	SH
7		Tunnel Activities	TC	7,181,237	7,181,237	SH
8		Snow and Ice Control	TC	76,064,129	76,064,129	SH
9		Traffic Services	TC	66,254,514	66,254,514	SH
10		Planning and Scheduling	TC	15,584,857	15,584,857	SH
11		Material, Equipment and Buildings	TC	15,487,037	15,487,037	SH
12				262,600,000	262,600,000	
13		Contracted Out Work				
14		Surface Treatment /1 /2	TC	145,125,000	113,859,715	FHWA/ SH/
15		Structures On-System Construction /1 /2	TC	31,268,000	24,531,718	FHWA/ SH/ 09-108: \$7.6M
16		Structures Inspection and Management /1 /2	TC	4,532,000	3,555,640	SH/09-108: \$3.5M
17		Geohazards Mitigation /1	TC	10,000,000	7,845,631	09-108: \$10.0M
18		Highway Safety Investment Program	FR	30,504,717	23,932,874	FHWA / SH
19		Railway-Highway Crossings Program	FR	3,282,636	2,575,435	FHWA / SH
20		Hot Spots	TC	2,167,154	1,700,269	FHWA / SH
21		Traffic Signals /1 /2	TC	11,200,000	8,787,106	FHWA/ SH/ 09-108: \$9.4M
22		FASTER - Safety Projects	TC	57,851,157	45,387,881	09-108
23		Permanent Water Quality Mitigation	TC	6,500,000	5,099,660	FHWA / SH
24		Maintain-Related Indirects/Overhead /2			41,359,940	
25		Maintain-Related CDOT Construction Engineering /2			23,794,794	
26				302,430,664	302,430,664	
27		Capital Expenditure				
28		Road Equipment /1 /2	TC	-	-	SH
29		Capitalized Operating Equipment	TC	3,760,247	3,760,247	SH
30		Property /1 /2	TC	10,000,000	10,000,000	SH
31				13,760,247	13,760,247	
32			Total:	578,790,911	578,790,911	
33	Maximize - Safely Making the Most of What We Have					
34		CDOT Performed Work				
35		TSM&O: Performance Programs and Services	TC	607,619	607,619	SH
36		TSM&O Traffic Incident Management	TC	1,989,156	1,989,156	SH
37		TSM&O: ITS Maintenance /1	TC	27,100,000	27,100,000	SH / 09-108: \$9.5M
38				29,696,775	29,696,775	
39		Contracted Out Work				
40		Safety Education	Comb	12,973,628	11,099,592	NHTSA / SSE
41		TSM&O: Congestion Relief	TC	4,750,000	3,726,675	FHWA / SH
42		Regional Priority Program	TC	48,609,000	38,136,826	FHWA / SH
43		Road X	TC	12,096,525	9,490,487	FHWA / SH
44		Maximize-Related Indirect/Overhead /2			10,141,224	
45		Maximize-Related CDOT Construction Engineering /2			5,834,349	
46				78,429,153	78,429,153	
47		Capital Expenditure				
48		TSM&O: ITS Investments	TC	10,000,000	10,000,000	FHWA / SH
49				10,000,000	10,000,000	
50			Total:	118,125,928	118,125,928	
51	Expand - Increasing Capacity					
52		CDOT Performed Work				
53				-	-	
54		Contracted Out Work				
55		Strategic Projects	SL	-	-	09-228
56		Expand-Related Indirect /2		-	-	
57		Expand-Related CDOT Construction Engineering /2		-	-	
58				-	-	
59			Total:	-	-	
60	Deliver - Program Delivery/Administration					
61		Operations [including maintenance support]	TC	32,738,361	32,738,361	SH
62		Projects Initiatives	TC	1,855,000	1,855,000	FHWA / SH
63		DTD Planning and Research - SPR	FR	13,283,014	13,283,014	FHWA / SH
64		Administration (Appropriated)	SL	29,863,123	29,863,123	SH
65		HPTE Fee for Service	TC	2,080,000	2,080,000	SH
66		FY2016 Common Policy Anticipated Salary Increase		-	-	
67			Total:	79,819,498	79,819,498	
68	Pass-Through Funds/Multi-modal Grants					
69		Aeronautics				
70		Division of Aeronautics to Airports	AB	23,991,181	23,991,181	SA
71		Division of Aeronautics Administration	AB	1,050,000	1,050,000	SA
72				25,041,181	25,041,181	
73		Highway				
74		Recreational Trails	FR	1,591,652	1,591,652	FHWA
75		Safe Routes to School	TC	2,500,000	2,500,000	FHWA
76		Transportation Alternatives Program	FR	12,045,395	12,045,395	FHWA / LOC
77		STP-Metro	FR	49,134,550	49,134,550	FHWA / LOC
78		Congestion Mitigation/Air Quality	FR	45,994,306	45,994,306	FHWA / LOC
79		Metropolitan Planning	FR	8,150,505	8,150,505	FHWA / FTA / LOC
80		Bridge Off-System - TC Directed	TC	3,164,139	3,164,139	FHWA / SH / LOC
81		Bridge Off-System - Federal Program	FR	6,285,161	6,285,161	FHWA / SH / LOC
82				128,865,708	128,865,708	
83		Transit				
84		Federal Transit	FR	29,621,237	29,621,237	FTA / LOC
85		Strategic Projects - Transit	SL	-	-	09-228
86		Transit and Rail Local Grants	SL	5,000,000	5,000,000	09-108
87		Transit and Rail Statewide Grants	TC	5,800,000	5,800,000	09-108
88		Bustang	TC	3,000,000	3,000,000	09-108
89		Transit Administration and Operations	TC	1,200,000	1,200,000	FTA / 09-108
90				44,621,237	44,621,237	
91		Infrastructure Bank				
92		Infrastructure Bank	TC	420,804	420,804	SIB
93			Total:	198,948,930	198,948,930	
94	Transportation Commission Contingency / Debt Service					
95		Permanent Recovery				
96		Permanent Recovery		127,400,000	99,953,335	FHWA
97		Recovery-Related Indirect/Overhead /2			17,423,023	
98		Recovery-Related CDOT Construction Engineering /2			10,023,642	
99				127,400,000	127,400,000	
100						
101		Contingency				
102		TC Contingency	TC	25,000,000	25,000,000	FHWA / SH
103		Snow & Ice Reserve	TC	10,000,000	10,000,000	SH
104				35,000,000	35,000,000	
105		Debt Service				
106		Strategic Projects - Debt Service	DS	128,869,125	128,869,125	FHWA / SH
107		Certificates of Participation-Property	DS	2,364,664	2,364,664	SH
108		Certificates of Participation-Energy	DS	993,850	993,850	SH
109				132,227,639	132,227,639	
110			Total:	294,627,639	294,627,639	
				1,270,312,906	1,270,312,906	
			Revenue	1,270,312,906	1,270,312,906	

/1 FASTER Safety funds (\$40.0M) were substituted for flexible funds in appropriate Asset Management Programs. Resulting available flexible funds were then added to Regional Priority Program.

/2 Budget excludes RAMP projects; CE and indirects are calculated based on total programs as shown.

Flexible Funds

Key to acronyms:

LOC=Loc DS= Debt Service Covenants
SIB=St. AB=Aeronautics Board
TC=Trans FR=Federal Requirements

SH=State Highway funding
FHWA=Federal Highway
FTA=Federal Transit

SL=State Legislation
Comb=Combination
SSE=State Safety Education

09-228=Funds from HB 09-228
09-108=Funds from HB 09-108 (FASTER)
NHTSA=Nat. Hwy. Traffic Safety Administration

**State Bridge Enterprise
Fiscal Year 2016-17 Proposed Budget Allocations 11-18-15**

	Budget Category	Program Area	Directed by	FY2017 Draft Allocations	FY2017 Draft Budget	Funding Source
	Maintain - Maintaining What We Have			B	C	
1						
2		CDOT Performed Work				
3		Contracted Out Work				
4		Maintenance	BEB	250,000	250,000	09-108
5		Scoping Pools	BEB	300,000	300,000	09-108
6				550,000	550,000	
7		Contracted Out Work				
8		Bridge Enterprise Projects	BEB	105,904,096	83,088,443	09-108
9		Maintain-Related Indirects/Overhead /1			14,483,277	
10		Maintain-Related CDOT Construction Engineering /1			8,332,376	
11				105,904,096	105,904,096	
			Total	106,454,096	106,454,096	
12	Maximize - Safely Making the Most of What We Have					
13		CDOT Performed Work				
14		Contracted Out Work				
15			Total	-	-	
16	Expand - Increasing Capacity					
17		CDOT Performed Work				
18		Contracted Out Work				
19			Total	-	-	
20	Deliver - Program Delivery/Administration					
21		Administration and Legal Fees		1,911,904	1,911,904	09-108
22			Total:	1,911,904	1,911,904	
23	Pass-Through Funds/Multi-modal Grants					
24		Highway				
25			Total:	-	-	
26	Transportation Commission Contingency / Debt Service					
27		Contingency				
28		Bridge Enterprise - Contingency	BEB	-	-	09-108
29				-	-	
30		Debt Service				
31		Bridge Enterprise - Debt Service	DS	18,234,000	18,234,000	FHWA / SH
32				18,234,000	18,234,000	
33			Total:	18,234,000	18,234,000	
				126,600,000	126,600,000	

/1 Budget excludes RAMP projects; CE and indirects are calculated based on total programs as shown.

Revenue **126,600,000** **126,600,000**

Key to acronyms:

BEB= Bridge Enterprise Board
DS= Debt Service Covenants

**High Performance Transportation Enterprise
Fiscal Year 2016-17 Proposed Budget Allocations 11-18-15**

	Budget Category	Program Area	Directed by	FY2017 Draft Allocations	FY2017 Draft Budget	Funding Source
	Maintain - Maintaining What We Have			B	C	
1						
2		CDOT Performed Work				
3		Contracted Out Work				
4			Total	-	-	
5	Maximize - Safely Making the Most of What We Have					
6		CDOT Performed Work				
7		Contracted Out Work				
8			Total	-	-	
9	Expand - Increasing Capacity					
10		CDOT Performed Work				
11		High Performance Transportation Enterprise--Maintenance	HPTEB	-	-	Tolls/Managed Lanes Revenue
12				-	-	Tolls/Managed Lanes Revenue
13		Contracted Out Work				
14		High Performance Transportation Enterprise--Projects	HPTEB	5,636,702	4,422,348	Tolls/Managed Lanes
15		Expand-Related Indirect /1			770,866	
16		Expand-Related CDOT Construction Engineering /1			443,487	
17				5,636,702	5,636,702	Tolls/Managed Lanes Revenue
18			Total	5,636,702	5,636,702	
19	Deliver - Program Delivery/Administration					
20		High Performance Transportation Enterprise--Administration and Legal Fees		1,178,649	1,178,649	Fee for Service
21			Total:	1,178,649	1,178,649	
22	Pass-Through Funds/Multi-modal Grants					
23		Highway				
24			Total:	-	-	
25	Transportation Commission Contingency / Debt Service					
26		Contingency				
27		Debt Service		901,351	901,351	Fee for Service
28			Total:	901,351	901,351	
				7,716,702	7,716,702	

/1 Budget excludes RAMP projects; CE and indirects are calculated based on total programs as shown.

Revenue **7,716,702** **7,716,702**

Key to acronyms:

HPTEB=High Performance Transportation Enterprise Board

HPTE Fee For Service Revenue & Allocation Adjustment **(2,080,000)** **(2,080,000)**

Total Consolidated Allocations **1,402,549,608** **1,402,549,608**

Total Consolidated Revenue **1,402,549,608** **1,402,549,608**

Attachment B: FY 2016-17 TC Decision Items

**Decision Item Request for Transportation Commission Approval:
Region 4: Base Adjustment for Operational Support of the Maintenance
Program**

Fiscal Year 2016-2017

Summary of Funding Request:

\$1,115,210 base adjustment for operational budget to support program improvements. This permanent increase will be effective beginning in FY2016-17 and all future fiscal years.

	Base Adjustment
Operating/Personal Services	\$1,115,210
Total Requested	\$1,115,210

Justification of Request

This funding will support projects with positive cost benefit ratios to make the Department efficient, increase safety, and increase compliance with regulations.

Details

Request of a funding increase to the Division of Highway Maintenance Program. As we deploy improvements to the Maintenance program, monthly costs to support these improvements continue to increase. This request is to backfill these costs in the Cost Center to avoid Regions expending operational funds to support the program improvements listed below.

1. CAIC Avalanche Forecasting Program is a critical to the safety of the traveling public and our employees. This request will pay for the following:
 - a. Additional forecasting services in adding a forecaster and advanced storm notification for the state.
 - b. Increased management of the program.
 - c. Fleet vehicles for CAIC, so that existing CDOT vehicles and fuel will not have to be used.

Summary of CAIC Funding

Cost of CAIC Program	\$724,210.30
Staff Maintenance Avalanche Budget	\$436,000.00
<i>Additional Funds Required</i>	<i>\$288,210.30</i>

2. Avalanche Program Insurance Increases. Due to the accident in 2014 and the addition of two Gazex systems, CDOT's insurance costs have increased by an estimated 40%. Currently funding will continue to be pulled from operations.



3. Current funding for deployment of the AVL is being pulled from each cost center that the vehicles are assigned to. A baseline increase to the Division budget would centralize the billing and impacts to each Regions cost centers. Current costs are as follows:

- a. Heavy Fleet- \$41 per month per vehicle with 1200 Vehicles in the fleet. Total annual department cost is \$590,256.00 for Heavy Fleet
- b. Light Fleet- \$22 per month per vehicle.

4. CDOT’s large deicing storage tanks are aging and beginning to fail. The requested funding for FY17 only will seed funds to begin a program of deicing tank replacement plan. The program going forward will be funded from the State Equipment Replacement program.

Project	Priority	Estimated Budget
CAIC Avalanche Forecasting Program	1	\$288,210
Avalanche Insurance	2	\$50,000
AVL Monthly Costs for both Light Fleet	3	\$277,000
AVL Monthly Costs for Heavy Fleet	4	\$500,000
Total		\$1,115,210



**Decision Item Request for Transportation Commission Approval:
Maintenance Division: Capital Improvements**
Fiscal Year 2016-2017

Summary of Funding Request:

\$1,000,000 in FY 2017 for Capital Improvements. This request is for FY2016-17 only and is an addition to funds approved through the Asset Management Program.

	FY 2016-17
Capital	\$1,000,000
Total Requested	\$1,000,000

Justification of Request

Provides funding for projects with positive cost benefit ratios to make the Department efficient, increase safety, and increase compliance with regulations.

Details

The following will be funded with this decision item:

This funding would seed the replacement plan for deicing tanks that is currently being developed.

Currently the funding is identified to come from the Equipment replacement budget. This funding will seed the replacement plan to catchup with the future cost being built into the equipment replacement plan.



**Decision Item Request for Transportation Commission Approval:
RoadX Program
Fiscal Year 2016-2017**

Summary of Funding Request:

\$12,096,525 in Fiscal Year 2017 for the development of RoadX connected vehicle technologies. This request is for FY2016-17 only and is an addition to funds approved through the Asset Management Program.

	FY 2016-17
Operating/Personal Services	\$615,000
Project Budget Pool	\$11,481,525
Total Requested	\$12,096,525

Justification of Request

RoadX is Colorado’s bold vision and commitment to being a national leader in the use of innovative technologies to improve the safety, mobility and efficiency of the transportation system, fostering the continued economic vitality of our state.

Summary

The Road X Program, being a new Program, has no base to build from so this funding request starts the process. These requests are derived from a Draft 5-Year Work-Plan (FY16-FY20) that initiates Colorado’s Vision: Road X. At this time the Draft 5-Year Work-Plan is a list of efforts RoadX envisions undertaking. These efforts can be subdivide into three categories - Projects (totaling \$54.28 million), Infrastructure/O&M (totaling \$30.35 million) and Planning/Policy (totaling \$6 million). The current 5-Year Draft Work-Plan totals to \$90.63 million or approximately \$18.13 million/year.

Details

Since launching RoadX on October 28, 2015 the RoadX Program has been approached my numerous innovative technologies that are interested partnering with CDOT to deploy their technologies to help move us toward Colorado’s bold vision. Example of these technologies include:

- Smart pavement systems that can detect the speed and direction of vehicles traveling on them. This same smart pavement system can alert drivers if they are entering a sharp curve too fast or getting too close to the edge and even call for help if it detects a vehicle departing the roadway too fast,
- A non-invasive light based sensors used for ITS applications with a high level of accuracy that collect speed and occupancy data, and



- Robotic traffic control devices that boast a system saves at least 5% in total costs per project, reduces injuries by 33%, reduces waiting times for drivers, and has an ROI of less than 24 months.

None of these technologies alone will achieve Colorado's bold vision, but collectively they can help save lives, reduce travel time and give the Department more information to use in its decision making process. By not funding this request we are postponing the benefits technology can bring us today.



**Decision Item Request for Transportation Commission Approval:
 Transportation Systems Toll Lane Management & Operations
 Fiscal Year 2016-2017**

Summary of Funding Request:

\$3,500,000 base adjustment for operational budget to support program improvements. This permanent increase will be effective beginning in FY2016-17 and all future fiscal years.

	Base Adjustment
Operating/Personal Services	\$3,500,000
Total Requested	\$3,500,000

Justification of Request

Continues the implementation of the Managed Roadways project and other critical ramp metering and operations projects on I-25, in Metro Denver, and on the I-70 Mountain Corridor.

Summary

This funding is necessary for the FY 2016-17 maintenance and operations of the tolled express lane corridors.

Details

Three Tolled Express Lane corridors are beginning operations in FY16: US 36 Phase I ATM systems, 1-70 PPSL, and 1-25 North. These three corridors contain over 850 ITS devices that are critical to the tolling revenue generation and the safe operations of the corridors. Planning for the operations and maintenance of these three corridors began in fall of 2014 to identify staffing levels, equipment needs, and level of service requirements for tolling and ATM devices. This planning has identified the need for additional contracted staff to support ITS device maintenance, IT network management, Traffic Management Center operators and dispatchers which are mission critical in ensuring the successful operation of the express lanes.



Decision Item Request for Transportation Commission Approval: Transportation Systems Management & Operations: Congestion Relief Expansion

Fiscal Year 2016-2017

Summary of Funding Request:

\$750,000 base adjustment for operational budget to support program improvements. This permanent increase will be effective beginning in FY2016-17 and all future fiscal years.

	Base Adjustment
Project Budget Pool	\$750,000
Total Requested	\$750,000

Justification of Request

This decision item will provide necessary funding for chain station operations and Traffic Incident Management first responders.

Summary

The Division of Transportation System Management & Operations (TSM&O) seeks to expand Congestion Relief related operations in FY 2016-17.

Details

I-70 Chain Station Operations - \$500,000 Base Budget Request: I-70 chain station operations with commercial vehicles during snow events can be chaotic and very dangerous. This project will fund contracted staff to managed chain stations during snow events to ensure efficient use of available spaces, reduce traffic delays, and improve commercial vehicle driver safety by ensuring that trucks are not being chained up in travel lanes.

Traffic Incident Management First Responders - \$250,000 Base Budget Request: Traffic Incident Management (TIM) funding for first responders will help equip COOT staff and partners with mission critical equipment and training necessary to conduct effective traffic incident management, which has been shown to reduce incident duration up to 50% and thereby improve travel reliability.



CDOT- Program Fact Sheet

RoadX

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2015)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2015)
Primary Funding Sources: State Highway Fund, Section 43-10-109, C.R.S. (2015);
The Highway Trust Fund 26 U.S.C. § 9503
Budget Category: Maximize – Making the Most of What We Have

Background

RoadX is a new program intended to carry out CDOT's vision to transform Colorado's transportation system into one of the safest and most reliable in the nation by harnessing emerging technology. By partnering with public and private industry partners, this program will fulfill CDOT's mission to become one of the most technologically advanced transportation systems in the nation, and a leader in safety and reliability. The current 5-year Draft Work Plan will allocate \$90 million into the following categories:

- Projects - \$54 million
- Infrastructure - \$30 million
- Planning and Policy - \$6 million

Current plans and projects include:

- Developing peak demand managed corridors that will use precise, real time data to relieve congestion
- Implementing smartphone mobile application technologies to warn motorists of hazards, road closures, weather advisories etc.
- Integrating connected vehicles and vehicle-to-infrastructure technologies into existing state transportation system to promote economic growth and reduce fatalities

Funding

Road X is funded through annual Transportation Commission allocations of state highway funds with federal reimbursement for eligible expenditures.

Road X Budget Allocations (in \$millions)				
	Actual	Actual	Budget	Proposed
<i>Allocations</i>	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17
Road Allocation	0.0	0	0	9.5
Indirect Cost Allocation	0	0	0	1.7
Construction Engineering Allocation	0.0	0.0	0.0	1.0
TOTAL	0.0	0.0	0.0	12.2

Source: CDOT Office of Financial Management & Budget

Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations (See Appendix B).



Colorado Department of Transportation

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HPTE - Revenue Source Fact Sheet

High Performance Transportation Enterprise Project Financing

Web Page: <https://www.codot.gov/projects/c470ExpressLanes>

Statutory Authorization: Section 43-4-807, C.R.S. (2015)

Funding Type(s): User Fees

Background

C-470 Express Lanes

The Colorado Department of Transportation (CDOT) and the High Performance Transportation Enterprise (HPTE) are undertaking a large-scale project to add a new managed lanes facility (the “C-470 Express Lanes”) to the median of the C-470 freeway and perform certain near term improvements to the existing general purpose lanes. C-470 is a key commuting corridor and constitutes the only east-west arterial for the residents of southwestern Denver’s metropolitan region and “beltway.” The total project cost will be shared by both CDOT and HPTE with anticipated funding sources being Responsible Acceleration of Maintenance and Partnerships (RAMP), local government contributions as well as revenue bonds and a TIFIA loan that will be issued by HPTE.

HPTE’s enabling legislation gives it the power to collect tolls and expend them only for the project for which they were collected without the approval of any governmental entity. Currently, future toll revenue generated from users of the C-470 Express Toll Lanes will be pledged to repay the revenue bonds, the TIFIA loan, (if obtained) as well as HPTE's operations and maintenance obligations on the managed lanes.

**Resolution # TC-
RESOLUTION FOR THE FY 2016-2017 ANNUAL BUDGET**

WHEREAS, in accordance with § 43-1-113 (2), C.R.S. (2015) requires the Transportation Commission to submit a proposed budget allocation plan for moneys subject to its jurisdiction for the fiscal year beginning on July 1, 2016 to the Joint Budget Committee, the House Transportation and Energy Committee, the Senate Transportation Committee and the Governor on or before December 15, 2015 for their review and comments; and

WHEREAS, the FY 2016-2017 proposed budget allocation plan contains funding requests from Colorado Department of Transportation Divisions to increase program allocations from the FY 2015-2016 budget allocation plan; and

WHEREAS, these funding requests are included within the FY 2016-2017 proposed budget allocation plan; and

WHEREAS, in November 2010, the Transportation Commission adopted TC Resolution #TC-1925 approving the policy of transferring federal bridge funds from CDOT to the Colorado Bridge Enterprise for purposes of advancing the business purposes of the Colorado Bridge Enterprise and this continues to be the policy of the current Transportation Commission; and

WHEREAS, requested by the CDOT Executive Director, the reallocation and transfer of \$15 million (\$15,000,000) of eligible federal bridge funds from CDOT to Colorado Bridge Enterprise is reflected in the approved CDOT and Colorado Bridge Enterprise Fiscal Year 2016-2017 budget; and

WHEREAS, FY 2016-2017 revenue forecasts are based on current federal appropriation guidelines, which may change by July 1, 2016; and

WHEREAS, the Transportation Commission has the statutory authority to alter the FY 2016-2017 proposed budget allocation plan before and/or after it is delivered to the Governor on April 15, 2015; and

NOW THEREFORE BE IT RESOLVED, that the Colorado Department of Transportation's proposed budget allocation plan for the period of July 1, 2016 through June 30, 2017 is approved by the Transportation Commission and forwarded to the Joint Budget Committee, the House Transportation and Energy Committee, the Senate Transportation Committee and the Governor on or before December 15, 2015 for their review and comment.

Transportation Commission Secretary

Date



Resolution # TC-

RESOLUTION FOR THE FY 2016-2017 ANNUAL BUDGET

WHEREAS, in accordance with § 43-1-113 (2), C.R.S. (2015) requires the Transportation Commission to submit a draft budget allocation plan for moneys subject to its jurisdiction for the fiscal year beginning on July 1, 2016 to the Joint Budget Committee, the House Transportation and Energy Committee, the Senate Transportation Committee and the Governor on or before December 15, 2015 for their review and comments; and

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WHEREAS, FY 2016-2017 revenue forecasts are based on current federal appropriation guidelines, which may change by July 1, 2016; and

WHEREAS, the Transportation Commission has the statutory authority to alter the FY 2016-2017 proposed budget allocation plan before and/or after it is delivered to the Governor on April 15, 2015; and

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Transportation Commission Secretary

Date