



**COLORADO**  
Department of  
Transportation

**Statewide Transportation Advisory Committee (STAC)**  
**July 24, 2015**  
**9:00 AM – 11:30 AM**  
**CDOT HQ Auditorium, 4201 E. Arkansas Ave., Denver, CO**  
**Agenda**

- 9:00-9:05**      **Welcome and Introductions – Vince Rogalski, STAC Chair**
- 9:05-9:10**      **Approval of May Meeting Minutes – Vince Rogalski**
- 9:10-9:20**      **Transportation Commission Report (Informational Update) – Vince Rogalski**
- Summary report of the most recent Transportation Commission meeting.
- 9:20-9:30**      **Being the Best DOT for Our Customers – Mike Lewis, CDOT Deputy Director**
- Discussion of what it means to be the “best DOT.”
- 9:30-9:45**      **Chief Engineer Updates – Josh Laipply, CDOT Chief Engineer**
- Updates from the CDOT Chief Engineer
- 9:45-10:05**      **TPR Reports (Informational Update) – STAC Representatives**
- Brief update from STAC members on activities in their TPRs.
- 10:05-10:15**      **Break**
- 10:15-10:30**      **Federal and State Legislative Report (Informational Update) – Herman Stockinger & Ron Papsdorf, CDOT Office of Policy and Government Relations (OPGR)**
- Update on recent federal and state legislative activity.
- 10:30-10:45**      **Bustang Update (Informational Update) – Mark Imhoff, CDOT Division of Transit & Rail (DTR)**
- Update on Bustang opening.
- 10:45-11:00**      **I-70 East Project Update (Informational Update) – Tony Devito, I-70 Project Manager**
- Update on status of the I-70 East project.
- 11:00-11:15**      **Presidential Challenge for Risk and Resiliency (Informational Update) – Johnny Olson CDOT Region 4**
- Update on the Presidential Challenge for Risk and Resiliency.
- 11:15-11:25**      **FMIS 5 Update (Informational Update) – Jamie Collins, CDOT Office of Financial Management and Budget (OFMB)**
- Overview of update to federal financial system (FMIS) and implications of temporary FMIS shutdown.
- 11:25-11:30**      **Other Business- Vince Rogalski**
- 11:30**              **Adjourn**

STAC Conference Call Information: 1-877-820-7831 321805#

STAC Website: <http://www.coloradodot.info/programs/statewide-planning/stac.html>

## Transportation Commission July 15 - 16, 2015

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### Wednesday, July 15, 2015

Please see: <https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/july-2015-tc-packet.pdf> for the July 2015 TC (TC) Packet.

### **Program Management Workshop (Richard Zamora, Josh Laipply, Maria Sobota)**

#### **Purpose**

The Program Management Office (PMO) Workshop provides the TC with an update on the delivery of programs and significant projects. This month there is a focus on the Flood and Responsible Acceleration and Maintenance and Partnerships (RAMP) Local Agency Programs.

#### **Discussion and Comments**

- *SH 9 - FRISCO TO BRECKENRIDGE: IRON SPRINGS ALIGNMENT AND VAIL PASS MULTI-USE PATH DEVOLUTION (RAMP PROJECT 3-12.29, SA# 19930)*
  - Trying to advance the SH 9 project to later this calendar year (2015); the project will require \$4.489 million in RAMP contingency funds. It will also be receiving \$1 million in local contributions.
  - Questions from the TC pertained to the independent project cost estimate completed that was too low, and it was explained the additional costs are associated with a reclamation element and a wildlife crossing that were added to the project.
  - Concern was raised that every month there is another project or projects that need RAMP contingency funds. The Chief Engineer explained that the TC can expect this to continue in the future and that a lesson learned is that contingency should have been built into the RAMP program.
  - A Commissioner noted that many of these issues are related to the fact that PMO didn't exist during RAMP's development. The process is evolving. The Department needs to be sure that projects hit the market at the right time in the construction cycle.
  - The Office of Financial Management and Budget (OFMB) recently developed a macroeconomic tool that will help to forecast construction cost increases in fiscal year (FY) 2016. This is a tool that the Colorado Department of Transportation (CDOT) did not have previously, but can put it to use in an attempt to avoid future low cost estimates.
- *CASH AND PROGRAM MANAGEMENT*
  - An update was provided on the delivery of program including total program spending for FY 2016 and its impact on individual cash fund balances and federal cash equivalents.
  - A Commissioner noted that due to uncertainty of federal funding, the TC needs to identify the level of risk it is comfortable with in regard to how aggressively the cash balance is drawn down.
    - The TC needs to analyze the funding streams and decide what level of risk is acceptable. The downside of being overly cautious is that there is money sitting in the bank.
    - Typically CDOT does daily transfers with the Federal Highway Administration (FHWA), but there are times when those transfers are delayed.
    - A \$500 million balance may be too large a reserve, but it was noted that this is a policy decision for the TC to make.
  - Executive Director informed the group that CDOT has a "burn rate" of \$120 million per month.

**US 85 & Union Pacific Rail Road in Region 4 (Josh Laipply)****Purpose**

The purpose of this workshop is to update the TC on the discussions that are in progress between Union Pacific Rail Road (UPRR) and CDOT concerning CDOT's expired lease agreement in UPRR's right-of-way (ROW) along State Highway 85.

A proposal presented by UPRR involves CDOT purchasing the parcels of land on which the ROW is located. UPRR's offer of \$7.6 million is more than CDOT's Fair Market Value offer of \$3.7 million.

CDOT's Options:

1. Settle with UPRR, based upon their offer. However, by law we cannot pay more than fair market value for temporary rights.
2. Pursue litigation, with it being unlikely that a trial would end favorably for CDOT, with a substantial financial cost.
3. Explore alternative arrangements with UPRR.

The staff recommendation is to proceed with negotiations to identify a solution that provides mutual benefit to the UPRR and CDOT.

**Discussion and Comments**

- The cost of making UPRR's requested intersection improvements might cost roughly the same as potential litigation.
- CDOT can potentially offer UPRR quantifiable operational improvements (via the road closures and grade separations) as well as the support of local communities and private developers, which taken together are a significant offering.

**Safety Committee Meeting (Darrell Lingk, Sam Cole)****Purpose**

Update the Safety Committee on our Loss History (Excellence In Safety Process), and Public Communications for Office of Transportation Safety.

**Discussion and Comments**

- In FY 2015, CDOT had 261 worker's compensation claims, a 24% decrease from 2011 and for the first time in CDOT history it has fallen below 300 per year.
- In FY 2015, CDOT had 124 lost time claims, a 28% decrease from 2011.
- Excellence in Safety is a proactive, behavior-based approach focused on creating a safety culture in which employees take ownership of the program.
  - Uses leading indicators rather than lagging indicators.
  - Estimates indicate that Excellence in Safety's goals are 50% - 60% accomplished.
- Public Communications manages 9 safety campaigns, with recent highlights including:
  - St. Patrick's Day
  - 4/20 Drugged Driving
    - 200 million total impressions via "smoking car", arcade games, and educational snacks
  - RideWise motorcycle safety
  - Seatbelt Billboards
  - Drop the Distraction
- Upcoming campaigns will focus on teen driving, motorcycle awareness, child passenger safety, and pedestrian safety.

**Transit and Intermodal (T&I) Committee Meeting (Mark Imhoff)****Purpose**

The purpose of this meeting is to provide the T&I Committee with the status of Bustang, its FY 2015 and quarterly expenditure report, FY 2016 Operating Budget and a discussion on the importance of SB228 to Bustang and rural and regional transit. Two other topics covered were the FY 2016-2017 Administration and Operating call for projects, and an update on the FY 2015 Transit Planning Grant Applications.

**Discussion and Comments**

- Division of Transit and Rail (DTR) Director noted that Bustang's interregional service on I-25 between Colorado Springs, Denver, and Fort Collins and I-70 mountain corridor between Glenwood Springs and Denver began Monday, July 13. The service had 190 riders on Monday and 234 on Tuesday. Totals weren't available yet for Wednesday.
- Some technical issues arose regarding old fare boxes on loan from Colorado Springs for Bustang. These fare boxes were shipped for repair to an area near Chicago, and CDOT has begun the procurement process for their replacements.
- Bustang recorded 489 transactions (including purchases of passes for multiple rides).
- Public comments received include support for weekend service and for intermediate stops in Castle Rock and Idaho Springs, and some complaints about Wifi reception in the mountains.
- Awards of the FY 2016-2017 Transit Operating Grant Applications will be announced in August. New applicants for operating funds include Ute Mountain Ute tribe, the Town of Winter Park, and Park County. Applications total \$2.6 million more than what is available from the approximate \$11.8 million in FTA grants.
- Of the 10 applications for planning grants, DTR is recommending full funding of all but three. Priorities for planning grants include: 1) Statewide projects; and 2) Creation of regional transit implementation plans. A third category, requests for new regional transit plans, will not be funded this year because new Regional Transit Plans were just completed.
- DTR has a new tool up and running to help staff track awards and reimbursements, which should improve customer service.
- A Commissioner thanked DTR staff for helping get the Roadrunners service between Durango and Grand Junction started.

**Thursday, July 16, 2015****Roll Call**

- All present but Commissioner Bill Thiebaut, who had been excused.

**Thanks to Ed Peterson, outgoing TC chair**

- The new chairman, Commissioner Kathy Connell, presented the previous chairman, Commissioner Ed Peterson, with a gavel and thanked him for his service.

**Swearing In of New Commissioners (Herman Stockinger)**

- Swearing in of new commissioners will take place next month.

**Comments of Individual Commissioners**

## JULY 2015 TRANSPORTATION COMMISSION MEETINGS

- A Commissioner expressed being pleased with the launch of CDOT's new interregional bus service, Bustang, on Monday, July 13, and with the Intergovernmental Agreement (IGA) with the City and County of Denver regarding the I-70 viaduct project.
- A Commissioner complimented DTR staff for working through the many details of initiating Bustang service and Mike Cheroutes, Director of the High Performance Enterprise (HPE), and his staff for the successful opening of the US 36 multimodal project that includes a bikeway/pedestrian way, Bus Rapid Transit, and reconstruction.

### **Executive Director's Report (Shailen Bhatt)**

- The Executive Director remarked on the passing of John Valerio of DTR who had been instrumental in the beginning of Bustang. Memorial services for John will be Tuesday, July 21.
- The Oklahoma DOT flew CDOT employee Ty Ortiz to Oklahoma to assist with a rock fall problem.
- Texas DOT requested help from CDOT with some flooding issues. CDOT Region 4's Regional Transportation Director (RTD) Johnny Olson provided assistance.
- CDOT Executive Director testified to the U.S. Senate Finance Committee regarding some financial initiatives of CDOT, such as the public-private partnerships and devolution of certain segments of state highways to local governments. He also was asked to comment on some congressional efforts to devolve all transportation funding and decision making to the states. He told the congressional committee that such a move could have a \$500 million annual impact on CDOT.

### **Chief Engineer's Report (Joshua Laipply)**

- Ed Fink, who worked for 30 years for CDOT, including as an RTD, has passed away. Ed Fink was recognized as starting the Maintenance Level of Service (MLOS) program.
- CDOT will receive \$200 million in SB 228 funds- 80% in April 2016 and 20% in January 2017. Highway funds have been committed to the I-70 Viaduct project. DTR and others are working on a list of transit and rail projects for 10% of the federal funds.

### **High Performance Transportation Enterprise (Michael Cheroutes)**

- HPE is beginning discussions on a possible toll structure for the I-70 mountain corridor peak period shoulder lanes. During peak periods, the wide shoulder will operate as a third travel lane.
- An IGA was executed between CDOT and City of Denver on the I-70 viaduct project. The IGA addressed Denver's financial commitment to the project and was approved by the HPE Board at its meeting on July 15.

### **Federal Highway Administration (FHWA) Division Report (Shaun Cutting in place of John Cater)**

- CDOT's uniquely successful relationship with FHWA has played a role in CDOT's use of public-private partnerships, the network of managed lanes, innovations such as design-build, and alternative ways of doing avalanche control, among other things.

### **Act on Consent Agenda – Approved unanimously on July 16, 2015.**

These were the resolutions approved as part of the consent agenda:

- Regular meeting minutes of May 21, 2015
- Disadvantaged Business Enterprise Overall Goal – Goal was set that 12.15% of construction, professional services, and design-build contracts should be awarded to businesses that are at least 51% owned by minorities and women.
- Dispose of parcels 16REV-EX and 17-EX of Project CR 01-0182-07 – Parcels are on Sixth Avenue at Sheridan, and are no longer needed for transportation purposes. The owner plans to use the parcels for a medical center.

## JULY 2015 TRANSPORTATION COMMISSION MEETINGS

- Repeal Policy Directives (PD) 384.0, 512.0, 513.0, and 548.0 –Repeal of the policies is part of CDOT’s initiative to repeal those that are no longer needed. They are:
  - PD 384.0 – Subletting Construction Contract (dated 12-17-2009);
  - PD 512.0 – Development of CDOT Construction Projects from Inception to Advertisement (dated 2-18-2010);
  - PD 513.0 – Construction Project Specifications and Construction Project Standard Plans (dated 12-17-2009);
  - PD 548.0 – Safety Considerations on 3R Projects (dated 12-17-2009)
- Update PD 1503.0– Memorial Naming and Designations (dated 5-21-2009) - This resolution repeals Policy Directive 803.0 and consolidates information from that policy directive and 1503.0 so that the General Assembly and citizens have just one document to review if they wish to name a highway segment after someone.

### **Discuss and Act on the 1st Budget Supplement of FY 2016 (Maria Sobota) – Approved unanimously on July 16, 2015.**

The budget supplements approved were:

- **Region 1**
  - \$1,725,000 – *SH103 OVERLAY MM .2-13.5- Surface Treatment*
  - \$4,250,000 – *I-25 & I-225 TREX DEFECT REPAIRS*
- **Region 3**
  - \$400,000 – *SH139 in Garfield County Roadway Failure*
  - \$4,489,815–**RAMP Public-Public Contingency Fund**

A Commissioner commented on the need to be conservative in setting aside contingency funds.

### **Other Matters**

- None

### **Acknowledgements:**

- Michael Cheroutes, Director of the HPTE, thanked and recognized his staff, both past and current, for their work on the US 36 project.
- Gary Vansuch, Director of Process Improvement, acknowledged the team responsible for the successful Access Permits Process Improvement Project. This project reduced the amount of time for processing an access permit request by an average of 38%. It includes an Amazon-like tracking tool so that applicants can see where their permits are in the process. The project was chosen for an international conference on excellence conducted in Nashville, TN. It was one of two selected from among many government projects from 40 teams represented. It was chosen for being the one project having the best customer impact.

## Transportation Commission June 17 - 18, 2015

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### Wednesday, June 17, 2015

Please see: <https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/june-packet-2015.pdf> for the June 2015 Transportation Commission (TC) Packet.

### **SH 6 Devolution Workshop (Maria Sobota, Dave Eller)**

#### **Action**

CDOT Region 3 requests that the TC evaluate, discuss, and determine if the devolution of US 6 between Gypsum (Milepost 142.00) and Eagle (Milepost 149.67) is in the best interest of CDOT. Region 3 Staff have identified the following items that may benefit CDOT by reducing:

- Future maintenance, engineering, and specialty unit staff commitments to the corridor.
- CDOT's future financial responsibilities for projects not identified in our asset management programs (i.e. corridor capacity improvement projects in the Towns of Gypsum and Eagle).
- CDOT's assets by eliminating three bridges, three major drainage structures, three traffic signals, 7.67 miles of pavement, and an overhead railroad structure with vertical height restrictions.

#### **Recommendation to TC**

- That TC approves of the SH 6 devolution between Gypsum and Eagle based on current financial market and 4% net present value (NPV), for the amount of \$12,176,196 with \$6,606,196 funding from TC Contingency (the Staff Recommendation).

### **Program Management Workshop (Richard Zamora, Josh Laipply, Maria Sobota)**

#### **Purpose**

The Program Management Workshop provides the TC with an update on the delivery of programs and significant projects. This month there is a focus on Asset Management, in particular the 2015 and 2016 programs.

- The cash balance is approximately \$1,150 million, \$259.1 million above the target. Cash decreased compared to the same time last year, but is not currently decreasing at the rate set by the target.
- The cash plus cash equivalents balance is approximately \$1,390 million, \$12.7 million over the target.
- This month the cumulative expenditure performance index (XPI) increased slightly to a 0.80 and the monthly XPI increased to a 0.94.
- The Schedule Performance Index (SPI) for Flood is at 0.94, and the RAMP Partnership and Operations program decreased slightly to a 0.95 from a 0.99 last month. With the focus this month on Asset Management, SPI's for the fiscal year (FY) 2014, 2015 and 2016 are as follows, 1.00 (FY2014), 0.99 (FY2015), and 0.98 (FY2016).
- To date the FY15 Asset Management program has budgeted 98% of its approved budget and committed 86% to projects with 60% of the Engineering Capital projects advertised, in construction, or complete.

#### **Action**

## JUNE 2015 TRANSPORTATION COMMISSION MEETINGS

No Action. For Information Only.

### Discussion and Comments

- I-70 Simba Underpass Responsible Acceleration of Maintenance and Partnerships (RAMP) project – request to add \$5 million to budget, which falls within the TC contingency budget despite the increase.
- Question was raised if RAMP projects are still coming in higher than anticipated; response was that RAMP projects are averaging 1% over their cost estimates currently.
- Program Management is looking to add evaluation of projected economic conditions prior to establishing future targets for Expenditure Performance Index (XPI) and Cost Equivalent (CE).
- Will attempt to solicit bids earlier in the year during the off-season.
- Going forward, Cash Equivalents (CE) projections will use more current information - past two years instead of past 10 years.
- Developing scenarios for CE is under consideration to be prepared for varying future situations.
- FY 2016 projection for construction of projects is between \$790 million and \$850 million.
- Obtaining spending authority is an issue; may need to provide more granular level financial data to State Controller's Office.
- There is a struggle with the continuing resolution (short-term extension of Moving Ahead for Progress in the 21<sup>st</sup> Century [MAP-21]) impacting FHWA in terms of CDOT's funding being pro-rated this year to date.
- The CE balance reported in the June TC Packet does not reflect the expected additional \$74 million in obligation from FHWA for June and July due to the timing of receipt of notice.

### I-70 East Quarterly Update (Tony DeVito)

#### Project Details

- The final EIS is scheduled to be released in January of 2016, with initial internal/cooperating agency review of the document beginning this summer.
- A Record of Decision (ROD) for Phase 1 is expected in the summer of 2016. Future phases will require the completion of additional RODs.
- Upcoming milestones include:
  - June 22, 2015: Deadline for receipt of Statement of Qualifications
  - July 24, 2015: Announcement of shortlisted teams
  - August 18-19, 2015: High Performance Transportation Enterprise (HPTE) Pre-Draft Request for Proposal (RFP) Public Meetings
  - September 2015: Release of Draft RFP (available publically)
  - Spring 2016: Final RFP (available publically)
  - End of 2016/Early 2017: Financial Close
- Considerable progress has been made toward securing a funding commitment from the City of Denver to help address the \$90 million shortfall resulting from the forecasted reduction in SB 228 revenues. An Intergovernmental Agreement (IGA) with the City of Denver is currently under legal review.

#### Action

No Action. For Information Only.

### Discussion and Comments

- Five teams have submitted Request for Qualifications (RFQs) due to close June 22<sup>nd</sup>
- The first phase of the ROD includes:
  - Lowering of I-70 between Colorado and Brighton boulevards



## JUNE 2015 TRANSPORTATION COMMISSION MEETINGS

- Placing a landscaped cover over the highway between Columbine and Clayton streets
- Adding one additional express toll lane in each direction from I-25 to I-225
- City of Denver has agreed to make the I-25 and Alameda project (estimated at \$30 million) the City's top priority for Denver Regional Council of Governments (DRCOG) funding in the next Transportation Improvement Program (TIP) cycle.
- IGA between the City of Denver and CDOT is anticipated to be signed on June 29<sup>th</sup> during Denver City Council meeting
- A \$30 million - \$40 million gap in funding still remains. Denver requested additions to the project, such as enhanced landscaping, wider bridges, and bypass/auxiliary lanes.
- There is a need to explain the importance of this project to the rest of the state and the rationale for why all SB228 money is going towards this project.
- Need to be transparent from the beginning of this project to explain risks and responsibilities,
- This project will be provided redundant drainage systems – one system from CDOT the other from the City of Denver.

**Thursday, June 18, 2015**

### Roll Call

- Excused absences for Commissioners Thiebaut and Hofmeister
- Commissioner Barry attended via conference call

### Audience Participation

- Carter Sales of the Highlands Ranch Neighborhood Coalition commented on concerns related to the 70% reduction of proposed noise mitigation for the C-470 project from University to Quebec.
- Terri Binder from Club 20. Terri thanked the TC for representing the entire state, not just where they are from, and stressed how important a statewide transportation plan is that serves all of Colorado citizens.
- Commissioner Peterson called upon Jim Hancock, Gypsum Town Engineer, to answer questions pertaining to the SH 6 devolution. Jim expressed his support for SH 6 Devolution, and offered to answer any questions about the devolution that might arise. No questions were raised.

### Comments of Individual Commissioners

- Commissioners leaving – Commissioners Aden, Barry, and Gruen were recognized and thanked for their service on the TC.
- CDOT is stronger today than in the past; should be a point of pride for all involved.
- CDOT staff was recognized for their contributions.
- Major summit in Northern Colorado brought people together and provided a platform for visibility of transportation in Colorado.

### Executive Director's Report (Shailen Bhatt)

- Thanked and recognized Commissioners leaving the TC.
- Thanked and recognized Heidi Humphrey's work and her departure from CDOT to the Department of Revenue on July 10<sup>th</sup>.
- Recognized and thanked the outgoing TC Chair, Commissioner Peterson.

### Chief Engineer's Report (Joshua Laipply)

## JUNE 2015 TRANSPORTATION COMMISSION MEETINGS

- US 85 Right-of-Way lease with Railroad underway – had 50 year lease that was extended for a year. Under negotiations now and is a substantial effort and important to CDOT.

**FHWA Division Report (John Cater)** – No one from FHWA was present to comment.

**Act on Consent Agenda – Approved unanimously on June 18, 2015.**

- Resolution for Regular Meeting Minutes of April 16, 2015 (Herman Stockinger)
- Resolution for Legislative Memorial Designations (Andy Karsian)

**Discuss and Act on OSOW Rules (Kyle Lester, Joshua Laipply, Dan Wells)** – Approved unanimously on June 18, 2015.

TC approved an update to the Rules Pertaining to Transport Permits for the Movement of Extra-Legal Vehicles or Loads (“Oversize Overweight [OSOW] Rules”), 2 CCR 601-4 in conformance with current practice. Also approved delegation of authority to hold a public hearing regarding amendments.

**Discuss and Act on Resolution to Approve the State Infrastructure Bank (SIB) Rate (Maria Sobota)** – Approved unanimously on June 18, 2015.

TC approved maintaining the current interest rate at 2.50% for SIB loans originating in the first half of the State fiscal year 2016.

**Discuss and Act on Updated Resolution to Central City SIB Loan Application (Maria Sobota)** – Approved unanimously on June 18, 2015.

The TC approved the Central City Transportation Enterprise SIB loan request, totaling \$1,521,693.

**Discuss and Act on the 12<sup>th</sup> Budget Supplement of FY 2015 (Maria Sobota)** – Approved unanimously on June 18, 2015.

- Region 4 – \$1,784,950 – *SH 23 Holyoke to The State Line*- Surface Treatment-
- Aeronautics - \$135,000 – *Personal Services*
- Hazardous Materials - \$1,000,000–*FY16 Property Management Hazardous Materials*-
- Region 3 - \$3,450,972-*SH13 Retaining Wall Failure*-May 20<sup>th</sup>
- Region 3 - \$6,570,000–*RAMP Public-Public Contingency Fund*-
- Region 3 - \$1,700,000–*RAMP Operations - I-70 Vail Chain Station Improvements*

**Discuss and Act on the Devolution of SH 6 (Maria Sobota, Dave Eller)** – Approved unanimously on June 18, 2015.

TC Approved of the SH 6 devolution from Gypsum to Eagle based on current financial market and 4% NPV, for the amount of \$12,176,196 with \$6,606,196 funding from TC Contingency (Staff Recommendation).

**Discuss and Act on Relocation of CDOT HQ and Region 1 Headquarters - Approved unanimously on June 18, 2015**

- Approves issue and award of an RFP for a design-build contractor for no more than \$1.7 million for the initial design amount.

**Discuss and Act on Relocation of CDOT Region 2 Headquarters - Approved unanimously on June 18, 2015**

- Approves issue and award of an RFP for a design-build contractor for no more than \$1.3 million for the initial design amount.

**Other Matters****Nominating Committee Recommendations for TC Chair, Vice-Chair and Secretary - Approved unanimously on June 18, 2015.**

TC approved the following TC positions:

- TC Chair – Commissioner Connell
- TC Vice Chair – Commissioner Reiff
- TC Secretary – Herman Stockinger



# COLORADO

## Department of Transportation

# FMIS 5 Shutdown 2015

July 16, 2015

## What is FMIS 5?

Fiscal Management Information System (FMIS) 5.0 is the financial software system used by the US DOT and FHWA. This is the primary financial information system for allocating and tracking an annual \$40 billion in federally funded highway projects. It tracks authorizations, obligations, apportionments, allocations, and limitation information. It is used to plan and execute FHWA program activities, and to evaluate financial requirements for current and future funding.

## Why is it shutting down?

The rollout for the new system requires the US DOT to shut down the entire financial system while it closes Federal Fiscal Year 15 and uploads data for Federal Fiscal Year 16 and beyond. This period will include final testing to ensure that the system is operating properly prior to granting DOTs access.

### Key Dates to Remember

1. September 11 is the last day projects needing federal authorization may be submitted to OFMB.
2. FMIS 4 closes September 25, 2015 for year-end close out activities
3. FMIS 5 will open to users on October 25, 2015.

This impacts any project needing federal authorization or approval to go to ad in October or November.

## When is it shutting down?

FMIS will be inoperative from September 25, 2015 until October 25, 2015. This will have major impacts to CDOT and how projects are authorized and reimbursed.

## How does this impact my project?

CDOT will not be able to request any federal authorizations, obligations, debudgets, or closures for any projects during the shutdown. Instead, staff in OFMB is asking each Region to request authorizations in August and early September for those projects going to ad in October or November of 2015. These requests should be submitted by September 11 in order to provide both CDOT and FHWA time to process prior to the shutdown.

## What if there is an emergency?

FHWA is currently developing emergency procedures. CDOT will follow those procedures if necessary.

### Contact

DAF / OFMB Eric Ehrbar – 303-757-9581  
 Dariann “Dee” Perry – 303-757-9220  
 Jamie Collins – 303-757-9092  
 Scott Howard – 303-757-9328

# FMIS 5 Shutdown 2015

## F A Qs

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### Impacts to CDOT

#### **Why shut down 2 weeks before FMIS closes?**

CDOT and FHWA need time to process requests prior to the close date.

#### **Will this impact *all* CDOT projects?**

No. This shutdown will only impact only those projects that need federal authorization or reimbursement. This typically means any project requiring federal action during the construction phase.

#### **What constitutes an “emergency?”**

Guidance is forthcoming, but expect an emergency to be defined as something catastrophic, similar to the Colorado floods in 2013.

### Changes with FMIS 5

#### **Why is FMIS changing?**

The US DOT is updating the software to better accommodate requirements in MAP 21 legislation.

#### **What can we expect when FMIS 5 comes back online?**

There may be integration hiccups. Processing time could be slowed as processes and staff adjust to the changes.

#### **What’s new?**

Requests to FHWA will now require more data, such as a federal improvement code on budget action level, phase end dates, etc.