



COLORADO

Department of
Transportation

**Statewide Transportation Advisory Committee (STAC)
March 27, 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 January Meeting Minutes (Pages 2-12) – Vince Rogalski
- 9:10-9:20** Transportation Commission Report (Informational Update) (Pages 13-22) – Vince Rogalski
- Summary report of the most recent Transportation Commission meeting.
- 9:20-9:40** TPR Reports (Informational Update) – STAC Representatives
- Brief update from STAC members on activities in their TPRs.
- 9:40-9:55** Federal and State Legislative Report (Informational Update) – Herman Stockinger & Andy Karsian, CDOT Office of Policy and Government Relations (OPGR)
- Update on recent federal and state legislative activity.
- 9:55-10:05** TIGER Grants (Informational Update/Discussion) (Pages 23-26) – Ron Papsdorf, CDOT OPGR
- Update and discussion of anticipated future round of TIGER grants.
- 10:05-10:15** Break
- 10:15-10:25** Statewide Plan Executive Summary Video (Informational Update) – Michelle Scheuerman, CDOT Division of Transportation Development (DTD)
- Preview of the Statewide Plan Executive Summary Video
- 10:25-10:40** Freight Plan (Discussion) (Pages 27-51) – Debra Perkins-Smith, CDOT DTD
- Presentation on data and discussion of development of State Highway Freight Plan and STAC involvement in freight activities
- 10:40-10:55** Oil and Gas Study Update (Informational Update/Discussion) – Debra Perkins-Smith, CDOT DTD
- Update on status of CDOT's Oil and Gas Study.
- 10:55-11:10** Draft FY 2016 – 2019 Statewide Transportation Improvement Plan (STIP) (Informational Update) (Pages 52-64) – Debra Perkins-Smith, CDOT DTD and Jamie Collins, CDOT Office of Financial Management and Budget (OFMB)
- Summary of the Draft FY 2016 – 2019 STIP
- 11:10-11:20** FY 2016 Budget Update (Informational Update) (Page 65-70) – Louie Barela, CDOT OFMB
- Update on FY 2016 Budget
- 11:20-11:25** Stand Up 4 Transportation Advocacy Day (Informational Update) – Amy Ford, CDOT Office of Communications and Elena Wilken, Colorado Association of Transit Agencies (CASTA)
- Details on events scheduled for Stand Up 4 Transportation Advocacy Day
- 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>

**DRAFT STAC Meeting Minutes
February 27, 2015**

Location: CDOT Headquarters Auditorium
Date/Time: February 27, 9:00 a.m.-12:00p.m.
Chairman: Vince Rogalski
Attendance:

In Person - Vince Rogalski (GV), Norm Steen (PPACG), Doug Rex (DRCOG), Jan Dowker (NFRMPO), Jim Baldwin (SE), Barbara Kirkmeyer (UFR), Gary Beedy (EA), Elizabeth Relford (UFR)
By Phone – Kevin Hall (SW), Elise Jones (DRCOG), Pete Frasier (SC), Peter Baier (GVMPO), Scott Hobson (PACOG), Chuck Roby (NW)

Agenda Items/ Presenters/Affiliations	Presentation Highlights	Actions
Introductions / January Minutes/ Vince Rogalski	<ul style="list-style-type: none"> Review of January STAC Minutes 	Minutes approved.
New Executive Director – Debra Perkins-Smith, CDOT Division of Transportation Development (DTD)	<ul style="list-style-type: none"> New Executive Director Shailen Bhatt spent the previous week traveling around the state to meet staff and local partners. Comes to Colorado by way of Delaware DOT and previously worked with Kentucky DOT and Bowling Green MPO Currently in Washington DC and unable to attend this month's STAC. 	
Transportation Commission Report / Debra Perkins-Smith, CDOT DTD	<ul style="list-style-type: none"> Debra Perkins-Smith discussed the most recent TC meeting. The STIP and Safe Routes to School were covered but will be discussed later in the meeting. TC went over the Lead/Lag Report – a set of metrics, performance measures, and targets to be presented to the Governor (all state agencies required to do so) <ul style="list-style-type: none"> The Lead/Lag Report includes many of the measures and objectives from Policy Directive (PD) 14 plus some additional measures and objectives. TC reviewed the Statewide Transportation Plan: <ul style="list-style-type: none"> No major comments- adoption scheduled for March. TC approved PD 14 	No action taken.

	<ul style="list-style-type: none"> • Project Discussion • C-470: approved gross pledge of toll proceeds for debt service. <ul style="list-style-type: none"> • Study identified toll proceeds to be used as debt service on bonds. • Funds can be pledged to the bonds before taking out operations and maintenance costs. • This allows for more money, resulting in a better bond rating. • I-70 E Viaduct <ul style="list-style-type: none"> • Discussed potential project delivery methods based on recent study. • Approved resolution supporting the use of a Design-Build-Finance-Operate-Maintain approach. • Based on the expected reduction in SB228, need to examine how financing. • FY16-FY17 Transit Projects Approved <p>STAC COMMENTS</p> <ul style="list-style-type: none"> • <u>Jan Dowker</u>: How will the STAC advise CDOT related to TC topics when the STAC meeting now falls after TC? • <u>Debra Perkins-Smith</u>: In the future you will receive the minutes from the previous TC meeting as well as the agenda for the next one so that STAC can get ahead on the issues to be covered by the next TC. • <u>Vince Rogalski</u>: The TC agenda is always uploaded to the CDOT website on the 10th of the month, so you may view it there. Also I am almost always in attendance at the TC meetings. • <u>Jan Dowker</u>: What is the starting date for Bustang? • <u>Mark Imhoff</u>: We are in the Office of Information Technology (OIT) process for the new technology involved in the bus, so we're waiting to see on that. Hopefully late spring or early summer at this point. • <u>Jan Dowker</u>: We're trying to see how STAC members can best support and utilize the Bustang service in our communities. • <u>Mark Imhoff</u>: We have a whole public involvement plan being developed with Amy Ford in our Office of Communications but we don't want to start it too early. We can include you in that. • <u>Jan Dowker</u>: We already have a meeting scheduled.
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<p>TPR Reports/ STAC Members</p>	<ul style="list-style-type: none"> • <u>Southwest</u>: We had a meeting last week and adopted the RTP, so we're ready to go for SWP adoption today. • <u>South Central</u>: We also adopted the RTP. We have a call following the STAC with Tom Mauser on the multimodal station – things are progressing. We are continuing to work with transit on the failure to get reimbursement for our operating system. • <u>Northwest</u>: Last meeting was a month ago – few new updates. Just construction projects going on that will hinder traffic getting to Denver. • <u>Grand Valley</u>: March 13th Walking and Biking Summit with Mayor of Salt Lake. We've adopted our RTP. Able to rehire Todd Hollenbeck, he'll be returning next month. • <u>Pueblo</u>: Construction has started on 3rd lane eastbound on US 50 between Pueblo and Pueblo West, 18-month project. PACOG TAG committee has done final review, final version out to the public in March/April, Board will approve TIP at end of April. Following same process for 10 year capital program. Rob Freis is new acting environmental and planning manager in Region 2, replacing Lisa Streisfeld, who is leaving for a new planning role with CDOT Division of Transportation Systems Management and Operations (TSM&O). • <u>Denver</u>: Approved the RTP earlier this month. Public meeting on 2015-2021 TIP on March 18th, expecting Board approval after that. Starting Board retreat soon to work on 2040 Metrovision Plan and expect adoption later this year. • <u>Pikes Peak</u>: RTP approved by PPACG, I-25 contractor selection announced next week. Spoke in DC earlier this week along with CDOT. Fuel tax is a big topic in DC. Spoke with Senators Bennet and Gardner for an hour and a half, had their undivided attention. Things are worse in the rest of the country, we're doing well. • <u>North Front Range</u>: Bustang coming to March meeting. Working on Air Quality Conformity Determination, to be adopted soon. Also have a new procurement policy in place. • <u>Eastern</u>: RTP adopted at last meeting, not quite as much time to review as we would've liked but went along and adopted anyway. US 287 saw a big semi crash earlier in the week. We really need the state to look at this, we continue to have fatalities there and would like a divided 4-lane highway. 	<p>No action taken.</p>
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	<ul style="list-style-type: none"> • <u>Upper Front Range</u>: Plan to adopt RTP at next week's meeting, thanks to DRCOG and NFR for their support. UFR had the first completed RAMP project, two other RAMP projects are in design. • <u>Southeast</u>: Nothing to report. • <u>Gunnison Valley</u>: Adopted the RTP via email (3-0) – unanimous! TAP projects: there have been a few that were approved but are now turning their money back, so other projects will now get a chance. This year in project selection we're really pushing the idea that we need to spend money or it goes elsewhere – if you can't do the project tell us, you can't languish for years. 	
<p>Federal and State Legislative Update / Jeff Sudmeier, CDOT DTD</p>	<ul style="list-style-type: none"> • Jeff Sudmeier announced that no representatives of the Government Relations office were able to attend and would send a legislative update via email instead. 	<p>No action taken.</p>
<p>Statewide Transportation Plan Executive Summary Comments / Michelle Scheuerman, CDOT DTD</p>	<ul style="list-style-type: none"> • Michelle Scheuerman solicited comments from the STAC regarding the draft Executive Summary for the Statewide Transportation Plan (SWP) • STAC members voted unanimously to approve the SWP. <p>STAC COMMENTS</p> <ul style="list-style-type: none"> • <u>Vince Rogalski</u>: I reviewed this and thought it was really great, especially the graphics. • <u>Craig Casper</u>: How will our finalized plans be incorporated onto the website? • <u>Michelle Scheuerman</u>: We're working with a consultant to develop a template for MPO Prezis so we can incorporate everything onto the site. • <u>Vince Rogalski</u>: We're getting everything approved – now what? • <u>Michelle Scheuerman</u>: This will be very different from the past. We need to work with the public to implement, develop a report card format, implement the 10 top strategic actions as well as RTP implementation action items, will work with you on how to best flesh those out and implement them. • <u>Vince Rogalski</u>: It seems like in the past, we finish one plan then start right on the next one 6 months later. How is this different? • <u>Michelle Scheuerman</u>: We'll start looking at data for the next plan but the focus will be on implementation. • <u>Craig Casper</u>: How will the SWP, STIP, NS 10 Year Development Program all align? 	<p>SWP Approved.</p>

	<ul style="list-style-type: none"> • <u>Jeff Sudmeier</u>: That will be addressed in a later presentation • <u>Chuck Roby</u>: Looks really good to me, my first time going through it. • <u>Barbara Kirkmeyer</u>: Can you remind me again what we're doing on freight planning for the highways and interstate? • <u>Debra Perkins-Smith</u>: We are in the process of developing a draft freight plan, should be coming to STAC next month or the month after. FAC suggested avoiding the grandiose and focusing on the very specific for the purposes of monitoring and reporting. • <u>Barbara Kirkmeyer</u>: Were there any STAC or TC members on the FAC? • <u>Jeff Sudmeier</u>: It was mostly industry people, Jason Wallis went around to meet at the local level, and now we want to bring it back to this group. • <u>Barbara Kirkmeyer</u>: Can they come see us? We're a top freight area nationwide. How are we making these aligned between the SWP, RTP, and Freight Plan? They have to reflect each other. This doesn't seem like it's a ground-up process. • <u>Jeff Sudmeier</u>: The Freight Plan is being developed in line with the SWP. This is our first Freight Plan. • <u>Barbara Kirkmeyer</u>: I think we need to have more STAC members and other elected officials with a closer involvement in the planning process (freight and otherwise) and then we'll get better engagement and education. We had people involved in the transit planning process that never come to STAC, so we got their input. • <u>Vince Rogalski</u>: The SWP should be a living document after approval, a tool for the STAC to use moving forward. • <u>Barbara Kirkmeyer</u>: I also want to know how our SWP reflects what's happening at the national level. For instance freight is a big piece of MAP-21 and we should be helping our state to dovetail with that. • <u>Debra Perkins-Smith</u>: It certainly helps us with funding, that's why we're doing it. We definitely want STAC to help us with that. • <u>Barbara Kirkmeyer</u>: It's great to get STAC members involved, but we should also go to the county levels in the TPRs and MPOs. • <u>Pete Frasier</u>: I do feel there is a disconnect between some of the plans. It's important to figure out where the national dollars are going and getting more input from rural communities. I haven't been as happy with the planning this time as in the past, particularly in identifying projects. We keep being told
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	<p>there are a lot of changes we have to go along with them, but I'd like to see a more regional approach.</p> <ul style="list-style-type: none"> • <u>Gary Beedy</u>: Did you look at other freight studies that have been done over the past few years? Because the numbers are a little outdated, the numbers keep growing. • <u>Jeff Sudmeier</u>: We looked at those, they are discussed in the draft freight plan, which builds on those other projects. • <u>Jan Dowker</u>: I'm glad that the freight plan is being included. I agree with <u>Barbara Kirkmeyer</u> that it would be great to have more partners involved at the regional level. Tying back to MAP-21, we have quantifiable safety issues that can be addressed by this. I appreciate that we're doing this. • <u>Debra Perkins-Smith</u>: When we were at TRB, we discussed the National Freight Corridors (I-25/I-70) and we feel that they're too limited. We're waiting on some guidance. • <u>John Cater</u>: I think they're waiting and hoping for a legislative change in the next transportation bill - it was an unintended consequence of another effort. • <u>Craig Casper</u>: CDOT is working with MPOs and TPRs on some data related to a commercial vehicle survey and freight circulation between counties, a world-class survey ready in about a year. • <u>Michelle Scheuerman</u>: We haven't seen the rules yet but we're working with FHWA very closely in terms of what we think will come out from MAP-21, they've indicated that the content of the draft freight plan is consistent with MAP-21 requirements. • <u>Craig Casper</u>: How will the adoption of the MPO Plans be incorporated into the SWP? That's a large portion of the state population. • <u>Debra Perkins-Smith</u>: In the past this has been done as an amendment. When all the MPOs are adopted and we have the Prezis ready we will come back to the STAC and present on that. • <u>Jim Baldwin</u>: How much do the hazmats overlap with freight? • <u>Jason Wallis</u>: They mostly do but not 100%. • <u>Pete Frasier</u>: Who would I speak to about redesignation of hazmat? • <u>Debra Perkins-Smith</u>: I will put you in contact with Jason Wallis.
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<p>STIP and 10 Year Development Program / Jeff Sudmeier, CDOT DTD and Jamie Collins, CDOT Office of Financial Management and Budget (OFMB)</p>	<ul style="list-style-type: none"> • The STIP is a federal requirement, and must be fiscally constrained and identify regionally significant projects or programs. • The STIP is updated every 4 years and must include 4 years, new STIP will include FY16, FY17, FY18, and FY19. • Goals, performance measures and objectives serve as basis for program distribution, which provides the basis of fiscal constraint of the STIP. • STIP development follows SWP and regional transportation plan development. • MPO TIPs must be incorporated (without change) into STIP. • The 4P process is the process based on series of meetings with counties and TPRs to develop the STIP. • The intent is to develop a more public-friendly web-based STIP in the future. • Going to a rolling 4-year STIP instead of a 6-year to better align with cash management. <ul style="list-style-type: none"> • Mini update will occur every year, roll a new year into the STIP via a mini adoption cycle. Go to public and TC to get approval. • The FY 16-19 STIP will be expenditure based to better align with cash management. • STIP Approval Timeline: <ul style="list-style-type: none"> • March - Draft STIP <ul style="list-style-type: none"> • Will look a lot like what STIP looks like now. • April - STIP public hearing • May - TC approval. • July 1 - FY16-FY19 STIP effective. • A new 10-Year Development Program will bridge the gap between the STIP and the SWP. This is what we think the next 10 years will look like. Look to MPO and TPR plans to ID major projects that are priorities. • The initial draft will be developed based on priorities already identified through the planning process. <p>STAC COMMENTS</p> <ul style="list-style-type: none"> • <u>John Cater</u>: This is great. Going to make things much easier. • <u>Barbara Kirkmeyer</u>: How does other money come into the STIP? Why all the RAMP projects, when you have a list of prioritized projects? • <u>Jeff Sudmeier</u>: RAMP is included in the current STIP. The current and old STIP overlap. FY16 and FY17 carry into new STIP. The STIP/4P process 	<p>No action taken.</p>
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	<p>looks different in every region. RAMP projects were vetted through the planning process and most were projects previously identified through other planning efforts.</p> <ul style="list-style-type: none"> • <u>Jan Dowker</u>: Grateful to hear you are getting rid of a lot of red tape. • <u>Craig Casper</u>: Would it be necessary to be in the 10 Year Development Program to be in the STIP? • <u>Jeff Sudmeier</u>: No, this is what we think may be achievable in the next 10 year window but is not intended to be a requirement that projects be included in the Development Program in order to move forward into the STIP. • <u>Debra Perkins-Smith</u>: Help with what's next in the hopper. • <u>Craig Casper</u>: Will those projects be listed by year? • <u>Jeff Sudmeier</u>: We don't have those details worked out yet. • <u>Craig Casper</u>: At the MPO level, can we put projects in there for that? • <u>Jeff Sudmeier</u>: The intent is not to make a 10-year STIP or identify 10 years' worth of surface treatment projects. What would be identified are bigger, more significant projects. • <u>Vince Rogalski</u>: We used to have an implementation plan, but the 2040 plan can't see that far out. Is that what the 10-year Development Program is? • <u>Jeff Sudmeier</u>: It will help with adding an additional year in STIP by providing a starting point for the major projects that might move into the STIP in the additional year added. It will also provide a look at what major projects we might reasonably anticipate in the years ahead given available funding. • <u>Josh Laipply</u>: Look out further than 4 years to help bridge the gap to deliver an expectation for the future, especially for EIS type projects that require more process. • <u>Norm Steen</u>: Does the 10 Year Development Program include STIP? Or just tack on 6 years? • <u>Jeff Sudmeier</u>: The 10 year window does include the 4 year STIP. • <u>Barbara Kirkmeyer</u>: This is really only 4 years. • <u>Jeff Sudmeier</u>: 6 additional years – 4 in the STIP and then 6 more to make up the complete 10. • <u>Jan Dowker</u>: This is a smart process, due to increase costs of ROW, etc. • <u>Jaime Collins</u>: We will bring draft STIP next month for you to look at.
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<p>Alt Fuels Colorado Program Update - CMAQ / Wes Maurer, Colorado Energy Office (CEO) and Steve McCannon, Regional Air Quality Council (RAQC)</p>	<ul style="list-style-type: none"> • Wes Maurer of the Colorado Energy Office (CEO) and Steve McCannon of the Regional Air Quality Council (RAQC) presented on the statewide effort to promote alternative fuels using CMAQ funds. • Appreciate the STAC members who are participants in the AFC advisory group – wide breadth of knowledge and different backgrounds from different parts of the state. • Recent groundbreaking in Trinidad, Colorado Springs, and Pueblo. • The mission and vision of CEO is closely in line with the AFC Program • Getting to a sustainable market: building stations along major corridors building working relationships with local governments, fleets, utilities, etc. • 8 stations awarded in Round 1, Round 2 recently closed and awards will be announced in March. • Extensive outreach to a number of other communities that may apply in the future – mostly Western Slope at this point but looking for new communities all the time • Scoring on Round 2 today, expect 4-6 new stations awarded from that. Next round will open in June so we're making local connections and finding local champions to help propel this forward in the next rounds. • In addition to the financial part of this program, CEO had a coaching component of this effort going prior, started in 9 counties but has expanded statewide – technical assistance to fleets – a free resource for public and private fleets <ul style="list-style-type: none"> • Fuel analysis, cost savings, what makes the most sense • Overview of AFC vehicle program - \$52m total from a variety of partners • \$4 m in year two funding, eligible to anyone that runs a fleet, operating 60% of VMT within the NAA program area, cover 80% of incremental AFV cost, fleets provide 20% match, incentives vary between public/nonprofit and private fleets <p>STAC COMMENTS</p> <ul style="list-style-type: none"> • <u>Barbara Kirkmeyer</u>: Are you going to focus on the Eastern portion of the state? • <u>Wes Maurer</u>: Yes, definitely. We're willing to meet with anyone who is interested. STAC should let us know of any communities out there that we're missing and we should outreach to. • <u>Kevin Hall</u>: Who is the contact for the Southwest portion of the state? 	<p>No action taken.</p>
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- Wes Maurer: It's 4Core.
- Josh Laipply: Are these alternative fuel vehicles taxed for transportation improvements?
- Wes Maurer: There is an excise tax on CNG .06 cents per GGE, up to 18 cents by 2019.
- Rachel Beck: Why the emphasis on CNG? What happened to bio-diesel fleets that used to be prevalent?
- Wes Maurer: For AFC we talked with stakeholders and felt that CNG had the most promise along with EVs and propane. Colorado is a net exporter of natural gas, it's homegrown, promotes industry, business, jobs, emissions benefits are big for mid- and heavy- vehicles (fills a niche in the market – up to 1/3 reduction in GHG emissions, up to 90% for NOX, etc.), fuel prices are an issue, CNG is not very price volatile, good for organizations of all budgets.
- Norm Steen: Can a portion of the money be used for vehicle conversions?
- Wes Maurer: It's only for new vehicles, no conversions. This is a good segue to Steve's portion of the presentation.
- Steve McCannon: Biodiesel has gone by the wayside, in a pilot we found that when we used more the price kept going up, also concerns about the GHG impact of biodiesel.
- Elise Jones: When this was started with funding from STAC, DRCOG was hoping that this would be fuel-neutral. While the project seems to be successful so far, it doesn't seem balanced in terms of supporting EVs. We could do better on this to promote the EV side of the equation.
- Steve McCannon: We already have the Charge Ahead Colorado program which has good incentives for EVs (better than AFC). Putting vehicles out on the street and increasing incentives for Level 2 and Level 3 charging. Also there isn't a strong component of EVs in mid- and heavy-duty vehicles, which is the main focus of this program.
- Wes Maurer: There is the co-location aspect of AFC, as well as the stand-alone Charge Ahead Colorado program. Recent market implementation study highlights areas for improvement and we're making adjustments. Boosted incentive to \$16,000 for Level 3 chargers under that program. We're moving forward there and definitely open on how to better meet the needs of EVs through AFC.

	<ul style="list-style-type: none"> • <u>Barbara Kirkmeyer</u>: We knew when the STAC approved this that it would focus mostly on CNG. Your hard work is paying off and we just need to do more on the eastern side of the state. 	
<p>FY2015 Safe Routes to School / Leslie Feuerborn, CDOT DTD</p>	<ul style="list-style-type: none"> • Leslie Feuerborn came before the STAC to present on the Safe Routes to School (SRTS) Program. • Colorado was the first state to implement the SRTS program when it was authorized by SAFETEA-LU almost 10 years ago. • Just had some projects implemented by the TC that we're excited about. • As of 2012, MAP-21 replaced SAFETEA-LU and SRTS was no longer a federally-funded program. • Colorado began funding SRTS instead, and also used a little leftover SAFETEA-LU money still available. • Legislature specified that the funding for last year would only be for non-infrastructure projects (first time ever). • There is a list included in the STAC packet of funded projects. Applications were reviewed by a panel including law enforcement, school, and parent representatives. • Some adjustments made between what was requested and what was given, based on funding restrictions - i.e. no infrastructure. • There is legislation (HB1003) at the capitol to support SRTS again in the coming year – requesting \$3m to fund both infrastructure and non-infrastructure projects. <p>STAC COMMENTS</p> <ul style="list-style-type: none"> • <u>Jan Dowker</u>: So what is the billing process if these are existing CDOT funds vs. new general fund transfers? • <u>Debra Perkins-Smith</u>: We're working with the bill's sponsors to work out the language around that. There was some confusion about which funds would be used for this program. • <u>Gary Beedy</u>: We don't support other specific funding coming out of the HUTF fund, it should either come out of the General Fund or some new source. No more off the top of existing transportation funding, we don't support that. 	<p>No action taken.</p>
<p>Other Business</p>	<ul style="list-style-type: none"> • None 	<p>No action taken.</p>

Transportation Commission March 18-19, 2015

Wednesday, March 18, 2015

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

Cash Balance – The cash balance is approximately \$1,231.8 million, \$220.0 million above the target. Cash decreased compared to same time last year, but is not currently decreasing at the rate set by our target. A related measure is the cash plus cash equivalents balance. The cash plus cash equivalents balance is approximately \$1,586.1 million, \$57.5 million over the target. This balance is now closer to our normal expectations for this time of year. The federal obligation, which is CDOT’s authorization to bill FHWA for reimbursement of expenditures, is the main driver of cash equivalents. In a normal year CDOT receives federal obligation for the entire year in October. Due to the Continuing Resolution impacting FHWA, CDOT received its federal obligation in prorated amounts this year to date. In January, FHWA authorized obligation of approximately \$300 million through May 31, 2015 bringing cash equivalents back in line with expectations.

XPI and 2015 Expenditure Goal - This month the Expenditure Performance Index (XPI) increased to 0.78, a sixth consecutive monthly improvement as CDOT draws nearer to its 2015 \$900 million expenditure goal.

- It is doubtful the 2015 expenditure goal of \$900 million will be met, but CDOT is making progress toward reaching it. Factors contributing to delays in expenditure spending are over budgeting and the percentage of contingency funds in project budgets. It was noted that in some instances a 15 percent contingency is too high, particularly if contractors can realize efficiencies that CDOT had not anticipated.
- Last year, CDOT hit the construction market late, with bid letting occurring in May. This year bid letting was this month for projects to begin construction next year.

Asset Management - The Program Management Office provided a status update of the four main programs (Flood, RAMP, FASTER/HSIP, and Asset Management), with a focus on Asset Management. The Schedule Performance Index (SPI) for the 2014 Asset Management increased to a 1.00, while the 2015 Asset Management and RAMP Partnership and Operations programs both increased to 0.91 and 0.89 respectively. This month introduces an SPI of 0.89 for 2016 Asset Management. Two new asset categories, traffic signals and walls, were added for 2016 Asset Management.

- The surface treatment program has an XPI of 1.26 through January and 1.30 through February. This program is performing well. Additional program-specific XPI data continues to be developed.
- It was suggested that reviewing project-level detail for surface treatment might ensure accountability. This information will be provided to the Transportation Commission (TC) next month.

RAMP – The 16 RAMP (Responsible Acceleration of Maintenance and Partnerships) Partnerships projects that are under program controls together have approved budgets of \$323.99 million and a total current forecasted cost estimate of \$336.94 million. The only RAMP project of the 16 for which CDOT contributed additional money was a \$14 million allocation to the I-25 and Cimarron Expressway project. The apparent successful bidder for that Colorado Springs area project had a bid \$2.5 million below the estimate. The \$2.5 million will be returned to the Contingency RAMP Reserve Fund.

- Of the remaining RAMP projects that require intergovernmental agreements (IGAs), 42 have had IGAs executed, three are awaiting local review and signature, seven are being drafted at CDOT headquarters, and three are pending submittal to CDOT headquarters. The 10 IGAs being drafted are not delaying CDOT construction. Seven are associated with devolution and three contain in-kind matches that need to be documented in the IGAs.

I-70 Eastbound Peak Period Shoulder Lanes Construction – In preparation for a budget supplement that would be presented Thursday, Commissioners indicated support for adding \$4.6 million in Surface Treatment, Regional Priority Program, and Bridge Enterprise funds to the I-70 PPSL project. The reasons for the overall budget increase were schedule acceleration to meet the fall 2015 opening date, additional ground improvements for the bridge foundation at an interchange, and installation of Intelligent Transportation System (ITS) equipment that had been deferred from a previous construction package.

See supporting detailed information at: <https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/01-program-management-workshop.pdf>

Draft FY 16-19 STIP Workshop (Maria Sobota and Debra Perkins-Smith)

Action Requested - TC approval to release the Draft FY 16-19 STIP for a 30 day public review and comment period.

- The Draft FY 16-19 State Transportation Improvement Program (STIP) is available at: <https://www.codot.gov/business/budget/statewide-transportationimprovement-program-stip-reports-information>. Public notice of the 30 day review and comment period will be provided through a variety of means, including through the CDOT website, e-mail announcement, newspaper advertising, and via mail. Hard copies of the Draft FY 16-19 STIP will also be available at CDOT Region and HQ offices, FHWA Colorado Division and FTA Region 8 offices, TPR offices, and at Colorado Depository Libraries.

STIP Overview - The approach and framework for the STIP was evaluated as part of cash and program management initiatives. The Draft FY 16-19 STIP incorporates several changes resulting from this process, including the shift to a rolling four year STIP, an expenditure basis for CDOT projects included in the STIP, and changes designed to streamline the STIP, increase flexibility, and reduce the need for frequent amendment.

STIP Funding Levels

- The benefits of this approach will include a significant reduction in the number and frequency of STIP amendments, increased flexibility to make minor changes to projects or programs without triggering a STIP amendment, and a more streamlined and user-friendly STIP.
- The STIP must be fiscally constrained. Fiscal constraint of the STIP is based on the 2040 Program Distribution adopted by the TC in February 2014. Fiscal constraint of the STIP, however, is not equivalent to Program Distribution as some programs are not included (i.e. Program Delivery/Administration, Debt Service, Road Equipment, Property, Safety Education, etc.) in the STIP while other additional revenue sources (i.e. Regional Transportation District (RTD) funding) from MPO TIPs are included.
- The Draft FY 16-19 STIP includes programs totaling approximately \$3.7 billion, \$1.3 billion in RTD projects and programs, and 16 regionally significant projects totaling \$617 million.

Discussion of Action - The release of the draft STIP in April 2015 for a 30-day public review and comment period was approved to start March 28th through April 30th, with a Public Hearing for the Draft STIP to be held on April 16th during the Regular Meeting of the TC.

MARCH 2015 TRANSPORTATION COMMISSION MEETINGS

Next Steps - The STIP will be released on March 28th for 30-day public review and comment period (through April 30th). A STIP Public Hearing will occur on April 16th.

For more details see STIP presentation at: <https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/02-draft-fy16-19-stip-workshop.pdf>

Budget Workshop (Maria Sobota)

Requested Action - This month the TC is being asked to review final changes to the FY2016 Annual Budget and to adopt the budget prior to the submission to the Governor for approval on or before April 15, 2015.

Changes made to four line items within the budget are as follows:

- Administration (Appropriated)—Line Number 62 increased from \$28,812,139 to \$29,037,385;
- Aeronautics—Line Number 69 reduced from \$39,400,000 to 30,000,000;
- Permanent Recovery—Line Number 95 increased from \$87,000,000 to \$174,500,000;
- TC Contingency—Line Number 98 reduced from \$2,198,160 to \$1,972,914.

Discussion of Action - Maria reviewed the Final FY2016 Budget, highlighting the few changes compared to the Draft Budget adopted by the TC in November, 2014. Changes included a significant increase to the Permanent Recovery budget from \$87 million to \$174.5 million, and a \$9.4 million decrease to the Aeronautics budget that is attributed to fuel rate decreases. The TC contingency budget was decreased by \$225,000 to account for an equal increase to the Administration budget. The TC will take formal action to adopt the proposed budget at the March 19th TC meeting.

Next Steps - Upon adoption, the FY2016 Budget will be forwarded to the Governor for approval on or before April 15, 2015.

For more details on the FY2016 Budget changes see: <https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/03-budget-workshop.pdf>

Thursday, February 19, 2014

Individual Commissioner Comments (Commission Members in Attendance)

Commissioners commented on the following topics and expressed appreciation and/or support for the following campaigns, events, and/or projects:

- Towards Zero Deaths
- I-70 East Industry Forum
- Bustang Service
- Executive Director Bhatt's Road Trip

Executive Director's Report (Shailen Bhatt)

- Focusing on meeting staff in one-hour blocks of time
- Impressed with commitment and professionalism observed
- Identified need to manage upwards – Governor, Cabinet, etc. Transportation is an important topic to this group.
- Glad to see an appetite for transit in Colorado. For example, a Ski train event attended –was very successful

MARCH 2015 TRANSPORTATION COMMISSION MEETINGS

- Towards Zero Deaths – there are 480 deaths annually in Colorado, and 3,500 serious injuries –improving Safety is a top priority.
- Goal is to make CDOT best DOT in the Country – Engineering news in Rocky Mountain West – CDOT recognized as owner/operator of the year. Will be announced in the April 2015 issue.
- This weekend on Saturday will assist with project to fill headquarters parking lot pot holes, prior to family arriving on Sunday.

Chief Engineer’s Report (Josh Laipply)

- Bustang – latest challenge – Denver bus operator contracted with is being sold off
- Division of Transit and Rail (DTR) is doing a great job and conducting due diligence to on this change. Staff will keep the TC informed regarding this situation.

HPTE Director’s Report (Mike Cheroutes)

In process of initiating a media campaign on express lanes and tolls and how they are used.

- Campaign will kick off shortly
- A telephone town hall for US 36 will occur in the near future

FHWA Division Administrator’s Report (Alicia Nolan)

- Moving Towards Zero Deaths is saving lives and is supported by the Governor
- I-70 East Industry Forum showcased dedication and professionalism – I-70 East is a very important project to move forward
- In process of signing the Strategic Highway Safety Plan
- FHWA and CDOT signing Stewardship Agreement

Act on Consent Agenda - Approved unanimously on March 19, 2015

- Resolution to Approve the Regular Meeting Minutes of February 19, 2015 (Herman Stockinger)
- Resolution to Approve the Special Workshop Minutes of February 5, 2015 (Herman Stockinger)
- Resolution to Approve 4.0 Audit Division Policy and Charter (Barb Gold)
- Resolution to Approve Policy Directive 1300.0 and Repeal of Related Policy Directives (Heidi Humphreys, Herman Stockinger)
- Resolution to Approve SH67 Town of Victor Devolution Time Extension (Karen Rowe)
- Resolution to Approve Greenwood Village Willow Drive Relinquishment (Tony DeVito) Additional Documentation: Easement and Exchange Agreement and the IGA
- Resolution to Approve Lyons Fire Department Disposal (Johnny Olson)
- Resolution to Approve SH287 Parcel Exchange (Johnny Olson)
- Resolution to Approve Devolution of US 6 - 40 and SH 103 to Idaho Springs (Tony DeVito)
- Resolution to Approve Revised Central City SIB Loan Resolution (Maria Sobota)

See the Commission Meeting Packet on pdf page 71 at: <https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/march-2015-agenda-packet.pdf> for more details on these resolutions.

Discuss and Act on:

- **9th Supplement to the FY’2015 Budget: Approved unanimously on March 19, 2015**

MARCH 2015 TRANSPORTATION COMMISSION MEETINGS

- **Region 1** - \$3,098,030– **Surface Treatment**, Regional Priorities Program- I-70 EB PPSL CONSTRUCTION PACKAGE 3
- **Region 2** - \$1,800,000–**RAMP Operations**-Reduce project #2-08: US24 / Judge Orr Rd. Intersection Improvements and Increase project #2-17: US50 / 32nd Ln, US50 / Cottonwood Ave, US50 / 34th Ln. Intersection Improvements
- **Transportation Systems Management and Operations (TSMO)** – Transfer of \$1.74 million (to ITS Cost Center and OPER) funds for equipment and instrumentation, software and licenses and consultant support for various initiatives and operational programs.
- **Region 4** - \$525,000–**RAMP Operations**-Reduce project #4-42: Fiber Optics and ITS Devices on I-76 and Increase project #4-50: Fiber Optic Communication from I-25 to CDOT West Yard. This transfer would leave \$4,478,607 of RAMP funds assigned to #4-42 and would bring the approved RAMP amount for #4-50 to \$2,225,000.
- **Region 5** - \$966,042 – **Culvert Construction**- R5 PRIORITY CULVERT SH 184 MM 25.1
- **Staff Maintenance** \$5,861,489 – Transfer from the Transportation Commission Contingency for Snow and Ice to the various Maintenance cost centers to complete winter operations for the remainder of the winter season.
- **FY 15 reconciliation contingency reserve** – is \$40 million now and on track to exceed by \$3 million – recommend more discussion to talk about using for flood liability.

See more details on pdf page 188 of the TC Packet at: <https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/march-2015-agenda-packet.pdf>

- Adoption of **Fiscal Year 2016 Budget** – **Approved unanimously on March 19, 2015**

See more details on pdf page 38 of the TC Packet at: <https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/march-2015-agenda-packet.pdf>

- Resolution to Approve the **2040 Statewide Transportation Plan** - approved unanimously - Plan Format described and RTPs – Statewide Transportation Plan Executive Summary Video was well received – **Approved unanimously on March 19, 2015**

See more details on pdf page 206 of the TC Packet at: <https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/march-2015-agenda-packet.pdf>

Steven Hart Award

CDOT received the History Colorado Stephen H. Hart Award for Historic Preservation a few weeks ago. This is the biggest award they have. CDOT was nominated by the State Historic Preservation Office. They were nominated for a new process for “developing and applying a collective approach for mitigating adverse effects to historic properties.” That means that CDOT came up with a way to mitigate for impacts and did it in a very collaborative way, and they were singled out for “meaningful mitigation for adverse historic effects.”

Hart was the first State Historical Preservation Officer in Colorado. Daniel Jepson, Greg Wolff, Lisa Schoch, and Kara Hahn at Headquarters, Jason Marmor in Region 4, and Ashley Bushey in Region 1 were recognized for their work.

See more details on pdf page 70 of the TC Packet at: <https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/march-2015-agenda-packet.pdf>

Transportation Commission– February 18-19, 2015

Wednesday, February 18, 2015**Lead and Lag Metrics (Scott Richrath)**

The Lead/Lag Metrics Initiative fulfills a request from CDOT's Executive Director to develop performance metrics and targets that align with The Four Disciplines of Execution (4DX), an approach to executing strategic goals taught by the Franklin Covey Co. Outcomes are referred to as "lag" metrics and processes that influence those outcomes are referred to as "lead" metrics. In simplest terms, tons of magnesium chloride deployed would be a lead metric while winter mobility would be a lag. Attachment is the L2 Report.

A list of about 40 lag metrics and 70 lead metrics was finalized in January 2015 (See Attachment B for the full list of approved metrics). A report that tracks performance on these metrics will be issued each month, starting in late February. Expenditure Performance Index (XPI) represents a key concept within lead performance reporting because the index demonstrates a program's ability to deliver on its annual project and spending commitments. In this and future monthly Program Management presentations, staff will place additional emphasis on XPI.

See Attachments A and B for more details at: <https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/01-lead-and-lag-metrics.pdf>

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

Cash Balance - the Cash balance is approximately \$1,257.0 million, \$212.0 million above the target. The Cash plus Cash Equivalents balance is approximately \$1,621.0 million, \$49.3 million over the target. The higher Cash plus Cash Equivalents balance is driven primarily from receipt of a significant portion the FHWA Continuous Resolution (CR) obligation in January 2015. This balance is now closer to normal expectations for this time of year.

XPI - This month the XPI increased to 0.77, a fifth consecutive monthly improvement of XPI as the Department draws nearer to its \$900 million 2015 expenditure goal.

RAMP - As of February, \$11,627,747 of the Transportation Commission Contingency RAMP Reserve has been used for two projects and the balance remains at \$28,373,253. Details are included in this month's Supplement.

RAMP IGAs

As of January 31st, 2014, a total of 40 RAMP IGA's have been executed, 4 are awaiting local review/signature, 8 are being drafted at HQ, and 3 are pending submittal to HQ. Of the eleven (8+3) IGAs still in draft stage, none are currently delaying CDOT construction; seven are associated with devolution, three contain unique local in-kind match to be documented in the IGA, and one is the third phase of a local agency project already underway.

See supporting detailed information at: <https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/02-program-management-workshop.pdf>

Statewide Plan Committee (Michelle Scheuerman)

- This committee workshop provided an opportunity for final review of the revised Statewide Plan (SWP) Executive Summary document.
- The action requested was to provide final comments at the February Statewide Plan Committee meeting and recommend March adoption of the SWP to the Transportation Commission
- This workshop provided an opportunity to receive final comments on the SWP Executive Summary. Prior to adoption in March.
- The committee recommended the full Transportation Commission approve the 2040 Statewide Transportation Plan: Transportation Matters in March contingent upon the STAC not having any substantive changes to suggest at its Feb. 27 meeting.
- Commissioners requested revisions to page 21 of the Executive Summary on economic benefits of transportation investments. Without more context, some commissioners said they were concerned readers might conclude that CDOT should only spend its money on capacity expansion projects and that there's more economic benefit from taking care of urban roads over rural roads.
- For more details, see SWP Executive Summary Document at:
<https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/03-statewide-plan-committee.pdf>

STIP Workshop (Maria Sobota, Jeff Sudmeier)

Provided an overview of key changes to the approach for the FY 2016-FY 2019 Statewide Transportation Improvement Program (STIP) that includes:

- **Expenditure-Based-** Projects will be included in the STIP on an expenditure basis to align with cash management processes. This is in contrast to the previous approach wherein projects were included in the STIP according to the budget year of funds.
- **Rolling Four Years-** In the past the STIP was developed as a “static” six-year program, with years five and six considered additional “illustrative years” not part of the official STIP. These illustrative years were not fully developed or programmed. The FY 2016-FY 2019 STIP will be a four year “rolling” STIP meaning that once per year the STIP will be amended to add in an additional year of projects to maintain a four year time horizon. The current four year update schedule will remain, meaning that the STIP will be amended in 2016, 2017, and 2018 with a new four year STIP developed and adopted in 2019.
- **Streamlined STIP-** The FY 2016-2019 STIP will be streamlined to better align with federal requirements and reduce the need for frequent amendment. Amendments will be planned twice per year- in December and June, although more frequent amendments can still occur if necessary.
- **Next Steps:** Transportation Commission review of the draft STIP document at a March TC workshop.

For more details see STIP Presentation at: <https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/04-stip-workshop.pdf>

Thursday, February 19, 2014

Individual Commissioner Comments (Commission Members in Attendance)

Transportation Commissioners in attendance welcomed the new Executive Director, Shailen Bhatt.

Executive Director's Report (Shailen Bhatt)

Thanked everyone for their welcomes and described the statewide tour he participated in. Heard all around the state the importance of transportation. He recognized the amount of work and effort partners put in, and looks forward to working with them. Thanked John Cater of FHWA for participating in the tour. Expressed excitement about leading CDOT, and wants to make CDOT the best DOT in the country – in some ways it already is, and in other areas it needs to be driven forward. Looking forward to delivering large projects and continuing changes Don Hunt began, moving CDOT into the 21st Century.

Chief Engineer's Report (Josh Laipply)

- New Construction Cost Index came out in February 2015 that indicated: 10% of bids over last quarter; asphalt prices in last quarter are up 10%; Concrete and earthwork rates decreased
- Welcomed Shailen Bhatt; enjoyed his one day of the road trip with the new Executive Director, and is supportive of the new Executive Director's goal to be the best DOT.

HPTE Director's Report (Mike Cheroutes)

- Two-thirds through legislative audit process directed by legislature last spring; Executive Session report of audit recommendations, specifically related to US 36, will be made public once the report is delivered.
- Board adopted resolution in support of Commission role will be considered for the Board on the I-70E Project.
- In contemplation of the opening of the Phase I segment of US 36 they have a toll adjustment process that will culminate in a public meeting on March 3, 2015, at 10am, during which the HPTE Board will consider the toll request that Plenary is making for that project when it opens around July 2016.
- Recognized Scott Richrath for being instrumental in the sustainability of HPTE going forward.

FHWA Division Administrator's Report (John Cater)

- Thanked everyone for opportunity to be on the statewide tour; it was great to hear from constituents on concerns and positive things about the highway program and how it is being delivered in Colorado; it was nice to confirm CDOT is doing a great job; will be a challenge to keep that momentum going and build on that, and delivering major projects coming up
- Congratulated CDOT for receiving the History Colorado Stephen H Hart Award for Historic Preservation a few weeks ago and nominated by Colorado SHPO for "developing and applying a collective approach for mitigating adverse effects to historic properties."
- CDOT received the day before \$56 million of Emergency Response funds and received a larger portion of the \$500 million compared to any other state – will keep Region 4 projects going.

FEBRUARY 2015 TRANSPORTATION COMMISSION MEETING

- Working with CDOT on Stewardship and Oversight Agreement – a framework for roles and responsibilities of how they oversee federal aid projects.
- Expressed regrets over Scott Richrath leaving CDOT. Wished Scott the best.

Act on Consent Agenda

- TC – 15-2-2 Award of FY 2016 – 17 FASTER Transit Funds - passed and was approved on February 19, 2015 by the Commission.
- TC 15-2-3 – Addition to FY 2015 over \$50,000 project list approval – approved undertaking of US24 MP 286.2 project to place culvert pipe for a cost of \$80,122.60, and approved on February 19, 2015 by the Commission.

Discuss and Act on the 8th Supplement to the FY 2015 budget

- Request for two items from Commission Contingency Reserve:
 - Region 5 request for \$402,000 to purchase ROW from Iowa Pacific Holdings and San Luis and Rio Grande Railroad currently encroached by US 285
 - Request from Maintenance of \$3 million for snow and ice removal
- Request for cost center shifts from Personal Services to Operating Costs:
 - Both TSMO and Division of Transit and Rail (DTR) requested budget office to make shifts:
 - In the case of TSM&O, the funds will be used for the design and integration of Phase II of the Situational Awareness Software Building on the work completed in Phase I. They have asked to move \$1 million of Personal Service to Operating to cover this.
 - For the DTR as they unfolded the business process for Bustang, extra costs were identified for administration and amenities. They have asked to move \$1.5 million from Personal Services to Operating.
 - Added walk on request for RAMP to move C-470 Managed Toll Express Lanes from red to green on the map – if approved the change will be reflected in next month's report. Also added a resolution regarding a pledge of C-470 toll proceeds for debt service.
 - Also, the Commission approved \$10 million to be used for program funding in the event that due to a program change or a formula change the funding would no longer be available. Two items in this predicament are the US 85/SH 86 Factory Shops to Allen Way request \$142,000 and a small request of \$1,000 from Region 3 for the SH 82 pedestrian underpass. If resolution approved there would be \$6.6 million remaining in that fund.
- Resolution on this TC 15-2-4 - Eighth Supplement to FY 2014-2015 Budget as amended was approved on February 19, 2015 by the Commission unanimously.

Discuss and Act on the Resolution for the I-70 E Project

- TC 15-2.5 I-70 East Corridor Project Scope, Delivery Method, and Financing Mechanism was approved on February 19, 2015 by the Commission.
 - Obtained Commissioner comment on whether to use Design Build Operate and Maintain (DBOM) contract or use Design Build Finance Operate and Maintain (DBFOM) contract with the private consultant for this project. The DBFOM has the least amount of toll-revenue risk for CDOT regarding the I-70 E project to DIA.
 - DBFOM was the option that received the most support of the Commission with one dissent from Commissioner Thiebaut, with Commissioner Aden excused from this meeting.

Discuss and Act on the Resolution to Approve the Central City SIB Loan

- TC 15-2 -6 – Approval of Central City SIB Loan – was approved on February 19, 2015 by the Commission unanimously.
 - Request to approve \$1.5 million State Infrastructure Bank loan for Central City to augment local funds for storm drainage, parkway repairs, retaining wall repairs and rockfall mitigation.

Discuss and Act on the Resolution to Approve Policy Directive (PD) 14

- TC 15-2-7 – Adoption of updated PD 14 and Repeal of PD 13 – Approved by the Commission on February 19, 2015 unanimously.
 - Request for two actions: 1) Repeal PD 13 titled CDOT Statewide Operating Principles – currently incorporated into the Statewide Transportation Plan and/or PD 14; 2) Approve PD 14 – Policy Guiding Statewide Plan Development.

Discuss and Act on the Resolution to Approve Safe Routes to School Projects

- TC 15-2-8 – Approve 13 Safe Routes to School Projects – Approved by the Commission on February 19, 2015 unanimously.
 - Request for the Commission to approve the recommended 13 Safe Route to School projects for the \$700,000.

Discuss and Act on the Approval of C-470 Resolution

- TC 15-2-9– C-470 Phase 1 Corridor Project, Gross Pledge of Toll Proceeds for Debt Service – Approved by the Commission on February 19, 2015 unanimously.
 - Request the Commission approve the procurement of the C-470 project under a Gross Pledge of Toll Proceeds for debt service, and staff provide updates including relevant changes to financial analysis through the Transportation Infrastructure Finance and Innovation Act (TIFIA) and procurement processes.

**MEMORANDUM**

TO: STATEWIDE TRANSPORTATION ADVISORY COMMITTEE
FROM: RON PAPSDORF
DATE: MARCH 20, 2015
SUBJECT: TIGER VII GRANT ROUND

Potential CDOT TIGER VII Applications

The Office of Policy and Government Relations is working with internal and external stakeholders to identify potential CDOT TIGER VII applications. After internal vetting and review and input from STAC, CDOT staff will ask the Transportation Commission to authorize the Department to submit up to three (3) applications for the federal Transportation Investments Generating Economic Recovery (TIGER) VII discretionary grant program.

Project	Region	Project Cost	Grant Request	Partners
I-25 Bus on Shoulder (Co-applicant)	1	\$20,000,000	\$10,000,000	RTD, I-25 N Coalition
I-70 West Operational Improvements	1,3	\$10,000,000	\$6,000,000	CMCA, I-70 Coalition
SW Chief Corridor Improvements (support)	2			SW Chief Coalition
I-70 Simba Run Underpass	3	\$26,000,000	\$5,000,000	Town of Vail

Background

On March X, 2015, the U.S. Department of Transportation (USDOT) announced the application process for the TIGER VII discretionary grant program. Once again, TIGER VII is largely similar to previous TIGER grant rounds. Unlike in the previous grant round, there is no Planning Grant Program. Over the past several months, the Department analyzed previous TIGER rounds, received a debrief on CDOT projects from USDOT, and began identifying vetting potential projects for the TIGER VII program and now seeks Commission approval to move forward in: (1) the drafting and completion of applications; and (2) submission to the USDOT.

Internal Vetting Process

Due to the analysis of previous rounds of TIGER, the Office of Policy & Government Relations expanded their solicitation of potential projects, working with CDOT Regions, TSM&O, HPTE, DTD and DTR, as well as external partners, such as RTD to identify potential projects. The following timeline to quickly review and recommend project applications.

February 24-March 24, 2015 - Internal vetting and evaluation of potential projects

March 27, 2015 - Presentation of projects to the STAC

April 16, 2015 - Presentation and approval of projects by the Transportation Commission

?, 2015 - Deadline for projects to be submitted to USDOT

Evaluation Factors

Based on prior TIGER grant rounds, and in analyzing prior successful and unsuccessful applications, the Department weighed the following factors in considering which projects to recommend to the Commission.

Request Size. Urban grant and rural grant applications may be no less than \$10 million and \$1 million, respectively. The largest grant received over the last three TIGER grant rounds was \$25.0 million, and a minority of projects are funded above the \$15 million mark. As such, urban projects in the \$10 million to \$15 million request range are more likely to be successful.

Percent of Project to be Completed with TIGER Funds. The minimum match requirement remains the same as in previous rounds - 20 percent local to 80 percent federal. However, in all previous TIGER rounds, for every one TIGER grant dollar awarded, three and one-half dollars were provided as state/local match from the applicant - meaning that projects seeking less than 50 percent of funding from TIGER will be more competitive. Project applications should generally not seek TIGER program funds to provide the full 80% federal match.

Project Type. Of the 72 projects awarded funds in the 2014 TIGER VI round, 53 (74%) were primarily bicycle/pedestrian/complete streets projects (21), transit projects (19), or freight projects (13). Traditional roadway and freeway widening projects tend to be less competitive.

Grant Timing. USDOT's application process is very detailed and requires significant evaluation criteria and a cost-benefit analysis. With only two months to develop and submit project applications, newer projects lacking existing local match commitments and remaining NEPA hurdles are not ideal applications.

Non-State DOT Financial Commitment. CDOT learned from previous unsuccessful applications that USDOT is looking for commitments beyond the state department of transportation and considers whether private sector or local government partners are also committing funds. After a failed North I-25 Managed Lane application under TIGER III with little financial support outside CDOT, local governments came together and committed over \$4 million to the project under TIGER IV, and the application was successful. Projects lacking financial commitment outside the state DOT are less likely to be funded.

Other Projects Evaluated

The Department looked to several sources for candidate TIGER applications including 2014 TIGER VI applications, RAMP projects, Bridge projects, SB 228 projects, and locally advocated projects. Many notable CDOT projects were considered as possible TIGER VII applications. The following list includes some of the projects that were considered. These are valuable projects for the state, but are not expected to compete in the TIGER VII pool as strongly as the projects recommended to the Commission.

Capital - I-70 Peak Period Shoulder Lanes (RAMP Shortfall)

Capital - State Highway 50 Multimodal Connector

Capital - C-470 Tolled Express Lanes

Capital - State Highway 96 Bridge Replacement (east of Boone)

Capital - I-25/State Highway 34 Interchange Reconfiguration (Add Kendall Pkwy transit slip ramps)

Capital - State Highway 9 Frisco to Breckenridge (Iron Springs Alignment and Vail Pass Multi-Use Path)

Capital - US 287 Connifer to Laporte Bypass

Capital - Vail Sediment Control Action Plan Implementation

TIGER VII Grant Summary

The attached Policy Brief summarizes key evaluation criteria, timelines, and requirements provided in the TIGER VII Notice of Funding Availability (NOFA).

As in prior TIGER grant rounds, the CDOT Office of Policy and Government Relations will be available during the application process to offer technical assistance and guidance to other Colorado local governments drafting TIGER applications of their own. For questions, please contact Ron Papsdorf at (303) 757-9105 or ron.papsdorf@state.co.us.



March 20, 2015

Summary

On XX, 2015, the U.S. Department of Transportation (USDOT) announced the start of a seventh round of “Transportation Infrastructure Generating Economic Recovery” (TIGER) discretionary grants, also referred to as “National Infrastructure Investment” grants. This grant round will be substantially similar to recent grant rounds, with minor changes in evaluation criteria and a lengthier application timeframe. One significant change from 2014 is that there will not be a planning project category. This policy brief summarizes the key components and requirements of the TIGER VII grant round.

TIGER VII Overview

Timeline/Deadlines. Applications must be submitted through Grants.gov. Submissions may be made beginning XX, 2015, and received no later than XX, 2015, at 3:00 p.m. MST.

Available Funding/Award Ranges. Under TIGER VII \$500 million is available for project awards - a decrease of \$100 million from the 2014 TIGER VI round. Of this amount, a small percentage will be retained by the USDOT for administration of the program. No state may receive more than \$150 million in total grants. No less than \$120 million may be awarded to projects in rural areas. Grants must be in the \$10 million to \$200 million range. For projects in rural areas, the minimum grant size is \$1 million.

Applications Cap. At maximum, an eligible applicant may submit up to three applications. Bundling or combining applications to evade the application cap is not permitted. The applications cap does not apply to organizations that are partnered with a lead applicant.

Match Requirements. The match requirement remains the same as in previous grant rounds - a minimum 20 percent state/local match minimum. Priority is given to projects in which TIGER dollars fill the final piece of an overall project financing package. It is important to note that in the previous five TIGER grant rounds, on average, for every one TIGER grant dollar awarded, three and one-half dollars were provided as state/local match from the applicant.

Eligible Applicants/Eligible Projects. The following entities are eligible to apply for an award: state governments; local governments; tribal governments; transit agencies; metropolitan planning organizations; state and local government political subdivisions; and multi-state coalitions or groups. Eligible projects are identical to that of all previous TIGER grant rounds. Specific to Colorado’s transportation network, this includes: highway projects; bridge projects (eligible under title 23 of the U.S. Code); public transportation and mass transit projects (eligible under chapter 53 of title 49 of the U.S. Code); passenger and freight rail projects; and intermodal projects. As in prior grant rounds, research, demonstration, or pilot projects that do not result in publicly accessible surface transportation infrastructure are not eligible.

Evaluation Criteria

USDOT has two levels of selection criteria: (1) primary selection criteria (which will receive more weight during evaluations); and (2) secondary selection criteria. Demonstrated project readiness is also a key component of any application’s evaluation.

Primary Selection Criteria. USDOT will give priority to projects that have a significant impact on desirable long-term outcomes for the U.S., a metropolitan area, or a region. Applications that do not demonstrate a likelihood of significant long-term benefits will not be successful. The following types of long-term outcomes are given priority:

State of Good Repair - improving the condition of existing transportation facilities and systems, with particular emphasis on projects that minimize life-cycle costs and improve resiliency.

Economic Competitiveness - contributing to the economic competitiveness of the U.S. over the medium- to long-term.

Quality of Life - increasing transportation choices and access to transportation services to persons in communities across the U.S.

Environmental Sustainability - improving energy efficiency, reducing dependence on oil, reducing greenhouse gas emissions, and benefiting the environment.

Safety - improving the safety of U.S. transportation facilities and systems, and the demonstration of quantitative data in support.

Secondary Selection Criteria. Secondary consideration will be given for: (1) innovation; and (2) partnership. For innovation, USDOT will give priority to projects using innovative strategies to pursue the long-term outcomes outlined above.

Other Considerations

Demonstrated Project Readiness. Projects must be able to demonstrate that funds will be obligated by September 30, 2016. USDOT will evaluate each application to determine whether a project is likely to meet this deadline, by examining technical feasibility, financial feasibility, project schedule, and assessing project risks and mitigation strategies.

Priority for Long-term Job Growth for the Middle Class. Additional weight will be given to projects that contain benefits to strengthen opportunities to expand the middle class and stimulate long-term job growth, particularly in economically distressed areas.

Project Readiness/Longer Range Projects. In the previous TIGER rounds, immediate spending ability was critical. In TIGER VII applications that require slightly longer schedules are encouraged, stating that projects must be able to obligate funds by June 2017 and expend such funds by September 30, 2021.

Co-applicants. Applications that identify co-applicants or project partners must be signed by not only the lead applicants, but also each co-applicant and/or partner organizations.

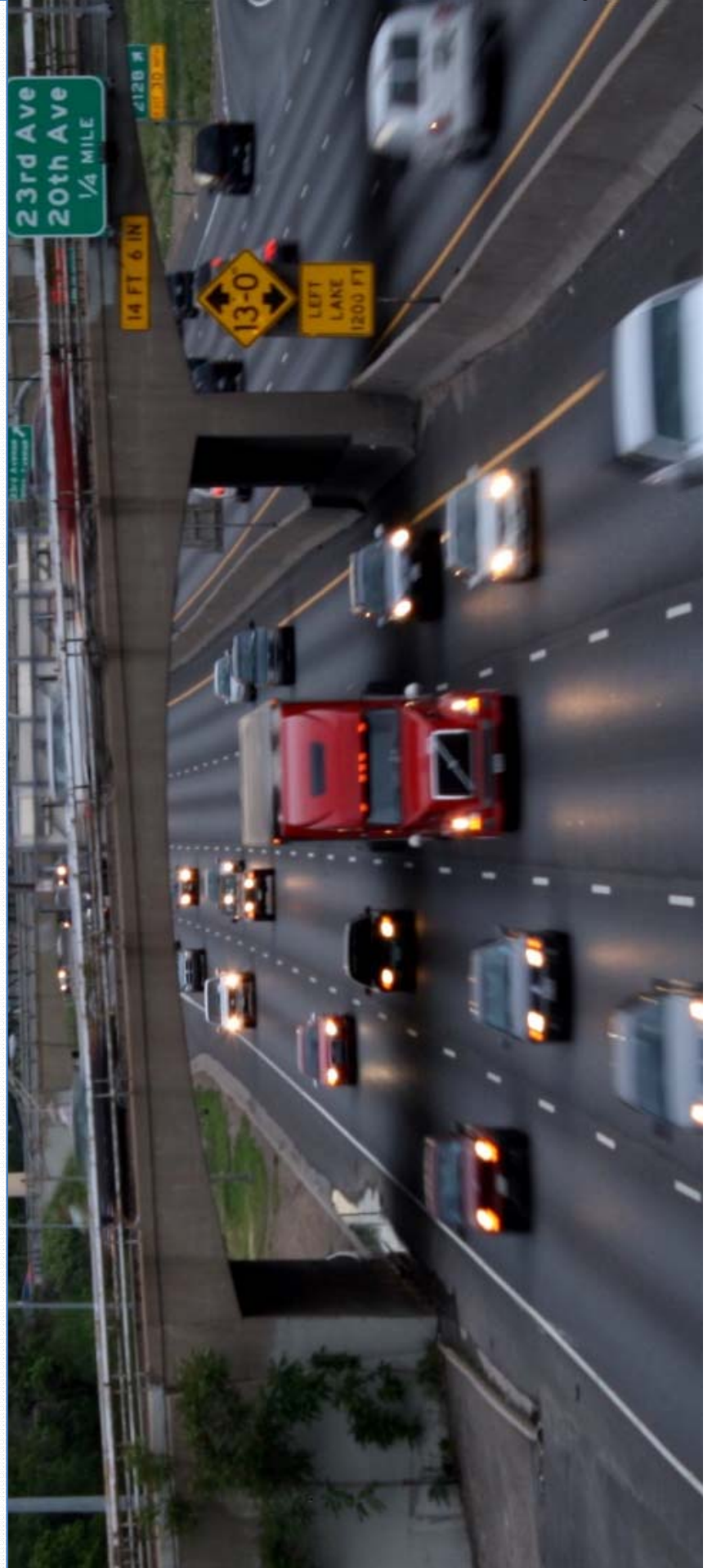
For detailed information, the TIGER VII notice of funding availability (NOFA) is available online at <http://www.dot.gov/tiger>. For more information or questions, please contact Ron Papsdorf, CDOT Office of Policy & Government Relations, at (303) 757-9105 or ron.papsdorf@state.co.us. This and other Policy Briefs are available on the CDOT Office of Policy & Government Relations website at: <http://coloradodot.info/about/governmentrelations/new-publications/policy-briefs>.



COLORADO
Department of
Transportation

State Highway Freight Plan

March 2015 STAC

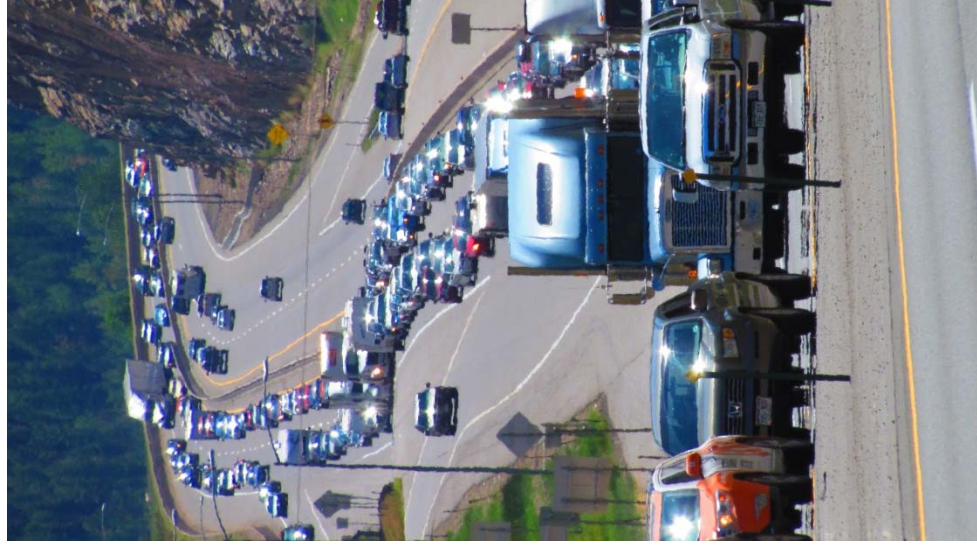




State Highway Freight Plan

Why a State Highway Freight Plan?

- Comply with MAP-21 requirements
 - Increases federal share on certain freight projects
- Support Economic Vitality
- Maintain movement of people and goods
- Maintain a future well-functioning state highway freight system
- Position CDOT for better freight planning





State Highway Freight Plan

State Highway Freight Plan Development

- Phase I
 - Stakeholder input on Phase I Plan and scoping for Phase II
 - Develop Phase I Plan to meet MAP-21 requirements.
- Phase II
 - Work with key stakeholders and planning partners to incorporate additional input, strategies, and develop implementation plan
 - Develop approach and strategies for integration with freight rail and aviation



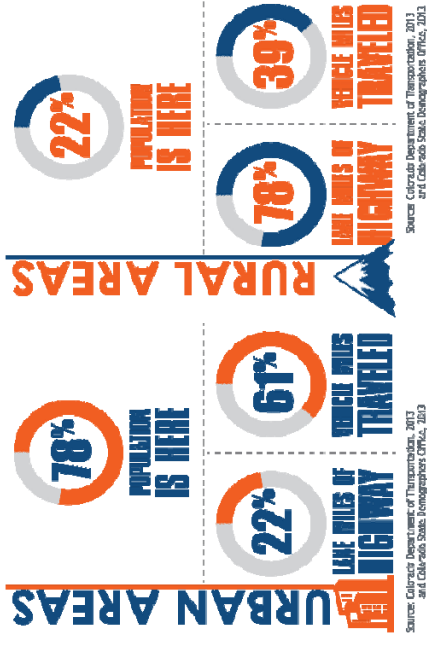
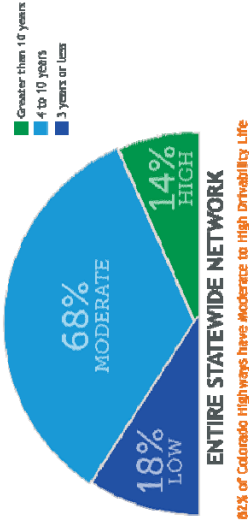


State Highway Freight Plan – Phase I

Phase I

- Freight data collection
- Analysis of freight data
- Engaged industry to identify highway freight industry issues and needs
- Obtain and integrate information from the FAC, Statewide Plan, TSMO Plan, Strategic Highway Safety Plan, and STAC
- Develop Phase I MAP-21-compliant State Highway Freight Plan
- Submit Plan to FHWA in May 2015

DRIVABILITY LIFE RATINGS





State Highway Freight Plan – Phase II

Phase II (Summer 2015)

- By this time, CDOT is anticipated to be positioned to become eligible for increased federal share of freight funding
- Re-establish coordination with the Freight Advisory Committee (FAC)
- Establish coordination between FAC, STAC, and TRAC
- Further refinement and development of Phase I Plan and implementation activities
- Integration with freight rail and aviation





Colorado State Highway System

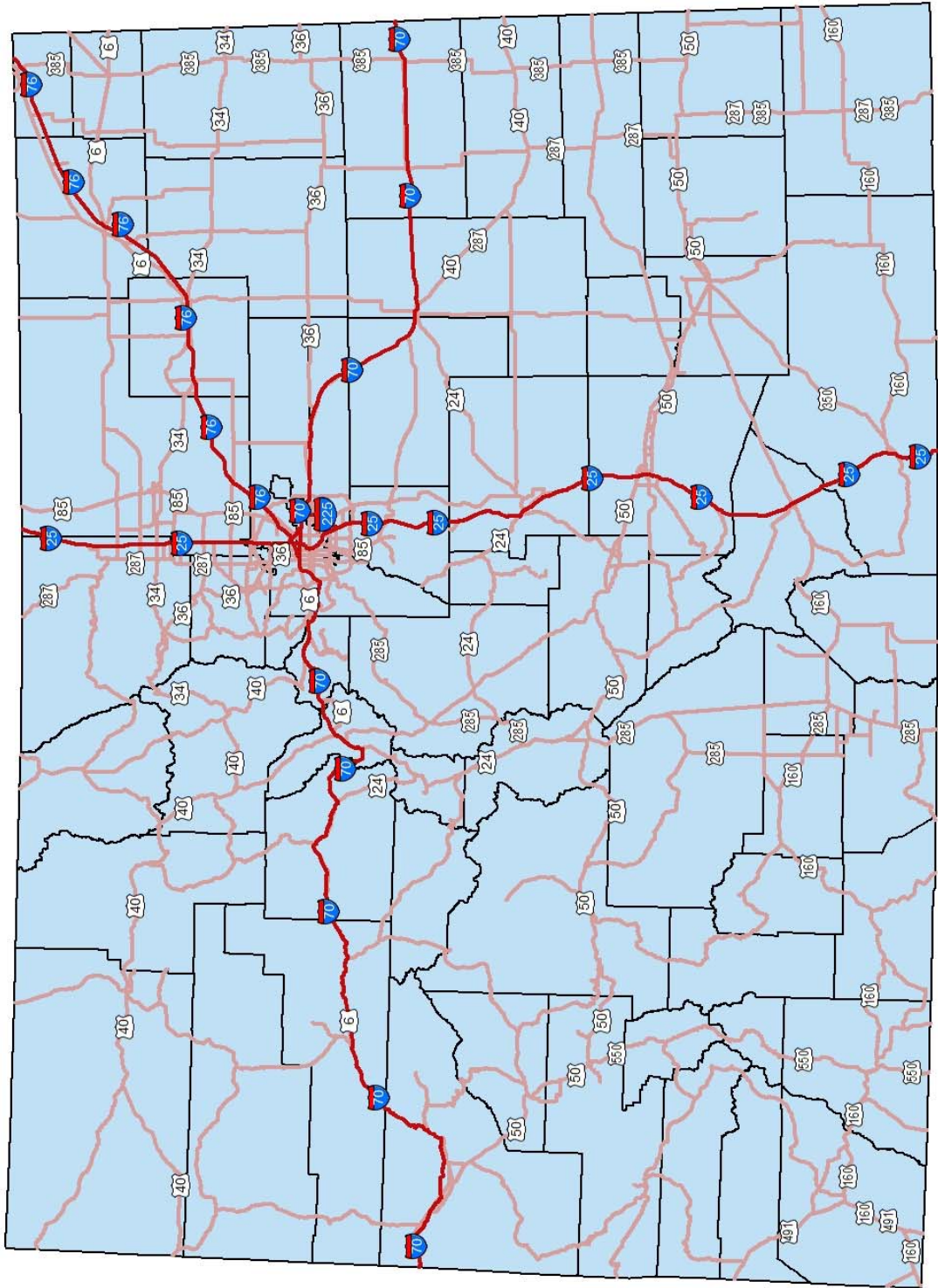
Colorado's Highway and Intermodal System

- 9,104 centerline miles/23,000 lane miles of state highway
- 3,454 bridges
- Three federally designated high priority corridors
- 77,700,000 Daily VMT including 6,700,000 Daily Truck VMT (~9%)
- 15 Freight Intermodal Facilities (airports, rail intermodal yards, pipeline heads)





State Highway System



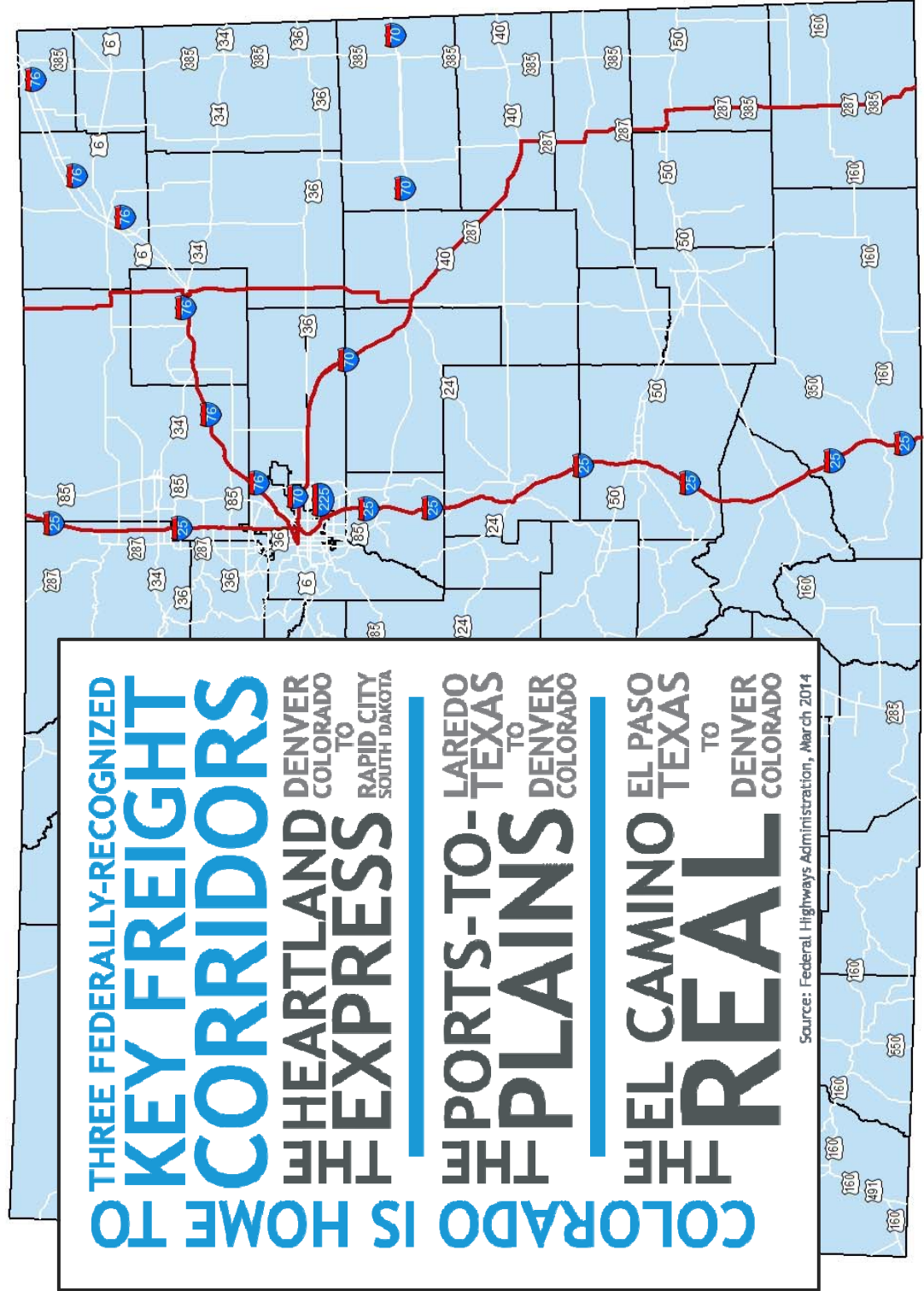


Intermodal Connectors

Facility	Intermodal Type
Aspen-Pitkin County Airport	Airport
Burlington Northern RR Auto Transfer	Truck/Rail Facility
Burlington Northern RR Transfer Facility	Truck/Rail Facility
Colorado Springs Airport	Airport
Conoco Pipeline Transfer	Truck/Pipeline Terminal
Denver International Airport	Airport
Durango-La Plata County Airport	Airport
Eagle County Regional Airport	Airport
Kaneb Pipeline Transfer	Truck/Pipeline Terminal
Phillips Pipeline	Truck/Pipeline Terminal
Southern Pacific RR Transfer Facility	Truck/Rail Facility
Total Petroleum Pipeline Terminal	Truck/Pipeline Terminal
Union Pacific RR Auto Transfer	Truck/Rail Facility
Union Pacific RR Transfer Facility	Truck/Rail Facility
Walker Field, Grand Junction Airport	Airport



Federally Designated Corridors





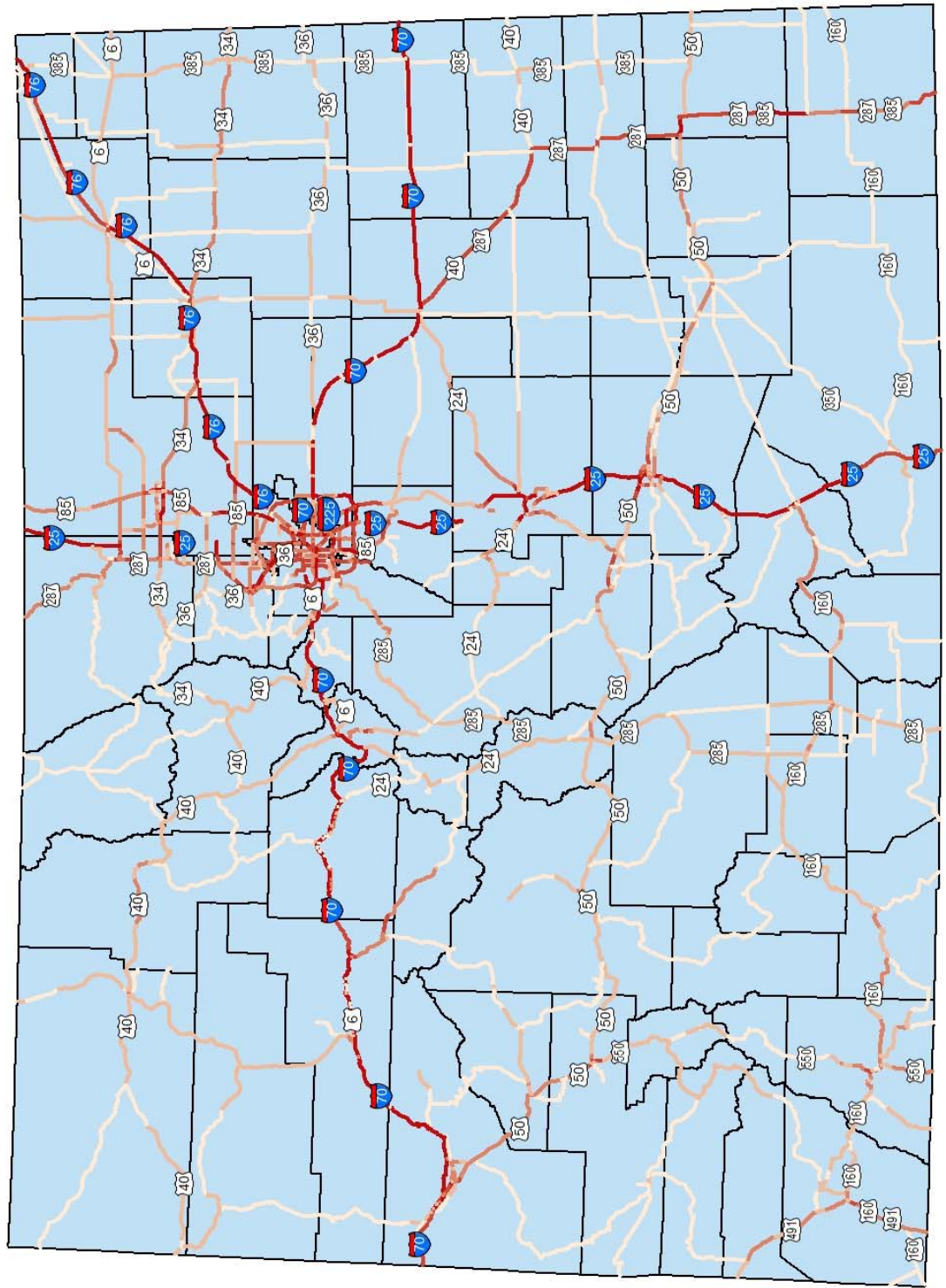
Colorado Freight System

Colorado Freight Corridors

- 4,156 centerline miles/12,116 lane miles
- 45% of the State Highway System
- 87% of the On-System National Highway System
- Developed based on:
 - Roadway Classification
 - Urban or Rural Classification
 - Annual Average Daily Truck Traffic (AADTT)
 - Percentage of Trucks
 - Network Connectivity
 - Truck Throughput
 - Stakeholder Input

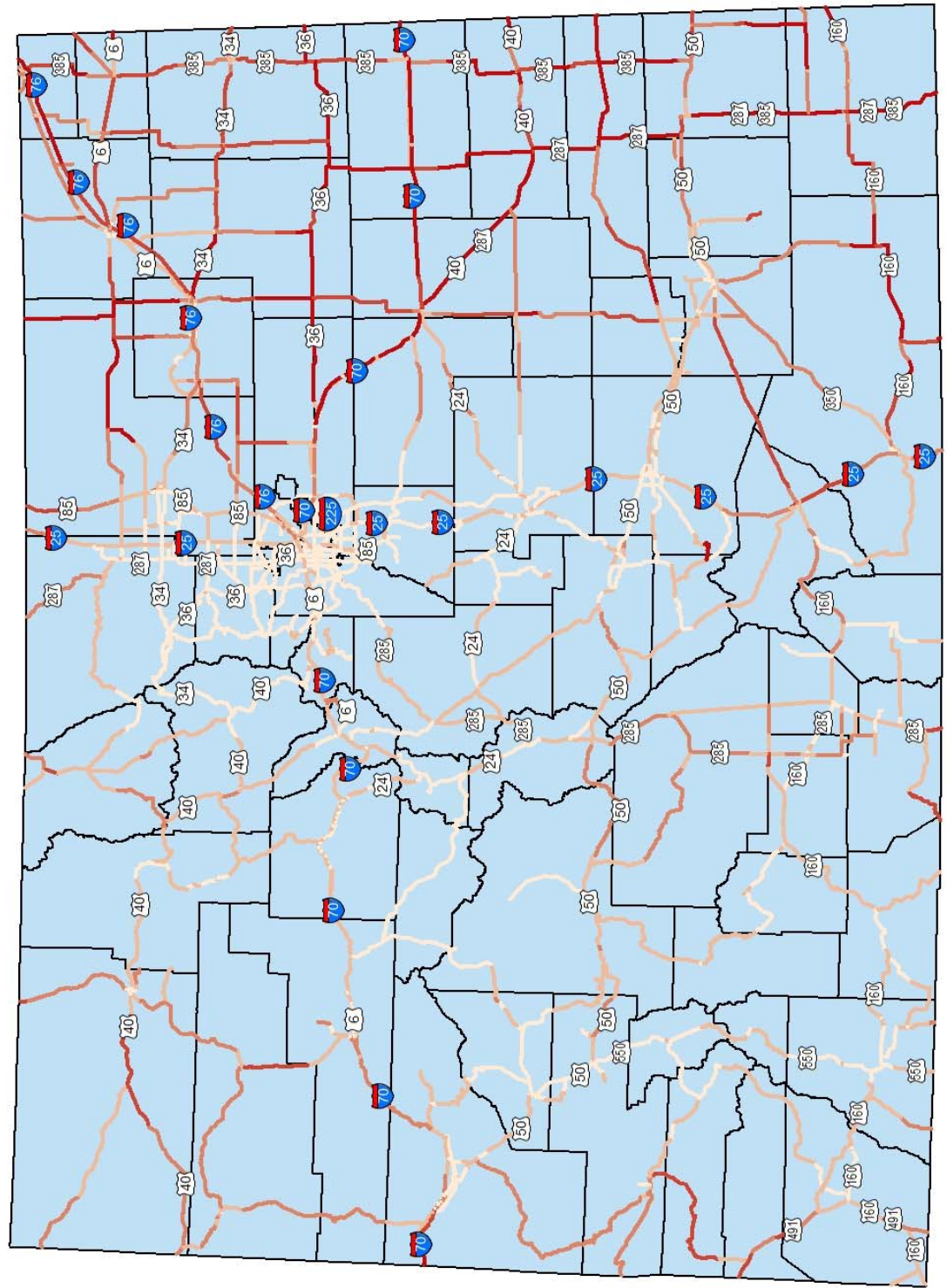


Truck AADT on State Highways (2012)



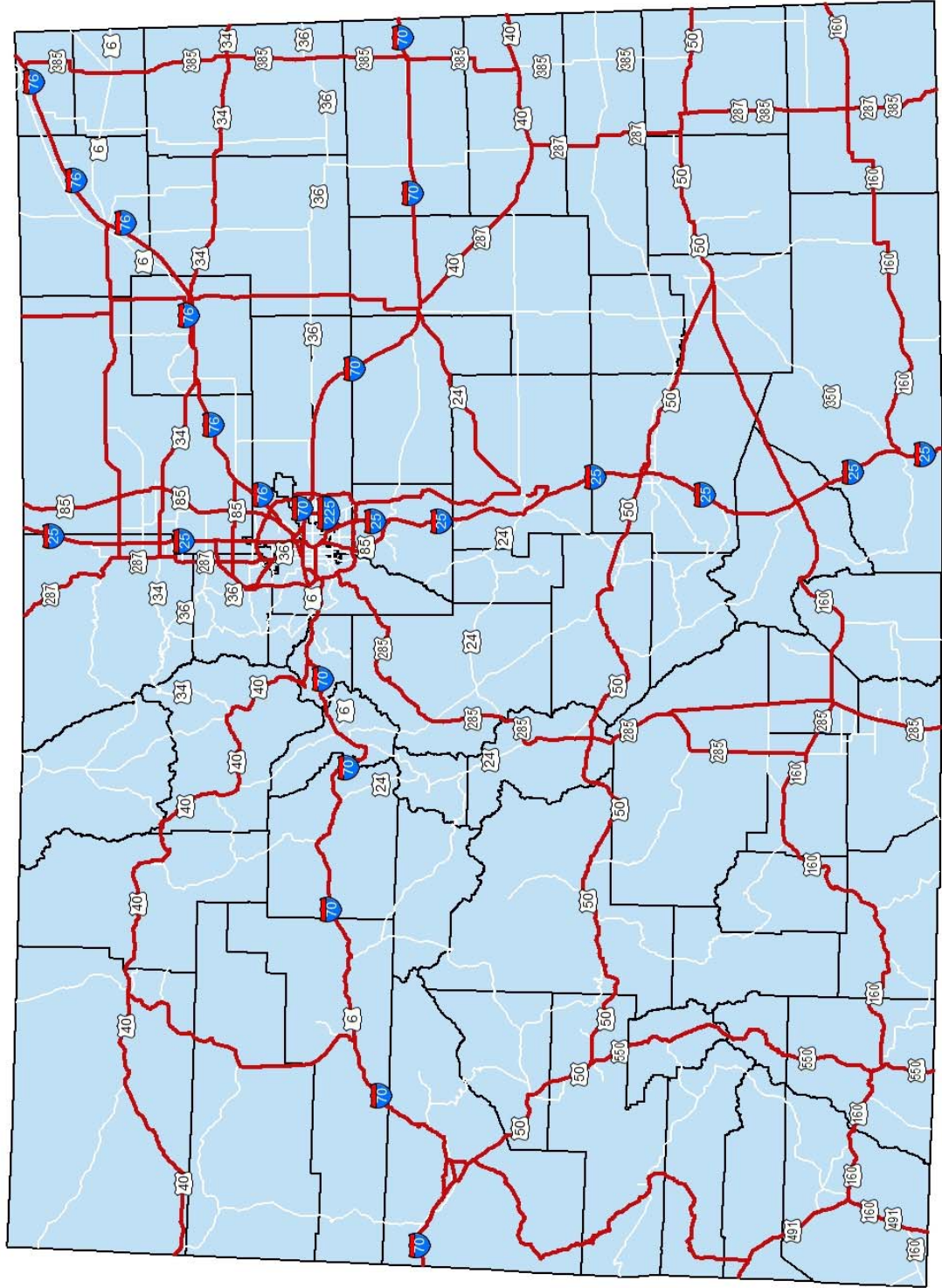


Percent Truck on State Highways (2012)





Colorado Highway Freight Corridors



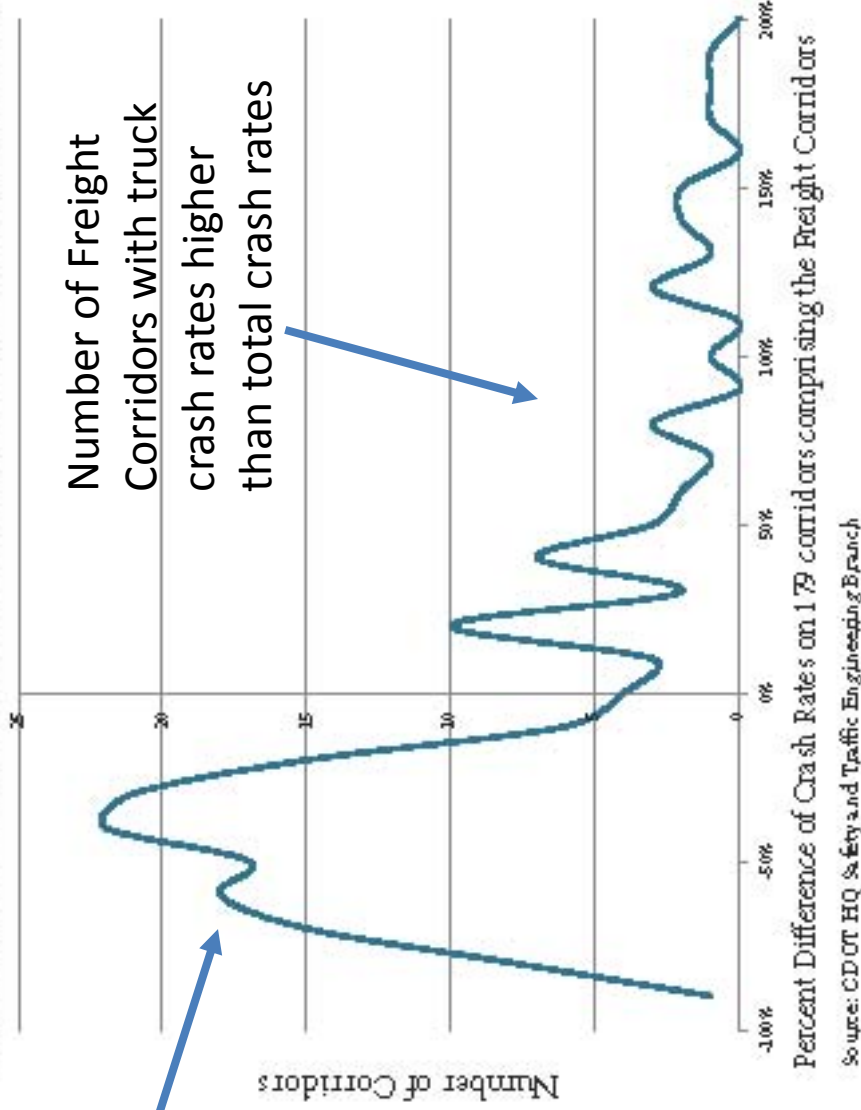
Source: CDOT, 2013.



Safety

Geographic Hotspots

Figure 6: Comparison of Crash Rates Between Trucks and All Vehicles, 2008-2012



Number of Freight Corridors with Truck crash rates lower than total crash rates

Number of Freight Corridors with truck crash rates higher than total crash rates

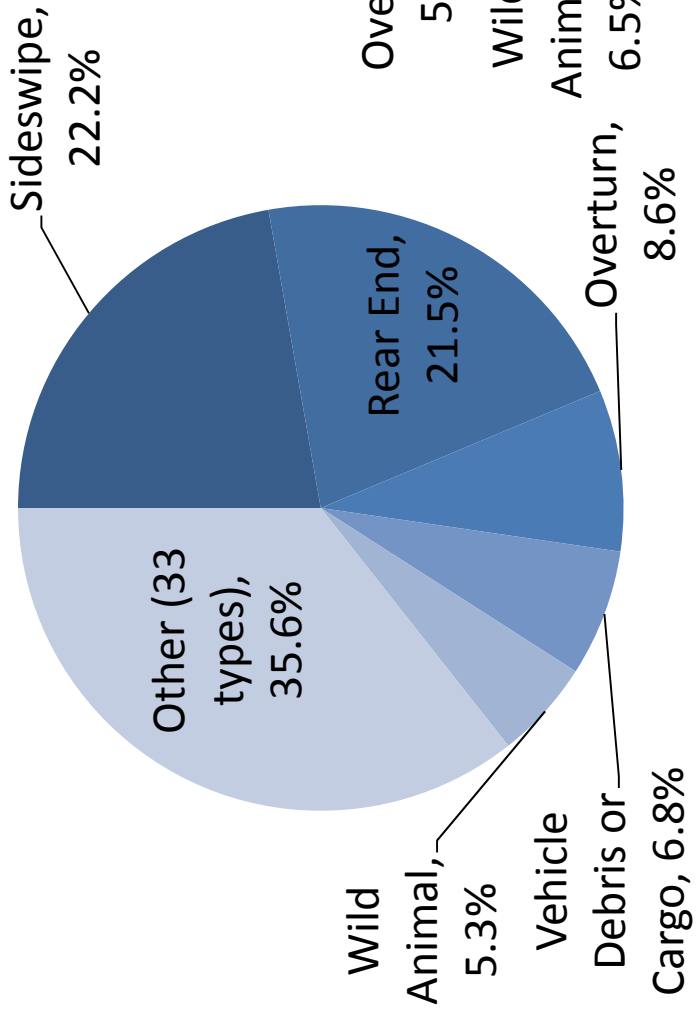
Source: CDOT Crash Data, 2013.



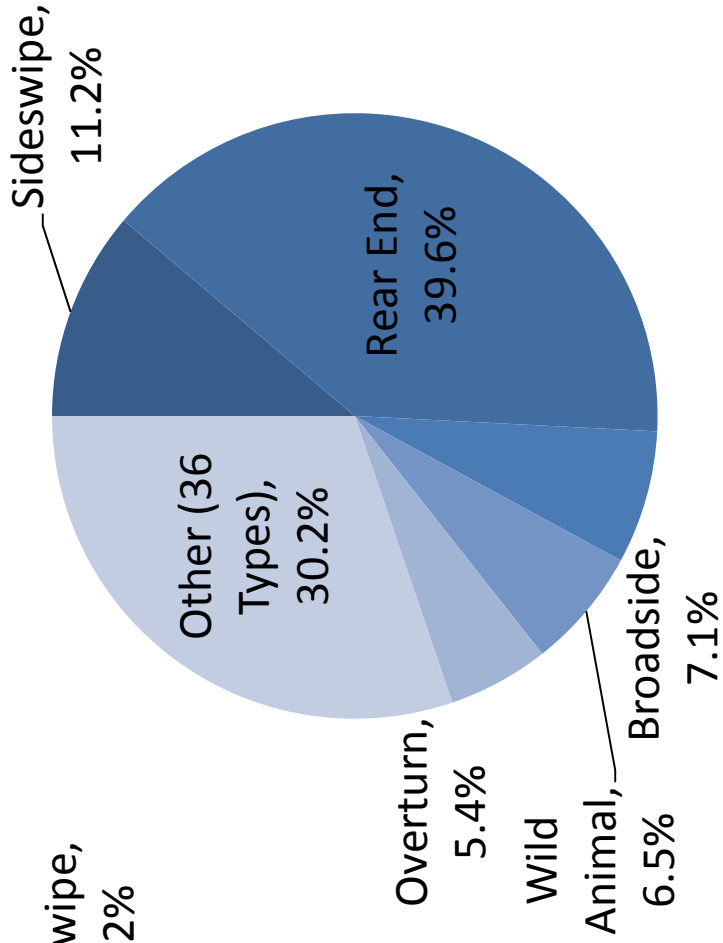
Safety

Crashes by Type

Truck Crash Type 2008 - 2012



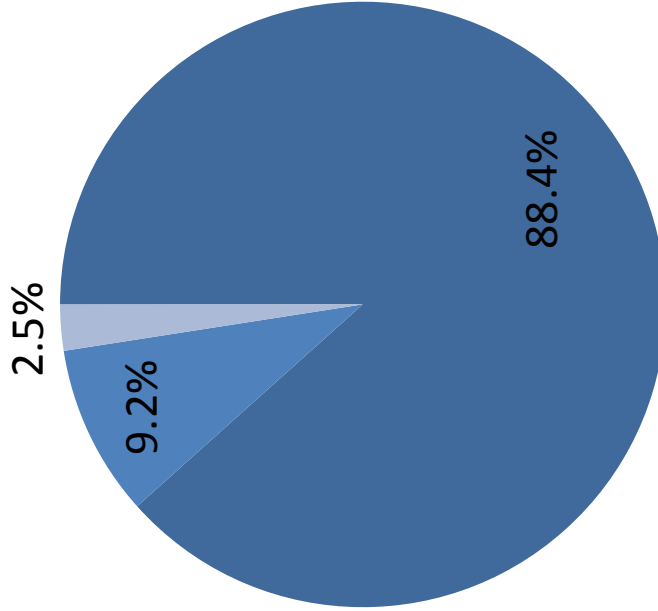
General Crash Type 2008 - 2012



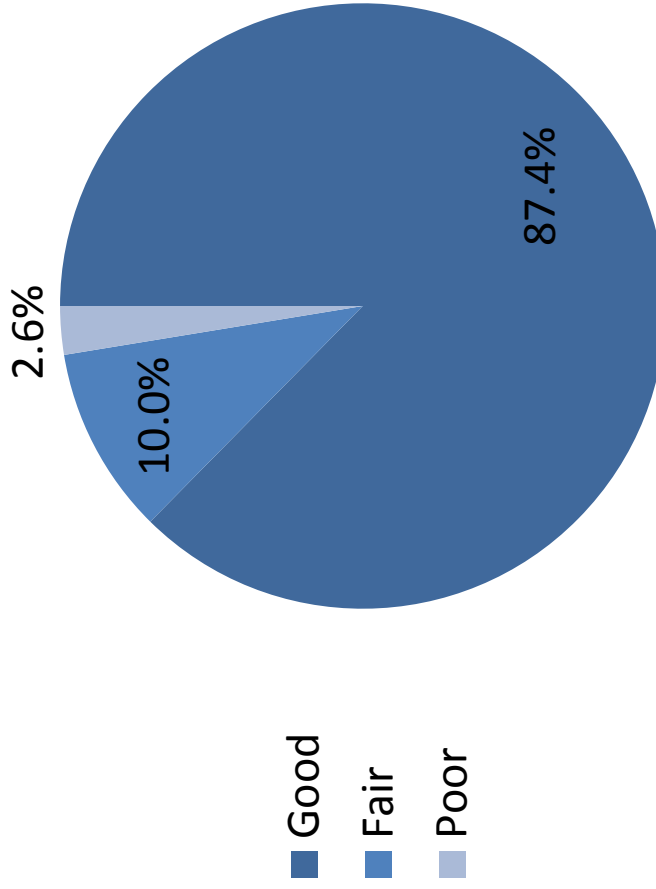


Infrastructure Condition - Bridge

Freight Corridors



State Highways



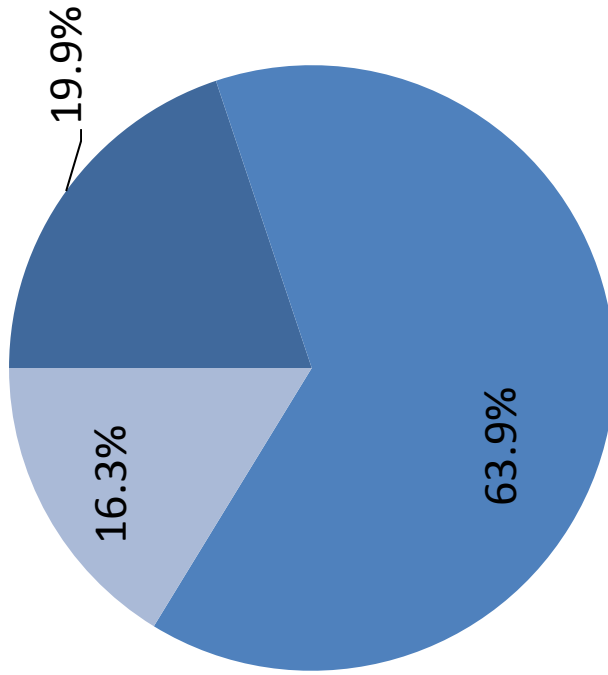
■ Good
■ Fair
■ Poor



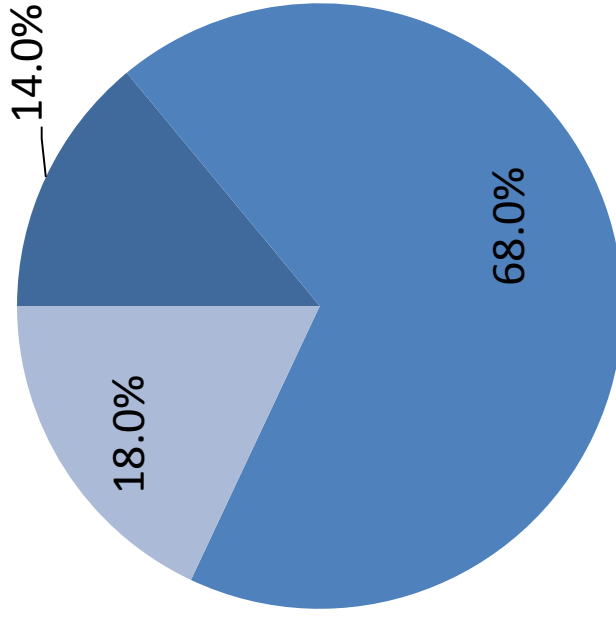
Infrastructure Condition - Pavement



Freight Corridors (Centerline Miles)



State Highways

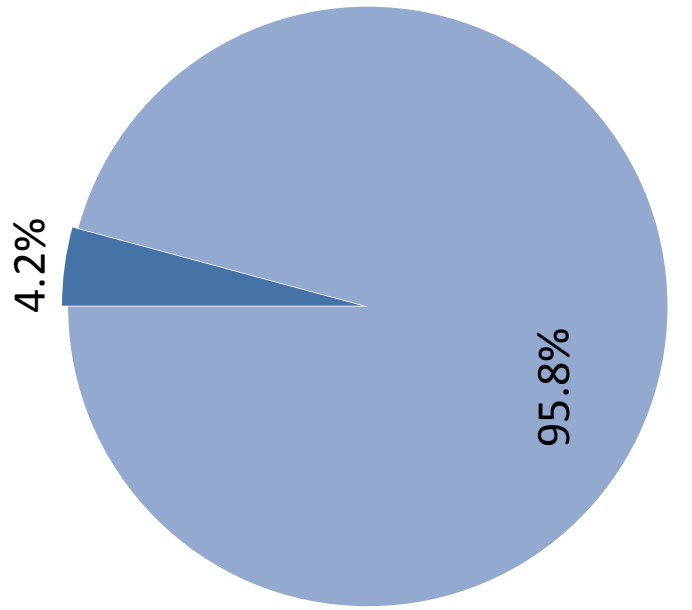


- High
- Moderate
- Low

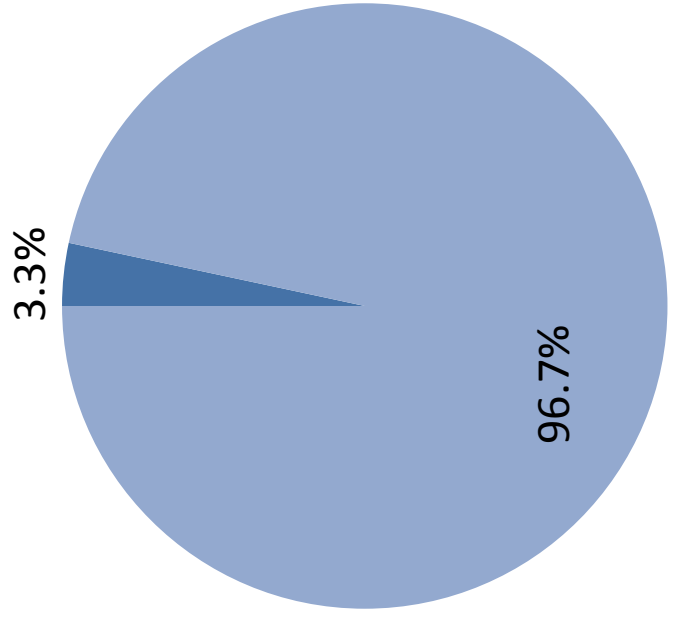


Mobility

Freight Corridors (Centerline Miles)



State Highways





Freight Trends - Commodities

Top Commodities by Weight

- Gravel or Sand
- Broken Stone or Riprap
- Ready-mix Concrete, wet
- Misc. Field Crops
- Grain

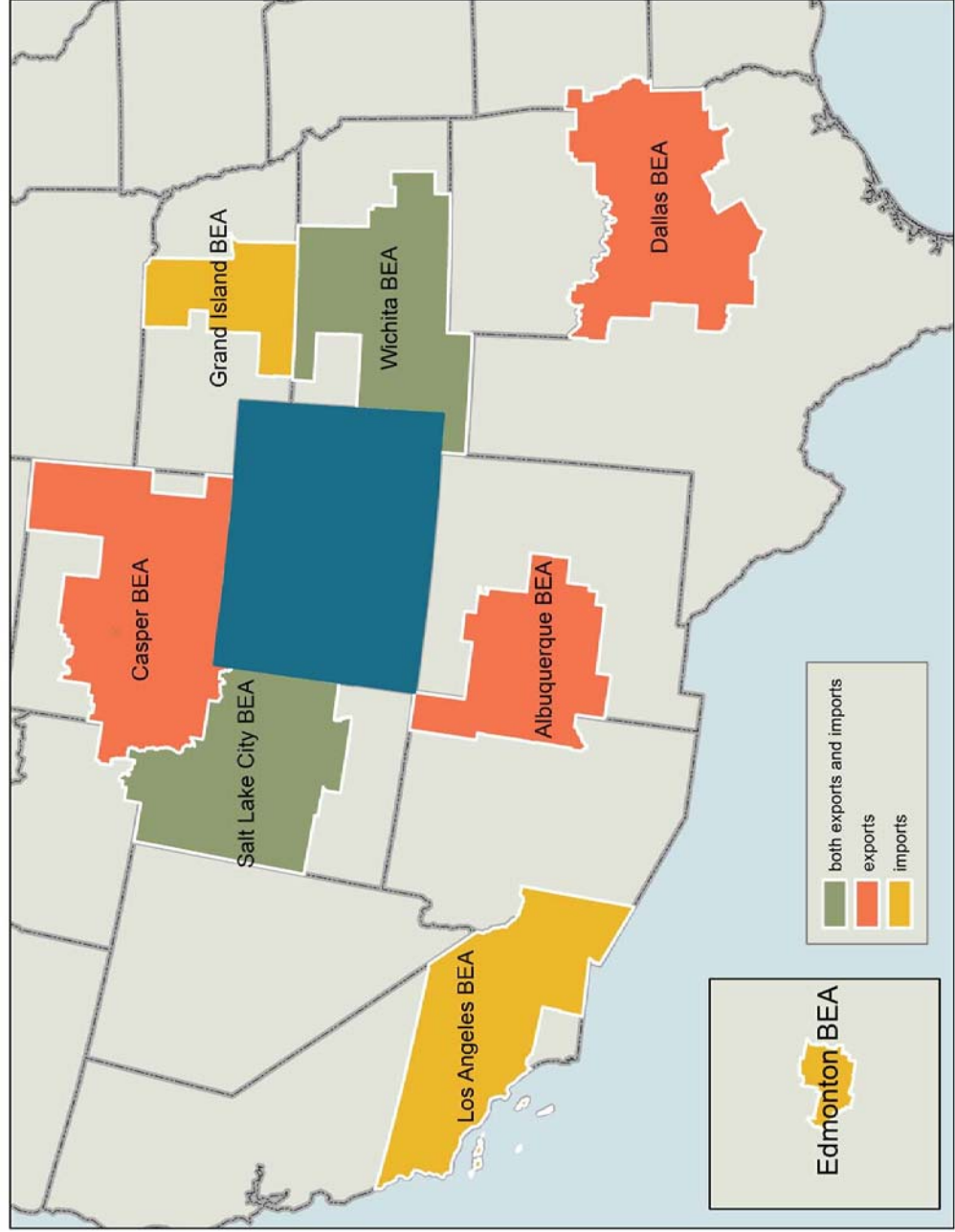
Top Commodities by Value (non-retail or supply chain)

- Misc. Field Crops
- Petroleum Refining Products
- Missile or Space Vehicle Parts
- Drugs
- Malt Liquors



Freight Trends – Trading Partners

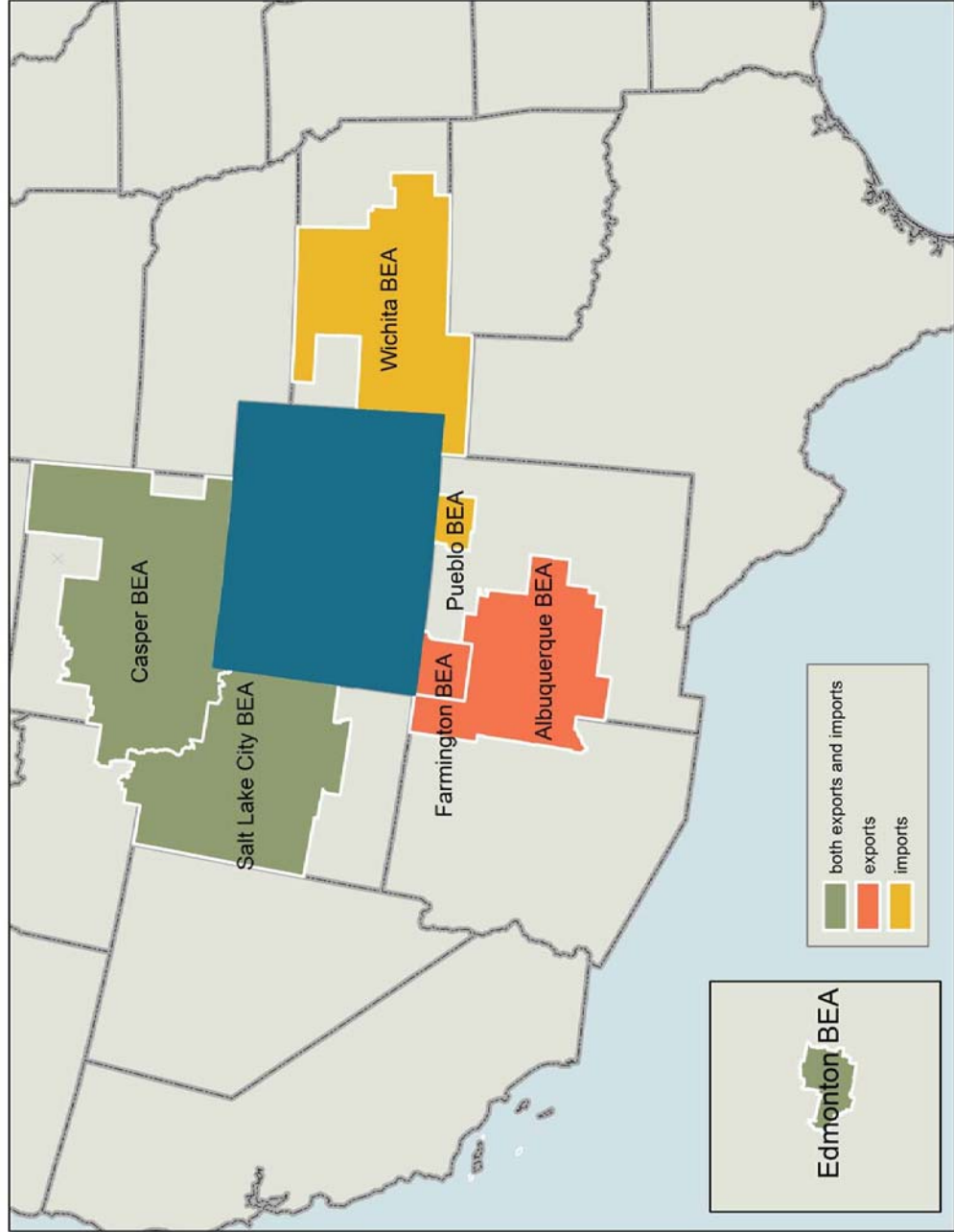
Leading Trading Partners by Value in 2010





Freight Trends – Trading Partners

Leading Trading Partners by Weight in 2010

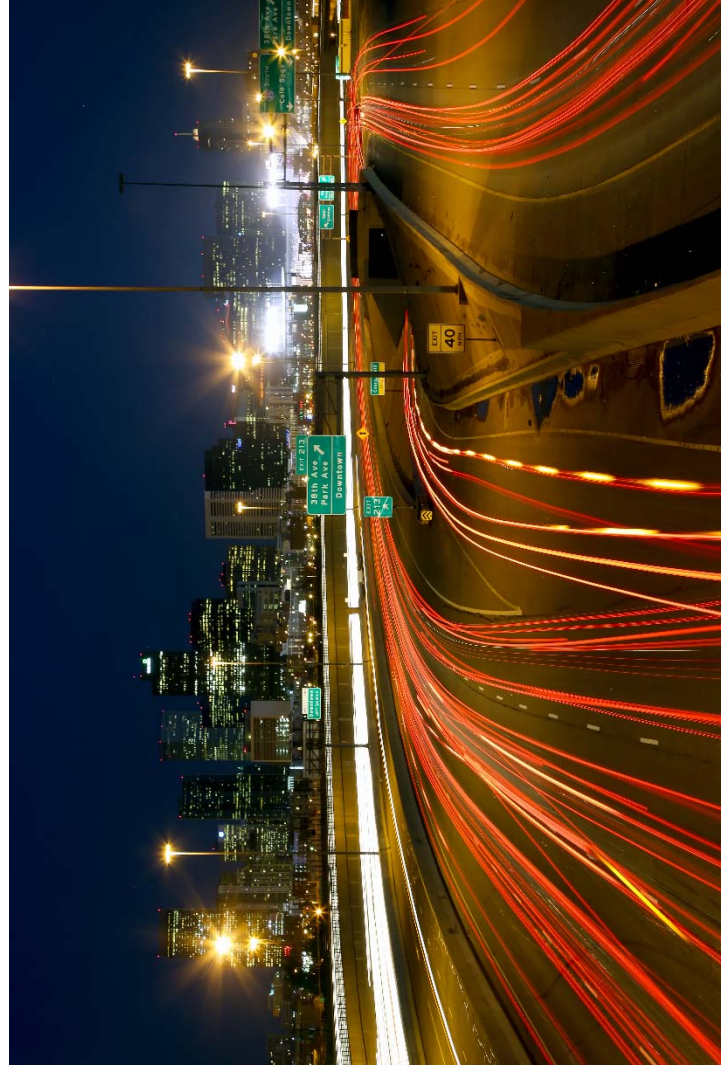




State Highway Freight Plan

Draft Vision:

The Colorado Freight System will support the economic vitality of the state by providing for the safe, efficient, coordinated, and reliable movement of freight.





State Highway Freight Plan

Draft Goals are to improve:

- Safety of the Colorado state highway freight system
- Operational and system performance of the Colorado state highway freight system
- Economic vitality of the state through freight investments, programs and initiatives
- Infrastructure condition of the Colorado state highway freight system
- Environment by reducing the environmental impacts of freight movement

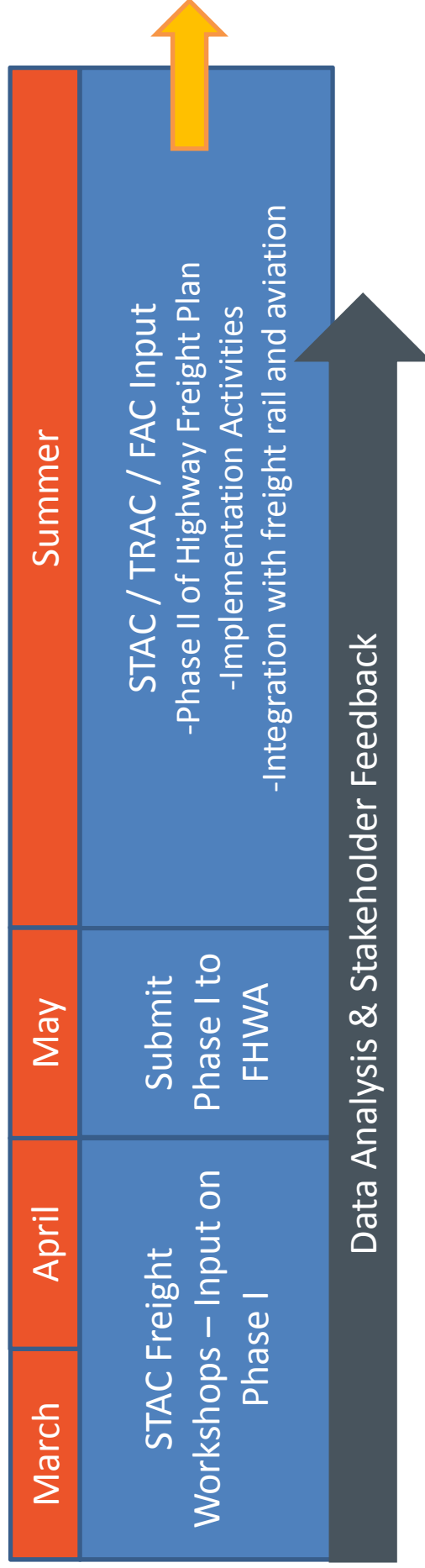




Timeline

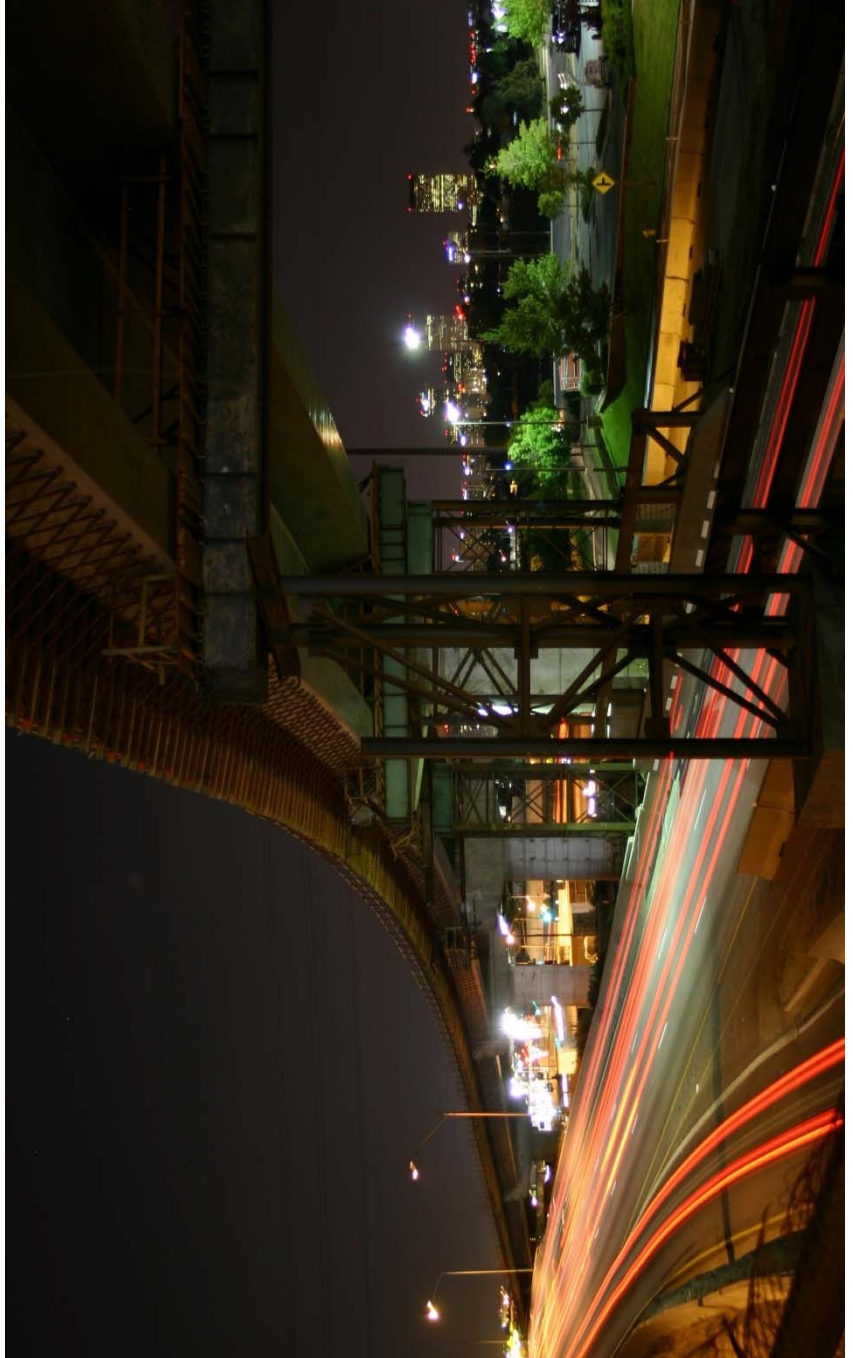
- **March and April 2015** – STAC Freight Workshops
 - Provide input on Phase I Plan
 - Discuss STAC participation in freight activities
- **May 2015** – Submit Phase I State Highway Freight Plan to FHWA
- **Summer 2015** – STAC, TRAC, and FAC kickoff meetings on freight including Phase II of State Highway Freight Plan, integration with aviation and freight rail.

State Highway Freight Plan Development Timeline





Questions / Comments?





DATE: March 20, 2015
TO: Statewide Transportation Advisory Committee (STAC)
FROM: Maria Sobota, Acting Chief Financial Officer, Division of Accounting and Finance
Debra Perkins-Smith, Director, Division of Transportation Development
SUBJECT: Draft FY 2016-2019 Statewide Transportation Improvement Program (STIP)

The Statewide Transportation Improvement Program (STIP) is "a statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long-range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53."

Background

Federal regulations require that the STIP be updated at least every four years. The current FY 12-FY 17 STIP was adopted by the Transportation Commission (TC) in May 2011 and became effective on July 1, 2011. A new four year STIP must be approved by the TC and approved by FHWA and FTA no later than June 30, 2015 in order to take effect on July 1. The STIP is also required to be the subject of a 30 day public review and comment period, and a public hearing. The Draft FY 16-19 STIP will be released for a 30 day public review and comment period on March 27 and continuing through April 26. A public hearing is planned for the April 16 TC meeting, with TC adoption of the STIP anticipated in May.

The Draft FY 16-19 STIP is available at <https://www.codot.gov/business/budget/statewide-transportation-improvement-program-stip-reports-information>. Public notice of the 30 day review and comment period will be provided through a variety of means, including through the CDOT website, e-mail announcement, newspaper advertising, and via mail. Hard copies of the Draft FY 16-19 STIP will also be available at CDOT Region and HQ offices, FHWA Colorado Division and FTA Region 8 offices, TPR offices, and at Colorado Depository Libraries.

Overview of the STIP

The approach and framework for the STIP was evaluated as part of cash and program management initiatives. The Draft FY 16-19 STIP incorporates several changes resulting from this process, including the shift to a rolling four year STIP, an expenditure basis for CDOT projects included in the STIP, and changes designed to streamline the STIP, increase flexibility, and reduce the need for frequent amendment.

In the past most projects, regardless of type or size, were identified individually with funding amounts and years in the STIP. This detail goes beyond what is required by federal regulations and results in the need for frequent amendment of the STIP. The Draft FY 16-19 STIP is aligned with federal requirements and individually identifies the funding amount and year only for those projects considered regionally significant. Regionally significant projects are projects serving regional transportation needs and of sufficient scale to be typically included in transportation demand modeling for air quality emissions analysis. Federal regulations provide guidance on determining if a project is considered regionally significant. Smaller projects including resurfacing projects, bridge rehabilitation, bike/ped projects, and safety projects are generally not considered regionally significant and are identified within the appropriate STIP funding program. The benefits of this approach will include a significant reduction in the number and frequency of STIP amendments, increased flexibility to make minor changes to projects or programs without triggering a STIP amendment, and a more streamlined and user-friendly STIP.

STIP Funding Levels

The STIP must be fiscally constrained. Fiscal constraint of the STIP is based on the 2040 Program Distribution adopted by the TC in February 2014. Fiscal constraint of the STIP, however, is not equivalent to Program Distribution as some programs are not included (i.e. Program Delivery/Administration, Debt Service, Road Equipment, Property, Safety Education, etc.) in the STIP while other additional revenue sources (i.e. Regional Transportation District (RTD) funding) from MPO TIPs are included. The Draft FY 16-19 STIP includes approximately \$5.6 billion in programs and projects (including \$1.3 billion in RTD funds). Additional projects and programs will be programmed in the STIP as they are ready and incorporated into the STIP through subsequent STIP amendments or administrative modifications.

STIP Performance

The Draft FY 16-19 STIP includes programs totaling approximately \$3.7 billion, \$1.3 billion in RTD projects and programs, and 16 regionally significant projects totaling \$617 million.



Funding allocations for Capital Maintenance (Asset Management) and Annual Maintenance in Program Distribution and in the STIP are based on objectives from Policy Directive (PD) 14. Based on STIP funding levels, it is projected that PD 14 performance objectives for Bridge, Pavement, and Maintenance will be met for the period of the STIP. Projections of the performance of safety and system performance investments are not currently available, although performance will be closely monitored. Safety investments include FASTER Safety, Highway Safety Improvement Program (HSIP), and Hot Spots projects. System Performance investments include investments in Operations and ITS, as well as major mobility or capacity projects. Examples of major mobility or capacity projects in the FY 16-FY 19 STIP include:

- I-70 East Reconstruction
- US 36: Boulder to I-25 Managed Lanes/Bus Rapid Transit (BRT)
- C-470 Managed Toll Express Lanes: Kipling to I-25
- I-25 and Cimarron Interchange
- SH-21 Intersection/Interchange Improvements
- I-25 through Pueblo
- I-70B Widening in Grand Junction
- SH 82 Grand Ave. Bridge
- SH 9 Breckenridge North
- I-25 North: SH 7 to SH 14 Design and ROW
- SH 86 Intersection Improvements in Elizabeth
- US 385 Improvements in Cheyenne Wells
- US 550/160 Interchange Connection
- SH 145 Shoulder Widening and/or Passing Lane
- US 50 Passing Lanes/Vehicle Turnouts east of Salida

STIP Refinement and Enhancement

The current phase of STIP development has focused on critical system modifications to support the STIP, the incorporation of identified projects and programs, and the development of a FY 16-19 STIP document to meet the federal approval timeline. A second phase of STIP development will commence upon approval of the FY 16-19 STIP. This phase will include further refinement of STIP data, and incorporation of additional projects and programs not ready for inclusion in the initial FY 16-19 STIP. The FY 16-19 STIP represents the first major changes to approach and format of the STIP in several years. Staff will continue to work on refinement and enhancements to the STIP in the months ahead. These changes will be incorporated into the STIP via a subsequent STIP amendment. Additional STIP enhancements will also be made and will include development of a refined STIP report and improved web interface.

Next Steps

Release of the STIP for 30 day public review and comment period
STIP Public Hearing on April 16

Attachment

STIP Presentation





COLORADO

Department of
Transportation



FY 16-19 Draft STIP

March 2015



STIP Development Process / 4P

- The STIP is developed through the continuing, cooperative, and comprehensive statewide multimodal transportation planning process CDOT carries out with the 15 TPRs.
- The process includes:
 - Identification of transportation conditions and needs, forecasted revenues, performance objectives, and policies;
 - The development of long-range multimodal Regional Transportation Plans (RTPs);
 - The development of the long-range multimodal Statewide Transportation Plan (SWP);
 - The Project Priority Programming Process (4P).
- **This process provides the foundation for the creation of the STIP.**



STIP Development Process / 4P





Overview of STIP

- **STIP evaluated as part of Cash and Program Management initiatives**
- **Changes and improvements were coordinated with CDOT Regions and with MPOs to ensure alignment with TIPs**
- **Changes from previous STIPs include:**
 - Rolling four year STIP to maintain a full four years of programmed projects (new rolling four year STIP will still be developed through 4P every four years along with long-range plans)
 - CDOT projects shifting from budget based approach in STIP to expenditure-based to align with cash management
 - Streamlined to better align with federal requirements, increase flexibility, and reduce need for frequent amendment
 - More public friendly document – future improvements planned



Overview of STIP

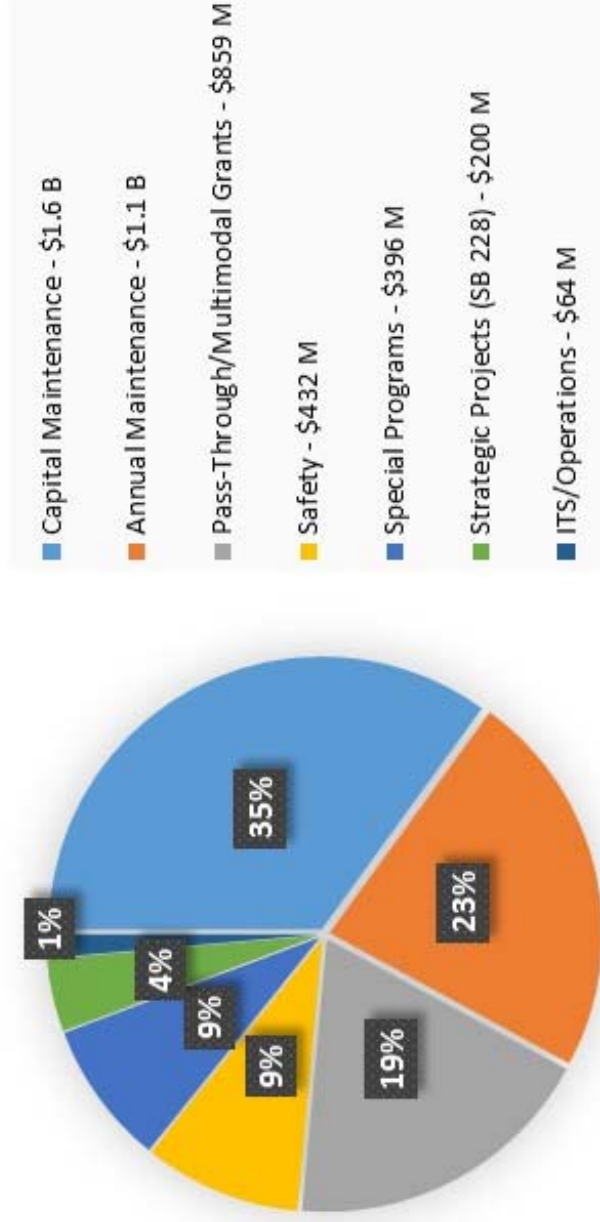
- **What's included:**
 - Regionally Significant projects
 - A project serving regional transportation needs and of sufficient scale to be typically included in transportation demand modeling for air quality emissions analysis and identified individually in the STIP.
 - Projects are determined to be regionally significant for STIP purposes on the basis of federal guidance.
 - Examples: New highway segment, new lanes, new grade separated interchanges, significant improvements to existing interchanges
 - Programs
 - Specific funding programs are identified individually in the STIP.
 - Examples: Surface Treatment, Transportation Alternatives, CMAAQ
 - MPO TIPS
 - Regionally significant projects and programs from all 5 MPO TIPS are incorporated into the STIP.



STIP Funding Levels

- STIP funding levels are based on 2040 Program Distribution.
- Funding allocations for Capital Maintenance (Asset Management) and Annual Maintenance in Program Distribution and in the STIP are based on PD 14 objectives.

2040 Program Distribution (FY 16-FY 19)*



*Reflects updated SB 228 forecasts. Does not include Program Delivery/Administration or Debt Service.



STIP At a Glance

- **Approximately \$5.6 B in projects and programs for FY 16-19**
 - **Programs totaling \$3.7 B plus \$1.3 B in RTD projects and programs**
 - **16 regionally significant projects totaling \$617 M**
- **Additional projects and programs will be programmed as they are ready and incorporated into the STIP through subsequent STIP amendments or administrative modifications.**



STIP At a Glance

- **Selected Mobility and Operations Projects**
 - Region 1
 - I-70 East Reconstruction
 - US 36: Boulder to I-25 Managed Lanes/BRT
 - C-470 Managed Toll Express Lanes
 - Region 2
 - I-25 and Cimarron Interchange
 - SH 21 Intersection/Interchange Improvements
 - I-25 through Pueblo
 - Region 3
 - I-70B Widening in Grand Junction
 - SH 82 Grand Ave. Bridge
 - SH 9 Breckenridge North
 - Region 4
 - I-25 North: SH 7 to SH 14 Design and ROW
 - SH 86 Intersection Improvements in Elizabeth
 - US 385 Improvements in Cheyenne Wells
 - Region 5
 - US 550/160 Interchange Connection
 - SH 145 Shoulder Widening and/or Passing Lane
 - US 50 Passing Lanes/Vehicle Turnouts east of Salida



STIP Performance

PD 14 Goal Area	Primary PD 14 Objective	Primary STIP Funding Programs	Projected Performance
Bridges	Maintain the % of state highway total bridge deck area that is not structurally deficient at or above 90%.	Bridge Enterprise Bridge On-System	Programs funded to meet objective.
Highways	Achieve 80% High/Moderate Drivability Life for the state highway system.	Surface Treatment	Program funded to meet objective.
Maintenance	Achieve an overall Maintenance LOS B grade for the state highway system.	Maintenance	Program funded to meet objective.
Safety	Reduce the fatality rate per 100 million VMT by 0.02 per year. Reduce the serious injury rate per 100 million VMT by 0.2 per year.	FASTER Safety HSIP Hot Spots	Performance to be monitored. FASTER Safety and HSIP projects identified with the Regions using data-driven processes to identify locations and projects with the most significant safety benefits.
System Performance	Prevent the spread of congestion by maintaining a PTI of 1.24 or less on 90% or greater of interstate centerline miles.	ITS Investments Congestion Relief Traffic Signals SB 228	Performance to be monitored. Includes operations and ITS projects and limited capacity improvements.



STIP Approval Timeline

- **Timeline**
 - March 18: TC review of Draft STIP and approval to release for public comment period
 - March 27: STAC review of Draft STIP
 - March 28-April 26: 30 day public comment period
 - April 16: STIP Public Hearing at TC meeting
 - April 24: STAC review of Draft STIP and public comments
 - May 21: TC approval of STIP
 - June: FHWA / FTA Approval of STIP
 - July 1: FY 16-FY 19 STIP effective



STIP Refinement and Enhancement

- **Programming of additional projects and programs not ready for inclusion in initial FY 16-19 STIP.**
- **Review of STIP programs and projects for consistency in programming, naming conventions, etc. and appropriate updates.**
- **Development of refined STIP Report.**
- **Development of new web interface and functionality including mapping of projects.**



COLORADO
Department of Transportation
 Division of Accounting and Finance

4201 East Arkansas Avenue, Room 262
 Denver, CO 80222

MEMORANDUM

TO: STATEWIDE TRANSPORTATION ADVISORY COMMITTEE (STAC)
FROM: MARIA SOBOTA, ACTING CHIEF FINANCIAL OFFICER
DATE: MARCH 27, 2015
SUBJECT: FINAL FY2016 BUDGET

Purpose

This memorandum is informational. It presents the final FY2016 Annual Budget adopted by the Transportation Commission (TC) in March 2015 (Attachment A) and summarizes line item changes that have occurred since the draft was adopted by the Transportation Commission (TC) in November 2014. Specific line item changes in the final adopted FY2016 Annual Budget are:

- Administration (Appropriated)
- Aeronautics
- Permanent Recovery
- TC Contingency

Background

In March 2015, the TC adopted the final FY2016 Annual Budget. Prior to adopting the final budget, the TC reviewed and adopted the Transportation Draft Budget in the fall. In November 2014, the TC was presented with the FY2016 Draft Annual Budget in the official format required by OSPB and the Joint Budget Committee (JBC). It was then reviewed and adopted by the Commission for submission to OSPB and the JBC. The FY2016 Draft Annual Budget:

- Balanced the budget;
- Included anticipated transfers from Senate Bill 09-228. CDOT anticipates receiving \$102.6 million in FY2016, which is reflected on the strategic projects and transit projects lines within the budget. As outlined in the bill, ten percent of the anticipated funds are allocated to transit projects. The most recent transfer scenario was included in the Information Only section of the January TC packet in the memo "Senate Bill 09-228 Transfer Scenarios for FY2015-16 and FY2016-17."

Also during the November TC meeting, the Commission was informed that there were no material changes made to the Budget Narrative which was originally presented to the Commission in October 2014 for review.

Details

The final FY2016 Annual Budget was adopted with minimal adjustments from the draft budget adopted in the fall.

Changes made to four line items within the budget are as follows:

- Administration (Appropriated)—Line Number 62 increased from \$28,812,139 to \$29,037,385;
- Aeronautics—Line Number 69 reduced from \$39,400,000 to 30,000,000;
- Permanent Recovery—Line Number 95 increased from \$87,000,000 to \$174,500,000;
- TC Contingency—Line Number 98 reduced from \$2,198,160 to \$1,972,914.



The Administration (Appropriated) budget has been increased by \$225,246. As an executive department, CDOT builds its Administration line of the budget in conjunction with the JBC. Previously, the Office of Financial Management and Budget (OFMB) within the Division of Accounting and Finance (DAF) estimated an Administration line item of \$28,812,139. OFMB received the final common policy numbers from the JBC that reflect higher figure setting numbers due to common policy changes regarding health, life, and dental coverage.

The increase in the budget to Permanent Recovery of \$87,500,000 will aid in delivering projects needed for the ongoing flood recovery, and reflects changes in planning level estimates and construction start date changes. One additional project and related planning level estimate was added for \$10,000,000, and 15 projects either added or changed construction start dates. Of those 15 projects, 10 moved from FY2015 to FY2016. The budget increase is funded by the Federal Highway Administration's Flood Disaster Emergency Relief Funding.

A reduction in budget to the Division of Aeronautics to Airports accounts for the \$9,400,000 reduction in budget to Aeronautics. CDOT's long-term and short-term model forecasts the volumes of jet fuel sold as a function of jet fuel prices, and the trend, cyclical and seasonal components of jet fuel sales in prior months. The line item reduction reflects an unprecedented fall in oil prices and therefore a fall in forecasted gas tax revenue.

Since CDOT funds its Administration budget with State Highway Fund dollars, the increase to the Administration line item is mirrored by a decrease of \$225,246 to the TC Contingency. By accessing budget allocated originally to the TC Contingency, other programs are kept whole.

During the November 2014 budget workshop, the TC was informed that the FY2016 budget allocation to the Transportation Commission Contingency Reserve Fund has been reduced from prior fiscal years to balance the budget. In contrast to the \$20.0 - 25.0 million TCCRF allocation that was common in previous fiscal years, the FY2016 TCCRF allocation will be \$1,972,914 primarily due to declining revenues, expected salary increases, and approved program allocations. The March TCCRF balance (pending March items) is \$59,135,813. Staff projects the fund will end FY2015 with a balance between \$42,885,813 and \$54,885,813.

There have been no changes to the FY2016 RAMP allocations that were presented in November. For informational purposes, RAMP allocations are shown alongside FY2016 Budget Allocations in Attachment B.

Next Steps

The FY2016 Budget will be forwarded to the Governor for approval on or before April 15, 2015. As in previous years, the budget may be updated to include revised Common Policy and Legislative Decisions. In addition, the budget may be updated to reflect updated SB 09-228 estimates. Toward the end of March, OSPB and the Legislative Council will release forecasts for SB 09-228, which will detail the likelihood of TABOR refunds and the transfer CDOT might expect. The budget will be updated to reflect new information provided by these forecasts.

In March and April 2015, DAF will:

- Update the budget to include Common Policy and Legislative decisions;
- Update the budget to reflect SB 09-228 transfers.

Attachments

Attachment A - Fiscal Year 2016 Budget Allocations March 2015

Attachment B - Fiscal Year 2016 Budget Allocations March 2015 including RAMP



**Colorado Department of Transportation
Final 2016 Annual Budget**

Attachment A

	Budget Category	Program Area	Directed by	FY16 Allocations	FY16 Budget	Funding Source
1	Maintain - Maintaining What We Have					
2		CDOT Performed Work				
3		Roadway Surface	TC	39,075,453	39,075,453	SH
4		Roadside Facilities	TC	20,162,777	20,162,777	SH
5		Roadside Appearance	TC	7,805,488	7,805,488	SH
6		Structure Maintenance	TC	8,556,025	8,556,025	SH
7		Tunnel Activities	TC	6,908,508	6,908,508	SH
8		Snow and Ice Control	TC	73,350,077	73,350,077	SH
9		Traffic Services	TC	67,707,695	67,707,695	SH
10		Planning and Scheduling	TC	14,870,563	14,870,563	SH
11		Material, Equipment and Buildings	TC	15,963,414	15,963,414	SH
12				254,400,000	254,400,000	
13		Contracted Out Work				
14		Surface Treatment /1 /2	TC	149,500,000	122,731,164	FHWA/ SH/ 09-108
15		Structures On-System Construction /1 /2	TC	22,300,000	18,307,057	09-108
16		Structures Inspection and Management /1	TC	8,400,000	6,895,932	09-108
17		Geohazards Mitigation /1 /2	TC	5,100,000	4,186,816	09-108
18		Highway Safety Investment Program	FR	29,154,151	23,933,932	FHWA / SH
19		Railway-Highway Crossings Program	FR	3,150,245	2,586,175	FHWA / SH
20		Hot Spots	TC	2,167,154	1,779,113	FHWA / SH
21		Traffic Signals	TC	1,472,823	1,209,106	FHWA / SH
22		FASTER - Safety Projects	TC	56,300,000	46,219,161	09-108
23		Maintain-Related Indirects/Overhead /2		-	30,616,236	
24		Maintain-Related CDOT Construction Engineering /2		-	19,079,682	
25				277,544,373	277,544,373	
26		Capital Expenditure				
27		Road Equipment /2	TC	11,500,000	11,500,000	SH
28		Capitalized Operating Equipment /2	TC	3,448,525	3,448,525	SH
29		Property /2	TC	1,011,722	1,011,722	SH
30				15,960,247	15,960,247	
31			Total:	547,904,620	547,904,620	
32	Maximize - Safely Making the Most of What We Have					
33		CDOT Performed Work				
34		TSM&O: Performance Programs and Services	TC	6,107,619	6,107,619	SH
35		TSM&O Traffic Incident Management	TC	-	-	SH
36		TSM&O: ITS Maintenance	TC	14,400,000	14,400,000	SH
37				20,507,619	20,507,619	
38		Contracted Out Work				
39		Safety Education /3	Comb	11,090,000	9,104,272	NHTSA / SSE
40		TSM&O: Congestion Relief	TC	4,000,000	3,283,777	FHWA / SH
41		Regional Priority Program	TC	50,000,000	41,047,212	FHWA / SH
42		Maximize-Related Indirect/Overhead /2		-	7,180,152	
43		Maximize-Related CDOT Construction Engineering /2		-	4,474,587	
44				65,090,000	65,090,000	
45		Capital Expenditure				
46		TSM&O: ITS Investments	TC	10,000,000	10,000,000	SH
47				10,000,000	10,000,000	
48			Total:	95,597,619	95,597,619	
49	Expand - Increasing Capacity					
50		CDOT Performed Work				
51				-	-	
52		Contracted Out Work				
53		Strategic Projects	SL	92,340,000	75,805,991	09-228
54		Expand-Related Indirect /2		-	10,186,131	
55		Expand-Related CDOT Construction Engineering /2		-	6,347,878	
56				92,340,000	92,340,000	
57			Total:	92,340,000	92,340,000	
58	Deliver - Program Delivery/Administration					
59		Operations [including maintenance support]	TC	31,123,151	31,123,151	SH
60		Administrative Compliance	TC	1,855,000	1,855,000	FHWA / SH
61		DTD Planning and Research - SPR	FR	12,711,092	12,711,092	FHWA / SH
62		Administration (Appropriated)	SL	29,037,385	29,037,385	SH
63		FY2016 Common Policy Anticipated Salary Increase		2,005,647	2,005,647	
64			Total:	76,732,275	76,732,275	
65	Pass-Through Funds/Multi-modal Grants					
66		Aeronautics				
67		Division of Aeronautics to Airports	AB	29,100,000	29,100,000	SA
68		Division of Aeronautics Administration	AB	900,000	900,000	SA
69				30,000,000	30,000,000	
70		Highway				
71		Recreational Trails	FR	1,591,652	1,591,652	FHWA
72		Transportation Alternatives Program	FR	12,045,642	12,045,642	FHWA / LOC
73		STP-Metro	FR	46,972,177	46,972,177	FHWA / LOC
74		Congestion Mitigation/Air Quality	FR	45,539,598	45,539,598	FHWA / LOC
75		Metropolitan Planning	FR	7,829,342	7,829,342	FHWA / FTA / LOC
76		Bridge Off-System - TC Directed	TC	3,164,139	3,164,139	FHWA / SH / LOC
77		Bridge Off-System - Federal Program	FR	6,285,272	6,285,272	FHWA / SH / LOC
78				123,427,822	123,427,822	
79		Transit				
80		Federal Transit	FR	29,236,280	29,236,280	FTA / LOC
81		Strategic Projects -Transit	SL	10,260,000	10,260,000	09-228
82		Transit and Rail Local Grants	SL	5,000,000	5,000,000	09-108
83		Transit and Rail Statewide Grants	SL	5,800,000	5,800,000	09-108
84		Regional Commuter Bus	TC	3,000,000	3,000,000	09-108
85		Transit Administration and Operations	SL	1,200,000	1,200,000	FTA / 09-108
86				54,496,280	54,496,280	
87		Infrastructure Bank				
88		Infrastructure Bank	TC	500,000	500,000	SIB
89			Total:	208,424,102	208,424,102	
90	Transportation Commission Contingency / Debt Service					
91		Permanent Recovery				
92		Permanent Recovery		174,500,000	143,254,770	FHWA
93		Recovery-Related Indirect/Overhead /2		-	19,249,294	
94		Recovery-Related CDOT Construction Engineering /2		-	11,995,936	
95				174,500,000	174,500,000	
96		Contingency				
97		TC Contingency	TC	1,972,914	1,972,914	FHWA / SH
98		Snow & Ice Reserve	TC	10,000,000	10,000,000	SH
99				11,972,914	11,972,914	
100		Debt Service				
101		Strategic Projects - Debt Service	DS	167,840,075	167,840,075	FHWA / SH
102		Certificates of Participation-Property		2,362,200	2,362,200	SH
103		Certificates of Participation-Energy	DS	1,041,850	1,041,850	SH
104				171,244,125	171,244,125	
105			Total:	357,717,039	357,717,039	
				1,378,715,655	1,378,715,655	

Revenue **1,378,715,655** **1,378,715,655**

Notes:

/1 FASTER Safety funds 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.

/3 This amount includes NHTSA - required State match.

TC Contingency (Line 97) - Contingency Fund Budget reduced due to lower flexible revenue estimates and higher Delphi funding.

Key to acronyms:

LOC=Local Matching Funds
SIB=St. Infrastructure Bank Interest
TC=Transportation Commission
Shaded Areas=Flexible

DS=Debt Service Covenants
AB=Aeronautics Board
FR=Federal Requirements
Non-Shaded Areas=Inflexible

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

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

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

**State Bridge Enterprise
Final 2016 Annual Budget**

	Budget Category	Program Area	Directed by	FY16 Allocations	FY16 Budget	Funding Source
1	Maintain - Maintaining What We Have					
2		CDOT Performed Work				
3						
4		Bridge Enterprise - Maintenance	BEB	250,000	250,000	09-108
5		Bridge Enterprise - Scoping Pools	BEB	750,000	750,000	09-108
6				1,000,000	1,000,000	
7		Contracted Out Work				
8		Bridge Enterprise Projects	BEB	102,954,096	84,519,572	09-108
9		Maintain-Related Indirects/Overhead /1		-	11,356,984	
10		Maintain-Related CDOT Construction Engineering /1		-	7,077,540	
11				102,954,096	102,954,096	
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		Bridge Enterprise - 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				Total	-	-
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
				124,100,000	124,100,000	
				Revenue	124,100,000	124,100,000

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

Key to acronyms:

BEB= Bridge Enterprise Board
DS= Debt Service Covenants
Shaded Areas=Flexible
Non-Shaded Areas=Inflexible

**High Performance Transportation Enterprise
Final 2016 Annual Budget**

	Budget Category	Program Area	Directed by	FY16 Allocations	FY16 Budget	Funding Source
1	Maintain - Maintaining What We Have					
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	-	-	
12				Total	-	-
13		Contracted Out Work				
14		High Performance Transportation Enterprise--Projects	HPTEB	575,000	472,043	Tolls
15		Expand-Related Indirect /1		-	63,429	
16		Expand-Related CDOT Construction Engineering /1		-	39,528	
17				575,000	575,000	Tolls
18				Total	575,000	575,000
19	Deliver - Program Delivery/Administration					
20		High Performance Transportation Enterprise--Administration and Legal Fees		1,249,148	1,249,148	
21				Total:	1,249,148	1,249,148
22	Pass-Through Funds/Multi-modal Grants					
23		Highway				
24				Total:	-	-
25	Transportation Commission Contingency / Debt Service					
26		Contingency				
27		Debt Service		750,852	750,852	
28				Total:	750,852	750,852
				2,575,000	2,575,000	
				Revenue	2,575,000	2,575,000

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

Key to acronyms:

HPTEB=High Performance Transportation Enterprise Board
Shaded Areas=Flexible
Non-Shaded Areas=Inflexible

Total Consolidated Allocations 1,505,390,655 1,505,390,655

Total Consolidated Revenue 1,505,390,655 1,505,390,655

	Budget Category	Program Area	Directed by	FY16 Allocations	FY 16 RAMP Allocations	FY 16 Total Allocations
1	Maintain - Maintaining What We Have					
2		CDOT Performed Work				
3		Roadway Surface	TC	39,075,453		39,075,453
4		Roadside Facilities	TC	20,162,777		20,162,777
5		Roadside Appearance	TC	7,805,488		7,805,488
6		Structure Maintenance	TC	8,556,025		8,556,025
7		Tunnel Activities	TC	6,908,508		6,908,508
8		Snow and Ice Control	TC	73,350,077		73,350,077
9		Traffic Services	TC	67,707,695		67,707,695
10		Planning and Scheduling	TC	14,870,563		14,870,563
11		Material, Equipment and Buildings	TC	15,963,414		15,963,414
12				254,400,000	-	254,400,000
13		Contracted Out Work				
14		Surface Treatment /1 /2	TC	149,500,000	86,400,000	235,900,000
15		Structures On-System Construction /1 /2	TC	22,300,000	33,500,000	55,800,000
16		Structures Inspection and Management /1	TC	8,400,000		8,400,000
17		Geohazards Mitigation /1 /2	TC	5,100,000	4,100,000	9,200,000
18		Highway Safety Investment Program	FR	29,154,151		29,154,151
19		Railway-Highway Crossings Program	FR	3,150,245		3,150,245
20		Hot Spots	TC	2,167,154		2,167,154
21		Traffic Signals	TC	1,472,823	4,227,177	5,700,000
22		FASTER - Safety Projects	TC	56,300,000		56,300,000
23		Maintain-Related Indirects/Overhead /2		-		-
24		Maintain-Related CDOT Construction Engineering /2		-		-
25				277,544,373	128,227,177	405,771,550
26		Capital Expenditure				
27		Road Equipment /2	TC	11,500,000	6,900,000	18,400,000
28		Capitalized Operating Equipment /2	TC	3,448,525		3,448,525
29		Property /2	TC	1,011,722	11,888,278	12,900,000
30				15,960,247	18,788,278	34,748,525
31			Total:	547,904,620	147,015,455	694,920,075
32	Maximize - Safely Making the Most of What We Have					
33		CDOT Performed Work				
34		TSM&O: Performance Programs and Services	TC	6,107,619		6,107,619
35		TSM&O Traffic Incident Management	TC	-		-
36		TSM&O: ITS Maintenance	TC	14,400,000		14,400,000
37				20,507,619	-	20,507,619
38		Contracted Out Work				
39		Safety Education /3	Comb	11,090,000		11,090,000
40		TSM&O: Congestion Relief	TC	4,000,000		4,000,000
41		Regional Priority Program	TC	50,000,000		50,000,000
42		Maximize-Related Indirect/Overhead /2		-		-
43		Maximize-Related CDOT Construction Engineering /2		-		-
44				65,090,000	-	65,090,000
45		Capital Expenditure				
46		TSM&O: ITS Investments	TC	10,000,000	11,400,000	21,400,000
47				10,000,000	11,400,000	21,400,000
48			Total:	95,597,619	11,400,000	106,997,619
49	Expand - Increasing Capacity					
50		CDOT Performed Work				
51				-		-
52		Contracted Out Work				
53		Strategic Projects	SL	92,340,000		92,340,000
54		Expand-Related Indirect /2		-		-
55		Expand-Related CDOT Construction Engineering /2		-		-
56				92,340,000		92,340,000
57			Total:	92,340,000		92,340,000
58	Deliver - Program Delivery/Administration					
59		Operations [including maintenance support]	TC	31,123,151		31,123,151
60		Administrative Compliance	TC	1,855,000		1,855,000
61		DTD Planning and Research - SPR	FR	12,711,092		12,711,092
62		Administration (Appropriated)	SL	29,037,385		29,037,385
63		FY2016 Common Policy Anticipated Salary Increase		2,005,647		2,005,647
64			Total:	76,732,275		76,732,275
65	Pass-Through Funds/Multi-modal Grants					
66		Aeronautics				
67		Division of Aeronautics to Airports	AB	29,100,000		29,100,000
68		Division of Aeronautics Administration	AB	900,000		900,000
69				30,000,000		30,000,000
70		Highway				
71		Recreational Trails	FR	1,591,652		1,591,652
72		Transportation Alternatives Program	FR	12,045,642		12,045,642
73		STP-Metro	FR	46,972,177		46,972,177
74		Congestion Mitigation/Air Quality	FR	45,539,598		45,539,598
75		Metropolitan Planning	FR	7,829,342		7,829,342
76		Bridge Off-System - TC Directed	TC	3,164,139		3,164,139
77		Bridge Off-System - Federal Program	FR	6,285,272		6,285,272
78				123,427,822		123,427,822
79		Transit				
80		Federal Transit	FR	29,236,280		29,236,280
81		Strategic Projects -Transit	SL	10,260,000		10,260,000
82		Transit and Rail Local Grants	SL	5,000,000		5,000,000
83		Transit and Rail Statewide Grants	SL	5,800,000		5,800,000
84		Regional Commuter Bus	TC	3,000,000		3,000,000
85		Transit Administration and Operations	SL	1,200,000		1,200,000
86				54,496,280		54,496,280
87		Infrastructure Bank				
88		Infrastructure Bank	TC	500,000		500,000
89			Total:	208,424,102		208,424,102
90	Transportation Commission Contingency / Debt Service					
91		Permanent Recovery				
92		Permanent Recovery		174,500,000		174,500,000
93		Recovery-Related Indirect/Overhead /2		-		-
94		Recovery-Related CDOT Construction Engineering /2		-		-
95				174,500,000		174,500,000
96		Contingency				
97		TC Contingency	TC	1,972,914		1,972,914
98		Snow & Ice Reserve	TC	10,000,000		10,000,000
99				11,972,914		11,972,914
100		Debt Service				
101		Strategic Projects - Debt Service	DS	167,840,075		167,840,075
102		Certificates of Participation-Property		2,362,200		2,362,200
103		Certificates of Participation-Energy	DS	1,041,850		1,041,850
104				171,244,125		171,244,125
105		RAMP Operations			134,500,000	134,500,000
106			Total:	357,717,039	134,500,000	492,217,039
				1,378,715,655	292,915,455	1,671,631,110

Revenue 1,378,715,655 1,378,715,655

Notes:

/1 FASTER Safety funds 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.

/3 This amount includes NHTSA - required State match.

TC Contingency (Line 97) - Contingency Fund Budget reduced due to lower flexible revenue estimates and higher Delphi funding.

Key to acronyms:

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SIB=St. Infrastructure Bank Interest
TC=Transportation Commission
Shaded Areas=Flexible

DS=Debt Service Covenants
AB=Aeronautics Board
FR=Federal Requirements
Non-Shaded Areas=Inflexible

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

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

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

**State Bridge Enterprise
Fiscal Year 2016 Total Allocations**

	Budget Category	Program Area	Directed by	FY16 Allocations	FY 16 RAMP Allocations	FY 16 Total Allocations
1	Maintain - Maintaining What We Have					
2		CDOT Performed Work				
3						
4		Bridge Enterprise - Maintenance	BEB	250,000		250,000
5		Bridge Enterprise - Scoping Pools	BEB	750,000		750,000
6				1,000,000		1,000,000
7		Contracted Out Work				
8		Bridge Enterprise Projects	BEB	102,954,096		102,954,096
9		Maintain-Related Indirects/Overhead /1		-		-
10		Maintain-Related CDOT Construction Engineering /1		-		-
11				102,954,096		102,954,096
12			Total	103,954,096		103,954,096
13	Maximize - Safely Making the Most of What We Have					
14		CDOT Performed Work				
15		Contracted Out Work				
16			Total	-	-	-
17	Expand - Increasing Capacity					
18		CDOT Performed Work				
19		Contracted Out Work				
20			Total	-	-	-
21	Deliver - Program Delivery/Administration					
22		Bridge Enterprise - Administration and Legal Fees		1,911,904		1,911,904
23			Total:	1,911,904		1,911,904
24	Pass-Through Funds/Multi-modal Grants					
25		Highway				
26			Total:	-	-	-
27	Transportation Commission Contingency / Debt Service					
28		Contingency				
29		Bridge Enterprise - Contingency	BEB	-		-
30				-		-
31		Debt Service				
32		Bridge Enterprise - Debt Service	DS	18,234,000		18,234,000
33			Total:	18,234,000		18,234,000
				124,100,000		124,100,000
				Revenue	124,100,000	124,100,000

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

Key to acronyms:

BEB= Bridge Enterprise Board
DS= Debt Service Covenants
Shaded Areas=Flexible
Non-Shaded Areas=Inflexible

**High Performance Transportation Enterprise
Fiscal Year 2016 Total Allocations**

	Budget Category	Program Area	Directed by	FY16 Allocations	FY 16 RAMP Allocations	FY 16 Total Allocations
1	Maintain - Maintaining What We Have					
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			
12				-	-	-
13		Contracted Out Work				
14		High Performance Transportation Enterprise--Projects	HPTEB	575,000		575,000
15		Expand-Related Indirect /1		-		-
16		Expand-Related CDOT Construction Engineering /1		-		-
17				575,000		575,000
18			Total	575,000		575,000
19	Deliver - Program Delivery/Administration					
20		High Performance Transportation Enterprise--Administration and Legal Fees		1,249,148		1,249,148
21			Total:	1,249,148		1,249,148
22	Pass-Through Funds/Multi-modal Grants					
23		Highway				
24			Total:	-	-	-
25	Transportation Commission Contingency / Debt Service					
26		Contingency				
27		Debt Service		750,852		750,852
28			Total:	750,852		750,852
				2,575,000		2,575,000
				Revenue	2,575,000	2,575,000

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

Key to acronyms:

HPTEB=High Performance Transportation Enterprise Board
Shaded Areas=Flexible
Non-Shaded Areas=Inflexible

Total Consolidated Allocations	1,505,390,655	292,915,455	1,798,306,110
Total Consolidated Revenue	1,505,390,655	-	1,505,390,655