



**COLORADO**  
Department of  
Transportation

**Statewide Transportation Advisory Committee (STAC)**  
**October 23, 2015**  
**9:00 AM – 12:00 PM**  
**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 September Meeting Minutes (Pages 2 – 14)** – Vince Rogalski
- 9:10-9:20**      **Administrative Items (Informational Update)** – Michael Snow, Division of Transportation Development (DTD) and Bill Haas, FHWA
- Update on travel expense policies and the STAC holiday schedule.
- 9:20-9:30**      **Transportation Commission Report (Informational Update) (Pages 15 – 20)** – Vince Rogalski
- Summary report of the most recent Transportation Commission meeting.
- 9:30-9:50**      **TPR Reports (Informational Update)** – STAC Representatives
- Brief update from STAC members on activities in their TPRs.
- 9:50-10:05**      **Chief Engineer Items (Informational Update)** – Josh Laipply, CDOT Chief Engineer
- 10:05-10:30**      **Federal and State Legislative Report (Informational Update)** – Herman Stockinger & Ron Papsdorf, CDOT Office of Policy and Government Relations (OPGR)
- Update on recent federal and state legislative activity.
- 10:30-10:40**      **Break**
- 10:40-10:50**      **Freight Advisory Council (FAC) Next Steps (Informational Update)** – STAC Representatives
- Informational update on the Freight Advisory Council governance, next steps and future activities.
- 10:50-11:00**      **CMAQ Alt Fuels Colorado Program Update (Informational Update)** – Steve McCannon, Regional Air Quality Council (RAQC), & Wes Maurer, Colorado Energy Office (CEO)
- Update on status of Alt Fuels Colorado Program.
- 11:00-11:15**      **PD 14 Performance Targets (Informational Update) (Pages 21 – 22)** – Debra Perkins-Smith, DTD
- Update on PD 14 performance targets.
- 11:15-11:30**      **FY 17 Budget Workshop (Informational Update) (Pages 23 – 30)** – Maria Sobota, Chief Financial Officer
- Review of the FY 17 CDOT budget.
- 11:30-11:40**      **Development Program (Informational Update)** – Jeff Sudmeier, CDOT DTD
- Overview of Development Program concept to illustrate major transportation needs.
- 11:40-11:45**      **HOV Policy (Informational Update)** – Debra Perkins-Smith, CDOT DTD
- Update on CDOT HOV Policy.
- 11:45-11:55**      **Non-Metropolitan Local Official Consultation Process Document and Public Involvement Plan Guidance (Informational Update)** – Michelle Scheuerman, DTD
- Overview of updates to public and stakeholder involvement guidance documents.
- 11:55-12:00**      **Other Business-** Vince Rogalski
- Topics for November which include a discussion on the planning process.
- 12:00**            **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  
September 25, 2015**

**Location:** CDOT Headquarters Auditorium

**Date/Time:** September 25, 9:00 a.m.-11:30 a.m.

**Chairman:** Vince Rogalski, STAC Chair

**Attendance:** Thad Noll (Intermountain), Norm Steen (PPACG), Elise Jones (DRCOG), Jan Dowker (NFRMPO), Kevin Hall (Southwest), Scott Hobson (PACOG), George Wilkinson (San Luis Valley), Jim Baldwin (Southeast), Chuck Grobe (Northwest), Barbara Kirkmeyer (Upper Front Range), Gary Beedy (Eastern), Walt Boulden (South Central), Pete Baier (GVMPO).

<b>Agenda Items/ Presenters/Affiliations</b>	<b>Presentation Highlights</b>	<b>Actions</b>
Introductions / August Minutes / Vince Rogalski, STAC Chair	<ul style="list-style-type: none"> <li>• Review of August STAC Minutes</li> </ul>	Minutes approved.
Transportation Commission Report / Jeff Sudmeier, CDOT Division of Transportation Development (DTD)	<ul style="list-style-type: none"> <li>• <u>Program Management Update</u> <ul style="list-style-type: none"> <li>○ Currently behind XPI target, but expect to catch up by the year's end.</li> <li>○ Caused by weather and other factors.</li> </ul> </li> <li>• <u>PD 14 Workshop</u> <ul style="list-style-type: none"> <li>○ Will discuss this later in today's agenda so we won't go over it now.</li> </ul> </li> <li>• <u>Budget Workshop</u> <ul style="list-style-type: none"> <li>○ Will also discuss later on in the agenda, but this was a prelude to the main budget conversation next month.</li> </ul> </li> <li>• <u>FASTER Audit Workshop</u> <ul style="list-style-type: none"> <li>○ Josh Laipply reported on findings and CDOT's response.</li> <li>○ Audit produced 8 recommendations, mostly focused on the project selection process for bridge and FASTER Safety programs – documentation, transparency, tracking, project closures, etc.</li> <li>○ Formalizing procedures that already exist.</li> <li>○ Staff agrees with the findings of the audit and has already been working on a number of them.</li> <li>○ Will report to TC on a monthly basis about how CDOT is addressing audit recommendations.</li> </ul> </li> </ul>	No action taken.

- Also work with TC on the formalization of certain processes through TC actions.
- Governor's Bicycle Pledge
  - Shailen Bhatt discussed the Governor's \$100 million bike pledge and clarified what that means:
  - \$30 million from Great Outdoors Colorado (GOCO) - money that does not come from CDOT.
  - \$60 million are existing CDOT funds from TAP, CMAQ, etc. for projects already identified by the locals and programmed, not new money or allocations.
  - \$10 million is CDOT funding for the Safe Routes to School program.
- Safe Routes to School (SRTS) Funding Approval
  - TC approved funding for the SRTS program at a level of \$2.5 M annually.

#### **STAC COMMENTS**

- Barbara Kirkmeyer: How can CMAQ funds be used on cycling?
- Bill Haas: For trails and other items.
- Barbara Kirkmeyer: Because we wanted to use CMAQ for police and fire vehicles and had to justify how it was connected to CMAQ.
- Jeff Sudmeier: A lot of CMAQ eligibility is based on the assumption that you are shifting users from single occupancy vehicles to other modes, thereby reducing emissions.
- Doug Rex: Is the GOCO money an increase from before?
- Barbara Kirkmeyer: No, it's constitutionally limited.
- Kevin Hall: They also provide regular funding to the State Trails program so I don't know if that's considered part of this effort.
- Scott Hobson: The Governor has also asked us to compile a list of the 16 critical trail segments in the state, which is a related effort.
- Elise Jones: Did Shailen address how to make the project selection process for these more collaborative and less bureaucratic?
- Jeff Sudmeier: Yes, we already have some requirements that engineers always look at whether there is a need / opportunity to add bike infrastructure to any project. But right now it's more aspirational and there is not a defined process for doing so. We also have trouble tracking bike/ped investments when breaking them out from a larger project that includes non-

	<p>bike/ped elements. We are working on identifying ways to better track bike and ped expenditures, and also developing a new Procedural Directive that will set in place a process to ensure that bike and ped needs are considered.</p> <ul style="list-style-type: none"> <li>• <u>Vince Rogalski</u>: In terms of processes, I'd like to see a better process for moving contracts through the system quickly. I get complaints from local agencies that are ready to put the shovel in the ground but lose a whole construction season because of the length of the contracting process.</li> <li>• <u>Jeff Sudmeier</u>: Yes, we are aware of that and in previous months Mike Lewis came and spoke about the need to improve those processes with Local Agencies. That is an effort that's underway and we want to come back to you in future months to discuss this further.</li> </ul>	
TPR Reports / STAC Members	<ul style="list-style-type: none"> <li>• <u>Pueblo</u>: I-25 and US 50 project is moving along; small impact on construction due to State Fair traffic and lane closures; Pueblo Transit provided park and ride service to the State Fair for their 20<sup>th</sup> year; the MPO will award a contract in October for a major downtown connector.</li> <li>• <u>Southwest</u>: The Transportation Legislative Review Committee (TLRC) came through Durango and got a tour of the Durango-La Plata Airport and US 160 / US 550 interchange as well as Durango Transit; had an evening meeting and got a lot of good agency participation; made sure to represent the southwest region and its needs.</li> <li>• <u>Pikes Peak</u>: I-25 Cimarron moving along, expecting completion next spring; I-25 Fillmore moving along as well; CDOT Maintenance facility now open in Divide (Teller Co.); PPACG 2040 Plan is up for public comment until October 2<sup>nd</sup>, concluding a 3-year process; members of the TLRC are meeting one-on-one with PPACG to discuss various issues.</li> <li>• <u>DRCOG</u>: Continuing to work on 2016 Work Plan, especially how to diversify revenue sources; doing a debrief on the TIP process and selection criteria; leadership will be traveling to DC soon to discuss issues.</li> <li>• <u>San Luis Valley</u>: TLRC came through on Wednesday, Kerrie Neet addressed some key points for the region and George Wilkinson expressed concerns, mainly around funding (partnering is good but not with a broke county); need for shoulders/widening generally; overall a good meeting.</li> <li>• <u>Eastern</u>: Pedal the Plains held a week ago, went well; summer projects wrapping up.</li> </ul>	No action taken.

	<ul style="list-style-type: none"> <li>• <u>North Front Range</u>: Approved the Congestion Management Process and 2040 RTP, re-approved 2016-2019 TIP; starting in November NFR will approve the Public Involvement Plan, kick-off the Freight Plan, and update the regional bike plan to become a non-motorized plan (bike and ped).</li> <li>• <u>Intermountain</u>: I-70 Glenwood finishing up fiber and bridge work; Vail Pass Bridge Joints project complete; I-70 corridor mostly in good shape right now.</li> <li>• <u>South Central</u>: Moving ahead on agreements with City, AMTRAK, and BNSF related to the Southwest Chief; next TPR meeting on October 6<sup>th</sup>.</li> <li>• <u>Upper Front Range</u>: CMAQ funding allocation at last meeting, awarded to 7 communities, 2 in UFR; talked about 2016-2019 STIP and discussed what's coming up next; discussion of doing a PEL on SH 66 (partner with DRCOG); SH 85 PEL should be complete by end of the year; North I-25 Coalition hosted legislators' discussion with communities and discussed funding sources, TRANS Bond II, SB 228, Tax Credits, etc.</li> <li>• <u>Southeast</u>: Construction continues on Grenada overpass; work on SH 71 continues; trying to get started on the downtown Lamar paving project.</li> <li>• <u>Northwest</u>: Fixing two slide areas on SH 13 south of Meeker; also SH 13 bridge over the Yampa River being fixed up; SH 9 project is ongoing; Routt, Grand, and Jackson counties are collaborating on enlarging snowmobile pullout areas.</li> <li>• <u>Gunnison Valley</u>: Almost finished with US 50 overlay in Region 3, filling in rockslide area on US 50 but needs to be repaired long-term, developing plan to do so; wrapping up for the season because of snow (started last week on the peaks); the TLRC is visiting Montrose this afternoon, they're very interested in what's happening in the rural areas and tackling the funding challenges; we'll see what happens with SB 228.</li> </ul>	
<p>Freight Advisory Council / Gary Beedy &amp; Norm Steen</p>	<ul style="list-style-type: none"> <li>• Mostly discussed governance issues and balancing the representation of government agencies vs. the business community, don't want them to be overshadowed; also wanted to ensure that there is geographical equity in terms of participants across the state.</li> <li>• FAC formed as a means of developing a comprehensive multimodal freight plan, but seems to be transitioning into a broader forum for industry, government, shippers, academics, etc. to discuss common issues and interests.</li> </ul>	<p>No action taken.</p>

	<ul style="list-style-type: none"> <li>• The challenge may be how to facilitate such a body in a useful way without getting too bureaucratic.</li> <li>• Another big challenge is how to get the freight industry to share enough information to be useful in planning without compromising their business practices to competitors.</li> </ul> <p><b>STAC COMMENTS</b></p> <ul style="list-style-type: none"> <li>• <u>Jan Dowker</u>: I think it's great to bring the technology into the discussion because a lot of those over the road tools are changing the possibilities.</li> <li>• <u>Norm Steen</u>: The question there is who owns that data, who has access, how is it protected? Individual companies could be greatly harmed if certain data becomes publically available.</li> <li>• <u>Jan Dowker</u>: Agreed, but I'm talking more about how we can create systems that better accommodate their needs so we can become better partners with the private sector.</li> <li>• <u>Bill Haas</u>: CDOT is also looking at partnering with shippers so that they can be the eyes and ears for the DOT – for instance in Iowa they're using older iPhones to show live video of what's happening on the roads.</li> </ul>	
<p>Policy Directive 14 Update / Jeff Sudmeier &amp; William Johnson, CDOT DTD</p>	<ul style="list-style-type: none"> <li>• PD 14 is the Commission Policy that establishes performance objectives to guide the distribution of resources in the Statewide Transportation Plan, Statewide Transportation Improvement Program (STIP), and the annual budget. It was developed in consultation with the STAC, the TC, and key stakeholders and was adopted by the TC in February.</li> <li>• Held a TC workshop last week to provide an update on how well CDOT is performing as compared to the objectives set forth in the PD. The intention is to use this as a lead in to FY17 (and future) budget workshops, linking performance with budgeting.</li> <li>• Illustrates that given current funding, it is not possible to reach all of our performance objectives simultaneously.</li> </ul> <p><i>Safety</i></p> <ul style="list-style-type: none"> <li>• First 4 objectives are high-level, nationally endorsed safety goals. <ul style="list-style-type: none"> <li>○ Reduce Overall Fatalities, Reduce Fatality Rate, Reduce Serious Injuries, Reduce Serious Injury Rate</li> </ul> </li> </ul>	<p>No action taken.</p>

- Objectives were not met for total fatalities and serious injuries. However, fatalities and serious injuries did not increase as much as VMT and as a result objectives were met for fatalities and serious injuries per VMT.

#### *System Performance*

- Unfortunately for some of these it's a matter of slowing down the process of things getting worse, rather than actually improving.
- In general, we held steady in terms of performance on the interstate and on freight corridors, but saw a slight increase in the extent of congestion on the NHS.

#### *Infrastructure Condition*

- Exceeding the performance target for interstate drivability life, but not hitting NHS and state highway system goals
- Not meeting all of bridge goals

#### *Maintenance*

- Hitting both objectives here, expect that to continue for snow and ice but without increased investment the overall Maintenance Level of Service (MLOS) will likely decline over time as infrastructure deteriorates.

#### **STAC COMMENTS**

- Norm Steen: How were the safety targets set?
- Charles Meyer: During the State Highway Safety Plan development process we worked with MPOs, TPRs, looked at data, other state agencies, expected resources, etc. to set realistic goals for Safety.
- Kevin Hall: How does this fit in with the Towards Zero Deaths campaign?
- Charles Meyer: These goals are achievable versions of that goal, baby steps on the path to that ultimate goal.
- Gary Beedy: We need to be careful about setting achievable goals – obviously zero deaths would be great but we can't be shooting for targets that we'll never get even with the entire CDOT budget.
- Thad Noll: Let's also look at the obverse of that, careful not to underset goals that become somewhat meaningless. For instance, don't give yourself credit for increasing transit use that's just a result of population growth.
- Vince Rogalski: Technology may be the avenue of drastically improving safety, and this will be discussed at the Transportation Summit in October. I agree that we will probably never achieve zero but we also shouldn't take for granted that 40,000 people die each year in vehicle crashes in the US.

	<ul style="list-style-type: none"> <li>• <u>Barbara Kirkmeyer</u>: These shouldn't be goals that are out of CDOT's control. CDOT can't control texting and driving, drunk driving, etc. but we can control infrastructure condition and other things that contribute to fatalities.</li> <li>• <u>Charles Meyer</u>: Of course no single agency has control over all of the factors involved in highway safety, but together we can all make incremental improvements that make a more significant impact.</li> <li>• <u>Vince Rogalski</u>: Won't these bridge figures slip once the I-70 viaduct project starts up and sucks up that money?</li> <li>• <u>William Johnson</u>: No since the measure is based on total bridge deck area, and so improvements to the Viaduct will result in a significant amount of deck area included in that calculation.</li> <li>• <u>Norm Steen</u>: Do you have this information broken down by region?</li> <li>• <u>William Johnson</u>: We don't usually do it that way, because we consider asset management to be a statewide approach. But we can produce that for you if you want.</li> </ul>	
<p>CDOT Budget 101 / Louie Barela, CDOT Office of Financial Management and Budget (OFMB)</p>	<ul style="list-style-type: none"> <li>• This presentation has been given to CDOT staff, TC, and now the STAC.</li> <li>• CDOT is an executive department, meaning that we are under the (indirect) authority of the Governor.</li> <li>• Differences from other state agencies: <ul style="list-style-type: none"> <li>○ Doesn't require a general funds transfer on a yearly basis – have a continuous funding source.</li> <li>○ Legislature doesn't control spending and budgeting – the TC does.</li> </ul> </li> <li>• Nonetheless, CDOT budgeting starts the same as other state departments with the "Long Bill", which includes line items for: <ul style="list-style-type: none"> <li>○ Administration</li> <li>○ Construction, Maintenance, and Operations</li> <li>○ HPTE</li> <li>○ Colorado Bridge Enterprise</li> <li>○ First Time Drunk Driver</li> <li>○ Marijuana Impaired Driver (new)</li> </ul> </li> <li>• Starts with revenue projections, creates one sheet budget, TC decides how to spend, goes to OFMB, broken into cost centers, budget pools, and grants, which ultimately link back to the revenue projections. <ul style="list-style-type: none"> <li>○ See process wheel presentation slide.</li> </ul> </li> </ul>	<p>No action taken.</p>

- Revenue projection model includes national economic data, state population data, motor vehicle data, etc.
- Each year the model is tweaked based on reconciling actual revenues vs. projections.
  - See pie chart presentation slide.
- FY16 Budget – Revenues vs. Expenditures
  - See two pie chart presentation slides.
- Almost all of the “Expand” funding is derived from SB 228, and therefore it could disappear without that transfer.
- Projections of actual dollars versus real dollars show that CDOT will have declining purchasing power due to inflation between now and 2023.
- Another issue is that state gas tax receipts have not been increasing, due in part to improved fuel efficiency. At the same time, VMT continues to increase. Therefore, the dollars spent per person has declined from \$125 in 1991 to \$69 in 2015.
- New budgeting features in FY17:
  - Better communication
  - Better customer service
  - Better budget reports
  - Program allocation drilldown
  - Organizational budgeting
  - Work Plan based budgeting
- Overall, CDOT budgeting is moving towards starting fresh each year rather than an incremental factor over last year.

#### **STAC COMMENTS**

- Norm Steen: Where is the MPO input on the budget cycle, specifically the TIP?
- Jeff Sudmeier: We go through the Program Distribution process every four years. Through that process we obtain input from the MPOs and TPRs on the projection of revenues and the distribution of resources in Program Distribution. Program Distribution provides an estimate of revenues and allocations that the MPOs and TPRs can use to plan with. The budget is developed annually by the TC and replaces what was in Program Distribution for that year with updated revenues and allocation decisions.
- Thad Noll: Where does PD 14 feed into the revenue allocation?

	<ul style="list-style-type: none"> <li>• <u>Jeff Sudmeier</u>: We estimate the cost to achieve performance objectives in PD 14 and that information is used to inform the distribution of resources in Program Distribution. Similarly, performance objectives drive the distribution of resources within the asset management program (between pavement and bridge, for example). This year we are reporting PD 14 performance to the Transportation Commission in advance of the budget setting process so that they can use our current performance to drive some of the decisions they need to make in the annual budget process.</li> <li>• <u>Terri Blackmore</u>: Why do you include local match in the budget since you're not even sure if those dollars exist? I think that it's inappropriate because those aren't your dollars. It's hard to see which dollars are which when you report it that way.</li> <li>• <u>Barbara Kirkmeyer</u>: Is it included to represent your spending authority? That's why other departments do it.</li> <li>• <u>Louie Barela</u>: Thank you for the feedback.</li> </ul>	
<p>FY 2017 Budget Workshop / Louie Barela, CDOT OFMB</p>	<ul style="list-style-type: none"> <li>• We haven't received the final actuals for FY 15, but will have them in October. Preliminary actuals are higher than projected.</li> <li>• Revenue projections for FY17 are \$1.2 billion, a decrease from FY16 of \$1.4 billion. <ul style="list-style-type: none"> <li>○ Decrease due to expectation of no SB 228 transfer in FY17.</li> <li>○ Office of State Planning and Budget and Legislative Council have conflicting projections for SB 228 transfers in FY16, FY17, and FY18.</li> <li>○ Will know FY16 final SB 228 numbers in March. <ul style="list-style-type: none"> <li>▪ Will receive 80% in April, 20% the following January.</li> </ul> </li> <li>○ There is a big question mark in all the revenue projections and allocations.</li> </ul> </li> <li>• Next Steps: (in October) <ul style="list-style-type: none"> <li>○ Provide final Decision Items to TC.</li> <li>○ Provide final revenue projections to TC.</li> <li>○ Provide FY16-FY17 Draft Program Allocation budget to TC.</li> <li>○ Provide Draft Admin Budget for TC review.</li> <li>○ Provide initial FY16-17 Narrative Budget for TC review.</li> </ul> </li> </ul> <p><b>STAC COMMENTS</b></p>	<p>No action taken.</p>

	<ul style="list-style-type: none"> <li>• <u>Gary Beedy</u>: What will the work plan based budgeting look like?</li> <li>• <u>Louie Barela</u>: This is a new approach for us, and right now we're in a hybrid situation. We're still doing incremental budget increases but also working with groups to determine their year to year needs rather than just a yearly increase.</li> </ul>	
Safe Routes to School / Leslie Feurborn, CDOT DTD	<ul style="list-style-type: none"> <li>• Dedicated funding for the program was discontinued in 2012.</li> <li>• Some (non-infrastructure) projects became ineligible, while others continued under TAP.</li> <li>• In 2013 the TC dedicated one year of funds, in 2014 we scrubbed unused funds from previous years, and in 2015 the legislature funded a one year extension.</li> <li>• DTD made a recommendation that TC find alternate funding for Safe Routes to School (SRTS) moving forward.</li> <li>• Last week TC approved funding for FY16 forward for both infrastructure and non-infrastructure grants: \$2 million for infrastructure and \$.5 million for non-infrastructure (\$2.5 million total). <ul style="list-style-type: none"> <li>○ Applications going out next week and due in early January.</li> <li>○ Will require a 20% cash match for projects – though we recognize that can be challenging for smaller communities and school districts.</li> </ul> </li> <li>• Government agencies, towns, Tribes, and school districts are eligible.</li> <li>• Will send out information and also host regional trainings – please let Leslie know if you would like one in your area.</li> <li>• Application selection by the SRTS Advisory Committee, composed of: <ul style="list-style-type: none"> <li>○ 2 representatives from MPOs.</li> <li>○ 2 representatives from TPRs – need to fill one of these spots.</li> <li>○ 1 representative for cyclists.</li> <li>○ 1 representative for pedestrians.</li> <li>○ 1 representative for educators.</li> <li>○ 1 representative for parents.</li> <li>○ 1 representative from law enforcement.</li> </ul> </li> <li>• Also promoting Walk to School Day <ul style="list-style-type: none"> <li>○ Wednesday, October 7th – posters available to distribute.</li> <li>○ 124 schools have already registered – hoping for 75 to 100 more to join.</li> </ul> </li> </ul>	No action taken.

<p>Transportation Summit / Amy Ford, CDOT Communications Director</p>	<ul style="list-style-type: none"> <li>• All STAC members received an invitation.</li> <li>• Please register – we can only fit 600 and currently have over 500.</li> <li>• Secretary of Transportation Anthony Foxx will be joining us to discuss the role of the DOT in the face of transformative technology as well as transportation funding.</li> <li>• Representatives from Oregon will discuss RUC concept.</li> <li>• Rocky Mountain Institute on the “Uberization” of commuting.</li> </ul>	<p>No action taken.</p>
<p>Transit Update / David Krutsinger &amp; Mike Timlin, CDOT Division of Transit &amp; Rail (DTR)</p>	<ul style="list-style-type: none"> <li>• Many intercity routes pass through smaller, rural towns at inconvenient times for travelers.</li> <li>• Using a small amount of funding through Bustang and SB 228, we’re hoping to make it easier to connect to routes that go to Denver, Salt Lake, etc. – better coordination between existing services.</li> <li>• Currently planning to assess Bustang fares, schedules, and routes 3 times per year and maintain a 20% spare rate for vehicles.</li> <li>• Also set vehicle purchase triggers so we are ready to expand services as desired.</li> <li>• Looking for advice: what’s important to your communities, how do we improve connectivity and rider experience?</li> </ul> <p><b>STAC COMMENTS</b></p> <ul style="list-style-type: none"> <li>• <u>Vince Rogalski</u>: One example is that Gunnison has a bus to Denver but not to Montrose – a gap. A similar gap exists between Durango and Alamosa – you have to go through Albuquerque. Also the connection of buses between Durango and Grand Junction is not lined up well, so you have to stay overnight.</li> <li>• <u>Thad Noll</u>: A lot of these smaller connections in towns that don’t have their own transit systems but could connect to one nearby would allow lots of people to get to Denver that currently can’t. For a small amount of money you could make a big difference in connectivity.</li> <li>• <u>Pete Baier</u>: We need a master coordination between all the small services – a big list to help people set their routes and coordinate better.</li> <li>• <u>Vince Rogalski</u>: When will we see a Bustang connection between Glenwood and Grand Junction?</li> </ul>	<p>No action taken.</p>

	<ul style="list-style-type: none"> <li>• <u>David Krutsinger</u>: Right now we don't know – it depends on our farebox performance. We will come back to you in future months and set some priorities here and with TPRs so we can work it into the April budget proposal.</li> <li>• <u>Kevin Hall</u>: If we could get some ridership stats for Bustang at the next STAC meeting that would be great.</li> <li>• <u>David Krutsinger</u>: Connectivity and ridership are two stats tracked in PD 14. Ridership we're working on with providers, but we want to focus on that connectivity piece.</li> <li>• <u>Norm Steen</u>: We need to also improve signage so that people know where to wait and can make those connections better.</li> <li>• <u>Vince Rogalski</u>: Will Bustang be starting weekend service?</li> <li>• <u>Mike Timlin</u>: We are going to the TC Transit &amp; Intermodal Committee in October to see if we can start doing that on the West route. Currently the plan would be to extend the existing service – Denver bound in the morning, Glenwood bound in the evening (contra to the ski traffic).</li> <li>• <u>Vince Rogalski</u>: I think people would like a ski bus option.</li> <li>• <u>Mike Timlin</u>: Other routes are also seeing good ridership.</li> </ul>	
Other Business	<ul style="list-style-type: none"> <li>• <u>Gary Beedy</u>: Is there a state rest stop study underway? Can we get some info?</li> <li>• <u>Bill Haas</u>: Kicked off in August/September and the goal is to address I-70 first, should have information available next month and then address the rest of the state early next year.</li> <li>• <u>Jeff Sudmeier</u>: We can address that at a future STAC agenda.</li> <li>• <u>Kevin Hall</u>: Are non-CDOT facilities (like USFS) included?</li> <li>• <u>Bill Haas</u>: Yes, and it's also looking at truck parking. Connections to adjacent states are also being considered.</li> <li>• <u>Thad Noll</u>: Do we have a new TC member yet?</li> <li>• <u>Vince Rogalski</u>: Yes, Kathy Hall.</li> <li>• <u>Norm Steen</u>: When will we be getting legislative updates again?</li> <li>• <u>Herman Stockinger</u>: There are a small number of bills on our radar right now, we'll give an update next month. There are some different groups</li> </ul>	

	<p>pushing various revenue raising options and the Governor is focused on the TABOR solution. John Boehner is leaving Congress so that might put off a federal transportation bill for the foreseeable future. The potential October 29<sup>th</sup> shutdown date probably won't matter to transportation because there are sufficient funds to take us into next year.</p>	
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## Transportation Commission October 14 - 15, 2015

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### Wednesday October 14, 2015

#### **Policy Directive (PD) 14.0 Performance Measures and Objectives (Debra Perkins-Smith)**

Please see: <https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/01-policy-directive-14-report.pdf> for more details.

#### **Purpose**

To report on progress in meeting performance objectives in Policy Directive (PD) 14.0 “Policy Guiding Statewide Plan Development”, and provide further details on ability to meet performance targets. Additionally, to reiterate the FY17 Asset Management planning budget that was approved by the TC Asset Management Committee in November 2014, that will be included in the FY17 budget setting process, and highlight the link between performance objectives and funding decisions.

#### **Discussion and Comments**

- Performance of the PD 14 objectives was reviewed. Fifteen objectives are being met and 17 objectives are not being met in the goal areas of safety, system performance, infrastructure condition, and maintenance.
- TC desires a more robust description about achievement of objectives for the next budget-setting session. The current report is based on roughly only on one year of data. Staff was requested to explore options for forecasting performance to better explain to the TC the trade-offs among goal area objectives.
- The performance data will be brought to the TC earlier in the process so staff can better inform budget-setting. The TC would then understand where CDOT is exceeding or falling short of the objectives, and make adjustments in the budget as deemed appropriate.
- CDOT appears to be doing well in system performance; however, areas of congestion are getting more congested, and CDOT will not be able to maintain the levels of performance.
- A staff work group is working to further develop and refine system performance measures.

#### **Budget Workshop (Maria Sobota)**

See <https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/02-budget-workshop.pdf> for more information.

#### **Purpose**

This workshop allows TC to review and comment on:

- FY 2014-15 Revenue Reconciliation and FY 2015-16 Transportation Commission Contingency Reserve Fund (TCCRF)
- FY 2016-17 Annual Budget

#### **Discussion and Comments**

- The unaudited FY 2014-2015 revenue reconciliation for the main budget (not including the Colorado Bridge Enterprise [CBE] and High Performance Transportation Enterprise [HPTE]) indicates a surplus of \$137 million: \$27.8 million in federal redistribution, \$27.3 million in higher-than-forecasted State Highway User Tax Fund revenues, and \$85 million in more Permanent Recovery funds than anticipated.
- The final FY 2014-15 balance of the TC’s contingency fund is \$36.4 million.
- For FY 2016-17, CDOT estimates its revenues will be \$1.27 billion, a decrease of \$210 million from FY 2015-16 revenue estimates due to a prediction that CDOT will not receive any SB 09-228 revenue compared to the \$200.2 million budgeted for FY 2015-16. It is anticipated that SB 09-228 funds will be eliminated in FY 2017-18.
- FY 2016-17 revenues for the two CDOT enterprises are estimated to be \$7.7 million for HPTE and \$126.6 million for CBE.

- Two decision items for FY 2016-17 were brought to the TC for approval, one to increase Hazardous Materials funding from \$2.2 million to \$3.2 million and another from the Division of Transportation Development (DTD) to fund the Safe Routes to School program in the amount of \$2.5 million.
- A transfer from the TCRF to pay off money CDOT owed the Baptist Road Regional Transportation Authority (RTA) in the Pikes Peak Area Council of Governments (PPACG) area for a project completed in 2009 was questioned. The memorandum of agreement stated that CDOT would pay back when it could from a then undefined source of funds. The new Commissioner from the area, noted the partnership was good because it allowed the project to go forward. A couple of Commissioners indicated future arrangements should not be entered into without more analysis.
- A suggestion was made that CDOT consider potentially separating Snow and Ice from Maintenance Level of Service (MLOS).
- It was suggested that CDOT have SB 09-228 lists ready in case CDOT actually receives SB 09-228 funds in FY 2016-2017.

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

See: <https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/03-program-management-workshop.pdf> for more details.

**Purpose**

The Program Management Workshop provides the TC with an update on the delivery of programs and significant projects. This month there is a focus on: the Flood Recovery program, Cash Balance details, the Responsible Acceleration of Maintenance and Partnerships (RAMP) Program Controls Update, and the Region 2 Project - US 50 Near Parkdale Embankment Repair.

- **RAMP partnership projects**
  - The RAMP Partnership and Operations Program continues to show steadily increasing monthly expenditure totals.
  - Several large devolution payments have been made to a number of our Local Agency partners. Those funds will in turn be used towards locally administered construction projects.
  - All twenty-four of the locally-administered RAMP intergovernmental agreements (IGAs) are fully executed and approved by the State Controller and CDOT's Office of Procurement and Contracts.
  - I-25 and Arapahoe Rd. project is expected to have 90% of construction plans by November, with construction slated to begin in 2016.
- **Commission Contingency Relief Funds (TCCRF)**
  - There was a request for \$125,000 from the TCCRF for embankment repair near US 50 and Parkdale.
  - US 50 in this area was damaged from heavy rains in 2013 from runoff in the Royal Gorge Burn Scar.
  - The funding will be used for additional slope stabilization and additional drainage features.
- **Cash Balance**
  - The Capital Construction Fund (Fund 400) was projected to be \$666 million at September 30, 2015. The actual Fund 400 cash balance at September 30, 2015 was \$626 million – a difference of \$40 million.
  - The cumulative expenditure performance index (XPI) has risen to 0.89 in October from 0.85 in September.
  - The projected ending balance for federal obligation at September 30, 2015, was \$205 million. The actual ending balance for federal obligation at September 30, 2015, was approximately \$154 million – a difference of \$51 million.
  - There was a discussion on federal obligation, which is CDOT's authorization to bill FHWA for reimbursement of expenditures. Typically, CDOT begins to spend down the Fund 400 cash balance only after the federal obligation has been exhausted.

- The timing and amount of federal notices received impact CDOT's Fund 400 cash balance. Due to the Continuing Resolution impacting FHWA, CDOT has been receiving its federal obligation in prorated amounts. As a result, CDOT received approximately \$83 million in additional obligation limit through September 30, 2015.

### **Ten-Year Development Program (TDP) (Debra Perkins-Smith)**

Please see: <https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/04-ten-year-development-program.pdf> for more details.

#### **Purpose**

To provide an overview of the TDP concept, and review progress to date. The TDP is intended to:

- Fill the gap between 25-year statewide Transportation Plan (SWP) and the four-year State Transportation Improvement Program (STIP).
- To be used as a proactive and logical method and starting point for future list-making exercises.
- Focuses on major project priorities and study areas.
- Constrained by approximately \$2 billion within the 10-year time frame.
- DTD will share more specific information on individual projects and studies at the next TC meeting.

#### **Discussion and Comments**

- There is often confusion in rural areas related to the planning process and difference between various plans - need to educate them better on these.
- CDOT must be clear with the public that there was transparency and a level playing field in developing this.
- There is a need to recognize the political reality of regional needs, even when they are not statewide needs.
- Need to distinguish between "real" project lists (e.g., going to be built) versus prospective project lists like the TDP. If not, there is a risk of creating misunderstanding with the public.

### **High Occupancy Vehicle (HOV) Policy Guidance (Debra Perkins-Smith)**

Please see: <https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/05-hov-policy-workshop.pdf>

#### **Purpose**

To provide guidance on proposed policy for high occupancy vehicle (HOV) lanes.

#### **HOV Policy Overview**

- CDOT policy is that managed lanes must be considered in all capacity expansion projects.
- HOV 3+ policy is set to start in 2017.
- CDOT's position is that HOV lanes increase throughput, travel choice, etc.
- The proposed approach assumes that tolled express lanes are free for HOV 3+, however there are some potential exceptions:
  - If the presence of free HOV 3+ creates a safety concern
  - If the presence of free HOV 3+ makes it impossible for performance measures to be achieved
  - If the presence of free HOV 3+ makes the construction of the improvements financially infeasible
- In the case of C-470, an economic study of the corridor indicates that allowing free use of the managed lane by HOV 3+ vehicles would result in the loss of \$40 million in revenue. As a result, the project would be unable to achieve investment grade TIFIA status and therefore be impossible to complete. Therefore CDOT requests that the TC designate C-470 as a non-HOV 3+.

#### **Discussion and Comments:**

- The TC members agree that we would like to support HOV 3+ lanes wherever possible, but in this case we can't do that without chipping in an additional \$40 million.

- It's troubling that the new normal in Colorado is that users have to pay to use our roadways.
- The equity issue is understood, but the TC shouldn't reject a compromise just because it's imperfect.
- It's a pragmatic issue – the inclusion of toll-free HOV 3+ travel means the project won't get done.

## **Thursday, October 15, 2015**

### **Roll Call**

- Attendance - all TC members were present, with the exception of Commissioner Hofmeister, who was excused.

### **Audience Participation: Subject Limit: 10 minutes; Time Limit: 3 minutes**

- Will Toor, Director of the Southwest Energy Efficiency Project (SWEET) was the only audience participant. Mr. Toor congratulated CDOT on the Colorado Pedals Project effort.
- Mr. Toor issue raised a concern with regard to the proposed C-470 high occupancy vehicle (HOV) 3+ tolls. Stated that this is not equitable as toll-lanes accommodate mostly higher income populations. As technology improves, dynamic ride-sharing could be discouraged with the tolls.

### **Comments of Individual Commissioners**

- Projects:
  - The diverging diamond interchange (DDI) in Superior is an exciting project for the community.
  - Colorado Rail is working closely with AMTRAK regarding issues with the Southwest Chief and the ski train.
  - I-70 and Horizon Drive in District 7 is addressing safety concerns.
  - I-70 West – concerned about this project – working with Idaho Springs, and hope to resolve issues; SH 9 going well with first wildlife overpass complete.
  - Red Mountain Pass project completed on time with a perfect safety record.
  - US 36 Project – Phase 1 complete – Megan Castle was recognized for contributions; Phase 2 moving forward.
- TC members attended numerous community events and were pleased with discussions regarding transportation needs of communities, for example: meetings with the Stone and Gravel Association, Transportation Legislative Review Committee (TLRC), West Connect, etc. (to name a few).
- TC members recognized CDOT staff at HQ and in the Engineering Regions numerous times. DRCOG staff noted to a Commissioner that Colorado transportation stakeholders are being treated as CDOT customers, and stakeholders are pleased.
- DTD Director, Debra Perkins-Smith was recognized by District 3 Commissioner for work with DRCOG.

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

- Welcomed David Spector is the new HPTE Director, recognized Michael Cheroutes' work, and that Michael's last day was October 14, 2015.
- The US 6 and I-25 realignment went flawlessly, noted that 400 crashes occurred previously at this location. Very pleased this all went well.
- Last month during C-470 noise wall comments, made a promise to follow letter of law on this. CDOT is working with FHWA. CDOT does respond to public comments.
- The Transportation Summit scheduled for Oct. 28<sup>th</sup> is sold out. A Volvo autonomous vehicle will be on site and attendees will be able to take rides.
- Region 2 RTD, Karen Rowe, is recuperating well and is planning to come back to work soon. Ajin Hu was recognized for her good work during Karen's absence.

- Passing of CDOT employee Craig Hansen was acknowledged.
- CDOT will conduct a Leadership Summit at the end of October to support the 3 Peaks to be the Best DOT – Chris Warner, co-author of *High Altitude Leadership* and mountain climber, will lead a discussion on what it means to climb peaks and be a team.

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

- FHWA recognized CDOT nationally as a showcase project for their slide-in bridge construction.
- At last month's Project Management Workshop noted that we are behind \$30 million in expenditures. Since then, CDOT took a proactive approach to expend these dollars quickly, working with RTDs and Regions to add back in scope elements to catch up and help to achieve XPI and expenditure targets for the year. As early as next month the TC may see additional expenditures related to this.

#### **High Performance Transportation Enterprise (HPTE) (David Spector)**

- Just started at HPTE 3 days ago.
- The Chairman of the HPTE Board is leaving.
- HPTE Telephone Town Halls for I-70 and US 36 and were very successful (5,000 and 10,000 participants respectively – Communications did a great job).
- Toll rate changes have been approved for mountain express lane rates to be in operation this winter. US 36 phase 2 has also been approved.

#### **Federal Highway Administration (FHWA) Division Report (John Cater)**

- FHWA will be hiring a new Executive Director, as Jeff Paniati is retiring.
- Visited CDOT Regions 2 and 3: for SH 9 – scale of wildlife overpasses is much bigger than expected. The need for a Lamar reliever route was discussed, as well as other regional priorities and projects.
- Colorado traffic volumes are increasing as well as fatalities. This is happening both along on and off system roadways. Distractions may be a contributor – will need to double-up safety efforts to address this.

#### **Act on Consent Agenda – Approved unanimously on October 15, 2015.**

- Resolution to Approve the Regular Meeting Minutes of Sept. 17, 2015 (Herman Stockinger)
- Leadville SH 24 Minor Encroachment Disposal (Dave Eller)

#### **Discuss and Act on the 4<sup>th</sup> Budget Supplement of FY 2016 (Maria Sobota) – Approved unanimously on October 15, 2015.**

**Region 2 - \$125,000 – US-50 NEAR PARKDALE, EMBANKMENT REPAIR – TCCRF-** Additional funds; \$11,431,000 – *Baptist Road Liability* – TCCRF-This action repays the Baptist Road Rural Transportation Authority for costs incurred during the 2009 construction.

**Transportation Systems Management & Operations - \$2,085,000 – Tolled Express Lanes – TCCRF** –for ITS device maintenance, IT network management, Traffic Management Center operators and dispatchers, and additional equipment and vehicles.

**Property Management – \$546,321 – Pave 2 CDOT facilities – TCCRF** – Combined cost to pave Platteville Yard and Greeley West Yard. This item was presented last month as part of the TCCRF reconciliation, now requesting formal approval.

**RAMP - \$20,000,000-RAMP HPTE P3 Development Fund-** Request access to the RAMP HPTE Public Private Partnership (P3) Development fund for C-470. The likely and preferred financial scenario (currently balanced) includes a TIFIA loan. However, a non-TIFIA dependent initial finance plan (IFP) is required in order for C-470 to go to construction summer 2016 prior to TIFIA loan close scheduled for fall 2016.

**Discuss and Act on Amendment to the June 27, 2013 US 36 Concession Project IAA between CDOT and HPTA (Nick Farber) - Approved unanimously on October 15, 2015.**

**Discuss and Act on Adoption of HOV Policy (Deb Perkins Smith) - Approved unanimously on October 15, 2015.**

**Discuss and Act on C-470 HOV Policy (Brett Johnson) - Approved by a nine to one vote, with dissent by District 10 Commissioner on October 15, 2015.**

**Other Matters**

**CDOT Summer Bike Challenge Award (Debra Perkins-Smith)**

- Approximately 120 CDOT employees participated in this event, representing over 200,000 miles traveled. Included a drawing to potentially win \$100; a total of 17 people won \$100.00 each from the drawing.
- Region 2 received the award for the most participation. Ajin Hu, acting Region 2 RTD, accepted the award for Region 2.

Attachment A: PD 14.0 Objectives	Annual Objective	2014 Results	Objective Met?	FY 14 Budget	FY15 Budget	FY16 Budget	FY16 Anticipated Condition	Long-Term Forecasted Condition	Funding Sources/Budget Program Category	Notes
<b>Safety</b>										
<b>All Highways</b>										
Reduce fatalities by 12 per year from 548 in 2008 to 344 in 2025.	476	488 (2014 data as of 9/1/2015)							Highway Safety Improvement Program, FASTER Safety, Safety Education, Hot Spots Program	Beginning in FY15, \$40 M of FASTER Safety funds was allocated to asset management to fund programs with a clear safety benefit (bridge, geohazards, and surface treatment)
Reduce the fatality rate per 100 million VMT by 0.02 per year from 1.03 in 2013 to 0.79 in 2025.	1.01	1.00 (2014 data as of 9/1/2015)								Through the vision of the SHSP and with continued improvement and application of safety analysis, CDOT is being more strategic in its use of safety funding for safety projects. The SHSP identified eight strategic emphasis areas for CDOT, as well as other safety stakeholder agencies, to focus safety improvement efforts. In CDOT's dedicated safety programs, HQ and Regions are collaborating to use state of the art safety analysis techniques to find the most effective locations for crash reduction, and fund those projects in a strategic four-year plan.
Reduce serious injuries by 90 per year from 3,200 in 2013 to 2,120 in 2025.	3,110	3,217 (2014 data as of 9/1/2015)		\$123 million	\$89.7 million	\$98.7 million	see notes	see notes		
Reduce the serious injury rate by 0.2 per 100 million VMT per year from 6.86 in 2013 to 4.46 in 2025.	6.66	6.57 (2014 data as of 9/1/2015)								
Reduce the economic impact of crashes annually by 1% over the previous calendar year.	\$7.54 billion	\$7.79 billion								
<b>Bike and Pedestrian</b>										
Reduce the number of bicyclist and pedestrian fatalities involving motorized vehicles from 67 in 2013 to 47 in 2025.	65	73 (2014 data as of 9/1/2015)							No dedicated funding source: includes portions of TAP, Safe Routes to School, CMAQ, and Bike Safety Education Programs through SPR	Bike and pedestrian is one of three emphasis areas in the SHSP.
Reduce the number of bicyclist and pedestrian serious injuries involving motorized vehicles from 469 in 2013 to 311 in 2025.	456	470 (2014 data as of 9/1/2015)		N/A	N/A	N/A	see notes	see notes		Recommended next steps - staff will analyze crash data further to identify specific bike/ped crash types and identify appropriate response strategies including targeted bike/ped safety outreach and education
<b>System Performance</b>										
<b>Highways</b>										
Prevent the spread of congestion by maintaining a Planning Time Index (PTI) of 1.25 or less on 90% or greater of Interstate centerline miles.	90%	90% of Interstate centerline miles achieved PTI		\$25.2 million	\$28.8 million	\$28.4 million			Congestion Relief, ITS Investments, and ITS Maintenance Programs	PTI targets were met for Interstate, and Colorado Freight Corridors, but not NHS. The difference in performance is possibly attributable to a greater focus of investments, including in operations, on interstates.
Prevent the spread of congestion by maintaining a PTI of 1.08 or less on 90% or greater of National Highway System (NHS) centerline miles, excluding Interstates.	90%	88% of NHS centerline miles achieved PTI		Dedicated Funding + individual project spending	Dedicated Funding + individual project spending	Dedicated Funding + individual project spending	see notes	see notes		Recommended next steps - Staff are undertaking analysis to identify the most appropriate strategies, including the deployment of additional operational solutions including Traffic Incident Management (TIM).
Prevent the spread of congestion by maintaining a PTI of 1.25 or less on 90% or greater of Colorado Freight Corridor centerline miles.	90%	90% of Colorado Freight Corridors achieved PTI								Projections suggest that the overall extent of corridors experiencing congestion above the target (currently 10% of centerline miles) will only experience minor increases by 2025. However, the PTI on the most congested segments is projected to increase significantly.
<b>Transit</b>										
Increase ridership of small urban and rural transit grantees by at least an average of 1.5% statewide over a five-year period beginning in 2012.	0.30%	2.25% (CY13 Data)		\$29 million	\$29 million	\$29 million	no data	no data	FTA Programs and FASTER Transit funding for rural and small urban areas	
Maintain or increase the total number of revenue service miles of regional, inter-regional, and inter-city passenger service over that recorded for 2012.	TBD	TBD		TBD			no data	no data		
<b>Infrastructure Condition</b>										
<b>Highways</b>										
Achieve 80% High/Moderate Drivability Life for Interstates based on condition standards and treatments set for traffic volume categories.	80%	89%							Surface Treatment Program (including FASTER Safety)	In FY15 pavement is expected to achieve 91% high/moderate DL on Interstates, 84% high/moderate DL for NHS, and 79% high/moderate DL for all state highways.
Achieve 80% High/Moderate Drivability Life for NHS, excluding Interstates, based on condition standards and treatments set for traffic volume categories.	80%	78%		\$238.8 million	\$235.2 million	\$235.9 million				Preliminary review of the newest forecast data indicates that we will achieve 79% high/moderate DL for all state highways in 2016. The primary reason for an uptick in condition is a change to the equation that calculates our IRI Index, specifically for non-interstate asphalt highways (which is a majority of our facilities). It should be noted that the forecast shows that these levels of DL are not maintainable over time.
Achieve 80% High/Moderate Drivability Life for the state highway system based on condition standards and treatments set for traffic volume categories.	80%	73%					79%	78% in 2026		Recommended next steps – staff will work to improve/tighten the link between pavement maintenance and pavement model recommendations, and evaluate the effect of pavement preventive maintenance on drivability life to identify strategies.
<b>Bridges</b>										
Maintain the percent of NHS total bridge deck area that is not structurally deficient at or above 90%.	90% or greater	95%					95%	95% in 2026	On-System Bridge Program (including FASTER Safety), Off-System Bridge Program, and Colorado Bridge Enterprise	Currently exceeding target and will continue to exceed target through 2036 (the last year analyzed); however, the bridge program has 7 metrics geared towards mitigation of risk (below), and four of those are not achieving their target.
Maintain the percent of state highway total bridge deck area that is not structurally deficient at or above 90%.	90% or greater	94%								A structurally deficient bridge is typically one where corrosion or deterioration has resulted in a portion of the bridge being in poor condition; for example, where water leaking through an expansion joint has caused the end of a steel girder to rust.
Percentage of CDOT-owned bridges over waterways that are scour critical	5%	7%								Scour critical bridges are at risk of failure during a storm event of sufficient size. Estimated \$49 M total to achieve target.
Percentage of bridge crossings over Interstates, U.S. routes and Colorado state highways with a vertical clearance less than the statutory maximum vehicle height of 14 feet-6 inches	0.4%	0.4%								A bridge with a vertical clearance less than 14'-6" statutory maximum vehicle height has a high risk of being hit by a tall load or legal load. Estimated \$36 M total to achieve target.
Percentage of bridge crossings over Interstates, U.S. Routes and Colorado state highways with a vertical clearance less than the minimum design requirement of 16 feet-6 inches	4.8%	4.8%		\$185 million	\$168.2 million	\$164.1 million				16'-6" is the minimum clearance used when designing new bridges over a roadway. A bridge with a vertical clearance less than 16'-6" but greater than or equal to 14'-6" has a medium to high risk of being hit by a tall load. Estimated \$265 M total to achieve target.
Percentage of CDOT-owned bridges posted for load	0%	0.1%								Legal Loads: Vehicles meeting the legal load limits (as defined in C.R.S. 42-4-502 - 42-4-504) can travel on Colorado Interstates, US and State Highways without an approved permit. Our older bridges may need to be posted since some of these bridges were not designed for legal loads. Load posted Structures do impact mobility by restricting both legal and permitted loads. Estimated \$5 M total to achieve target.
Percentage of CDOT-owned bridges with a load restriction	3%	3%								Permit Vehicles: Permit loads (as defined in the Colorado Bridge Weight Limit Map/CDOT Bridge Rating Manual) are typically heavier and longer than the legal loads and require an approved permit in order to travel on Colorado Hwys. Our older bridges may need to be restricted for passage since some of these bridges were not designed for permit loads. Permitted loads have a certain combination of axle weight and spacing of that distributes the load in an acceptable combination for crossing over structures. Estimated \$99 M to achieve target.
Percentage of leaking expansion joint by length on CDOT-owned bridges	15%	19%								Leaking expansion joints allow water and deicing chemicals onto superstructure and substructure elements which can accelerate corrosion and lead to early onset of a structural deficiency. Keeping expansion joints sealed slows the rate of bridges dropping into structurally deficient.
Percentage of CDOT-owned bridge deck area that is unsealed or otherwise unprotected	30%	31%								Unsealed bridge decks deteriorate faster than sealed bridge decks.

Attachment A: PD 14.0 Objectives	Annual Objective	2014 Results	Objective Met?	FY 14 Budget	FY15 Budget	FY16 Budget	FY16 Anticipated Condition	Long-Term Forecasted Condition	Funding Sources/Budget Program Category	Notes
<b>Buildings</b>										
Statewide Letter Grade	90%; C or Better	86%; C or Better		\$11.3 million	\$20.8 million	\$12.9 million	78% C or Better	81% C or Better in 2026	Property Capital Expenditure Program	Given the current planning budgets, buildings will not achieve its target between now and 2036, the last year of the analysis. In 2036 the expected performance is 79%. Estimated \$29 M annually needed to achieve target.  Recommended next steps – staff will improve awareness of preventive maintenance as a priority, and determine level of funding needed for building preventive maintenance.
<b>ITS</b>										
Average Percent Useful Life	90% or less	126%		\$21.5 million	\$27.6 million	\$21.4 million	154%	89% in 2026	ITS Maintenance	Given the current device count ITS is anticipated to reach its target in 2026 and then hover around it through 2033, when performance will decline again through 2036. However, by 2026 the number of devices will likely double, which will have an impact on performance.  Recommended next steps – staff will investigate the benefits of preventive maintenance for select devices, and track asset service life and compare to manufacturer estimates.
<b>Fleet</b>										
Average Percent Useful Life	70% or less	97%		\$20.9 million	\$20.9 million	\$18.4 million	107%	134% in 2026	Road Equipment Capital Expenditure Program	Given the current planning budgets, fleet will not reach its target of 70% or less between now and 2036, the last year of the analysis. Estimated \$42 M annually to achieve target.  Recommended next steps – staff will communicate the importance of fleet planning and develop Regional fleet optimization recommendations, develop a fleet performance measure that reflects cost effectiveness rather than asset life, and monitor implementation of fleet preventive maintenance work orders.
<b>Culverts</b>										
Percentage Critical Culverts	5% or less	3%		\$11.5 million	\$9.6 million	\$8.2 million	5%	5% in 2026	Bridge On-System and Off-System Programs (Separate Culverts Program funding began in FY 15)	The FY19 analysis looked at culverts in terms of % culverts structurally deficient (with a target of 5%). Given that metric, culverts exceeds the target today, and will continue to exceed for most years of the analysis, except for a drop to 6%-8% between 2022-2027.
<b>Geohazards</b>										
Number of Sites with letter grade C or better	60%	47%		\$9.0 million (rockfall)	\$9.1 million	\$9.2 million	47% Sites C or Better	40% Sites C or Better in 2026	Rockfall Mitigation Program (Including FASTER Safety) (Geohazards Program as of FY15)	Given the current planning budgets, geohazards is not expected to meet its target between now and 2036, the last year of the analysis.  Recommended next steps – staff are undertaking analysis to identify strategies.
<b>Tunnels</b>										
Key components of fire/life safety must not exceed 100% of useful life, based on manufacturer's specification, the condition inspections, and maintenance history	100%	TBD		\$7.4 million	\$12.4 million	\$5.2 million	N/A	N/A	Tunnel Activities Maintenance Program Area	This metric is being refined, as are the tunnels inspections. The initial AIMS results will be available in January 2016.  Recommended next steps – staff are undertaking analysis to identify strategies.
<b>Traffic Signals</b>										
Percent intersections with at least one component beyond 100% Useful Life	15%	52%		Program initially funded in FY 16	\$0 million	\$5.7 million	60%	42% in 2026	Traffic Signals Program	Given the current planning budgets, signals will not reach its target of 15% between now and 2036, the last year of the analysis. Estimate \$34 M annually is needed to achieve target.  Recommended next steps – staff are undertaking analysis to identify strategies.
<b>Walls</b>										
Percentage of CDOT-owned walls, by square foot, that are in condition state 3 or 4 (poor or severe).	1%	1%		Program initially funded in FY 15	\$0 million	\$2.4 million	N/A	N/A	Bridge On-System and Off-System Programs (Separate Walls Program funding began in FY 15)	The walls inspections are in progress and the initial results will be in AIMS in January 2016.  Recommended next steps – staff are undertaking analysis to identify strategies.
<b>Maintenance</b>										
Maintain a LOS B grade for snow and ice removal.	B	B		\$59.7 million Final Budget: \$72.5 million	\$74.3 million	\$77.7 million	B	B in 2026	Snow & Ice Program and Contingency	The MLOS system is undergoing a review by a consultant and will be modified over the next couple of years.  Recommended next steps – staff will evaluate maintenance design options based on life-cycle cost considerations and update standards, develop a preventive maintenance tool kit, and establish a funding program for preventive maintenance activities.
Maintain an overall MLOS B minus grade for the state highway system.	B -	B-		\$249 million Final Budget: \$262 million	\$261.3 million	\$264.4 million	C	C- 2026	CDOT Maintenance Program and Contingency	



**COLORADO**  
**Department of Transportation**  
 Division of Accounting and Finance

4201 East Arkansas Avenue, Room 262  
 Denver, CO 80222

**MEMORANDUM**

**TO: STATE TRANSPORTATION ADVISORY COMMITTEE**  
**FROM: MARIA SOBOTA, CHIEF FINANCIAL OFFICER (CFO)**  
**DATE: OCTOBER 23, 2015**  
**SUBJECT: FY 2016-17 ANNUAL BUDGET**

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**Purpose**

This memorandum summarizes information for the Statewide Transportation Advisory Committee (STAC) that was discussed during the October Transportation Commission (TC) budget workshop and TC meeting, including the following FY 2016-17 budget topics:

- FY 2016-17 Revenue Estimates
- FY 2016-17 Annual Draft Budget Allocation

**Action**

In October, the TC was asked to review FY 2016-17 revenue estimates and the FY 2016-17 Program Budget, and to provide feedback to the Department in preparation for the adoption of the FY 2016-17 Budget in November 2015 (TC will be asked to adopt final budget after revenue forecasts are updated in March 2016).

**Background & Details**

**FY 2016-17 Revenue Estimates**

The FY 2016-17 Annual Draft Budget Allocation is based on updated FY 2016-17 revenue estimates (see Attachment A). The significant adjustment in the current revenue estimate from September's estimate is based on an expected increase in Federal Highway Administration Permanent Recovery.

Estimated FY 2016-17 revenue from all transportation funding sources are \$204.5 million lower than current FY 2015-16 projections. The minor growth in gas tax revenue and FASTER funds is offset by SB09-228 forecasts and lower projected flood recovery allocations.

- CDOT's FY 2016-17 estimated revenues for next fiscal year's Draft Budget are \$1.270 billion, which is a decrease of \$210.0 million, or 14.2%, from current FY 2015-16 revenue estimates. The majority of the decrease is driven by the prediction that CDOT will not receive any SB09-228 revenue in FY 2016-17, compared to the currently budgeted \$200.2 million in FY 2015-16.

The Office of State Planning and Budget (OSPB) and Legislative Council Services (LCS) have both updated their economic forecasts and are now projecting divergent SB 09-228 General

Fund transfers in FY 2015-16 and FY 2016-17. OSPB is projecting a 50% transfer (\$101.8 million) in FY 2015-16 and no transfer in FY 2016-17, while LCS is still projecting a full transfer (\$200.2 million) in FY 2015-16 and a 50% transfer (\$106.2 million) in FY 2016-17. Both OSPB and LCS forecast that General Fund transfers will be eliminated in FY 2017-18.

- Colorado's High Performance Transportation Enterprise (HPTE) FY 2016-17 estimated revenues for next fiscal year's Draft Budget are \$7.7 million, which is an increase over FY 2015-16. This is due to an increase in tolling revenue on the I-25 North and I-70 mountain corridors. There will be an increase in the Fee-for-Service charge of 4% for FY 2016-17.
- Colorado's Statewide Bridge Enterprise (CBE) FY 2016-17 estimated revenues for next fiscal year's Draft Budget are \$126.6 million, which is an increase of \$2.5 million, or 2.0%, over FY 2015-16 revenue. The majority of the increase is driven by the forecasted increase in FASTER Safety Bridge Surcharge revenues, the primary funding source for CBE.

#### **FY 2016-17 Draft Program Allocation Budget**

The FY 2016-17 Annual Draft Program Allocation (One Sheet) Budget is balanced. CDOT, Bridge Enterprise (BE), and the High Performance Transportation Enterprise (HPTE) budgets are developed separately. Enterprise budgets are further detailed in the fall by the respective Enterprise boards. Supporting documents attached to the memorandum include the Department's Public Friendly FY 2016-17 Draft One Sheet Budget (see Attachment B).

Budget amounts for the FY 2016-17 Annual One Sheet Budget are initially based on CDOT's revenue model and asset management plan. Unlike TC-directed programs, programs that receive dedicated revenues (the revenues obtained for a particular program) must be allocated to that program and are based on the current FY 2016-17 revenue estimates. The following criteria will be used to allocate program funds for the Department's FY 2016-17 Proposed One Sheet Budget:

- All revenue specific to a program (i.e. MAP-21 and State programs such as Safety Education and Aeronautics) will automatically be adjusted based on the FY 2016-17 revenue estimate.
- All other programs are initially based on the FY2015-16 budget amounts as approved by the TC in March 2015.

The FY 2016-17 Draft One Sheet Budget reflects several changes from the FY 2015-16 Final Budget. Changes include:

- The total Transportation Department's budget is \$1.402 billion, representing a net decrease from current FY 2015-16 revenue projections of \$204.5 million, or 12.7%. The decrease can be attributed to SB09-228 forecasts.
- Maintaining current infrastructure is one of CDOT's primary missions. The FY 2016-17 total Asset Management budget, including Maintenance Levels of Service, equals \$578.8 million. In FY 2016-17 \$39.0 million of Trans Bond funding was re-allocated to Asset Management as directed by the TC in Program Distribution dated February 2014.
- Permanent Recovery funding from FHWA is expected to decrease in FY 2016-17 by \$47.1 million from FY 2015-16.

- The Safe Routes to Schools program is featured in the budget at a level of \$2.5 million for FY 2016-17.
- An HPTE “Fee-for-Service” charge of \$2.08 million was budgeted for CDOT in FY 2016-17.

### **Key Benefits**

The TC was asked to provide its initial thoughts and recommendations on the FY 2016-17 Draft Program Budget, and will review the budget in preparation for the November meeting.

### **Options and Recommendations**

N/A

### **Next Steps**

In November 2015, DAF will:

- Provide the FY 2016-17 Final Budget, including changes related to topics discussed during October.
- Ask the TC for adoption of the FY 2016-17 Final Budget for submission to the Office of State Planning and Budget on or before December 15, 2015.

Additionally, CDOT staff will conduct a workshop in November to provide comprehensive evaluation and prioritization of safety and mobility projects and services. Similar to the process used to develop budget setting recommendations for Asset Management, this process will help staff evaluate the highest need locations for safety and mobility, evaluate the effectiveness of safety and mobility programs in addressing highest need locations, ensure funds are prioritized to the projects and services that provide the most value within their respective programs, establish consistent criteria for evaluating benefits, and evaluate unfunded projects and services that seek to request additional funds in FY 2016-17. A workshop is targeted for the TC in January to present the staff recommendation and any FY 2016-17 funding requests.

### **Attachments**

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

Attachment B - Draft Program Allocation Budget (“One Sheet”)

Attachment C - FY 2016-17 Draft Budget Allocation Sources and Use of Funds Chart

Attachment A Colorado Department of Transportation Actual/Forecasted Revenue & Federal Obligation Comparison									
REVENUE SOURCE	FY 2014		FY 2015*			FY 2016	Revenue Projections	Comparison	
	Budget	Actual	Budget	Actual	Difference	Budget	FY 2017**	FY17-FY16	
<b>1 STATE FUNDS</b>									
2 HUTF Revenue to CDOT	407,000,000	412,573,599	408,700,000	435,991,884	27,291,884	410,477,300	414,230,302	3,753,002	
3 CDOT Miscellaneous Revenue	28,800,000	25,341,003	29,500,000	36,517,069	7,017,069	19,200,000	37,277,382	18,077,382	
4 General Fund Revenue to CDOT	0	0	500,000	500,000	0	205,600,000	0	(205,600,000)	
5 State Infrastructure Bank	500,000	608,466	700,000	405,582	(294,418)	500,000	420,804	(79,196)	
6 State Safety Education Funds	2,620,000	3,234,868	2,950,000	2,940,593	(9,407)	3,000,000	3,774,859	774,859	
7 Aeronautics Funds	42,800,000	36,882,264	42,800,000	31,347,752	(11,452,248)	30,000,000	25,041,181	(4,958,819)	
<b>8 TOTAL STATE FUNDS</b>	<b>481,720,000</b>	<b>478,640,200</b>	<b>485,150,000</b>	<b>507,702,879</b>	<b>22,552,879</b>	<b>668,777,300</b>	<b>480,744,528</b>	<b>(188,032,772)</b>	
<b>9 FASTER FUNDS</b>									
10 FASTER Safety - State Share to CDOT	96,900,000	101,186,683	97,900,000	104,120,969	6,220,969	106,300,000	107,853,157	1,553,157	
11 FASTER Safety - Local Share for Rail and Transit	5,000,000	5,000,000	5,000,000	5,000,000	0	5,000,000	5,000,000	0	
<b>12 TOTAL FASTER FUNDS</b>	<b>101,900,000</b>	<b>106,186,683</b>	<b>102,900,000</b>	<b>109,120,969</b>	<b>6,220,969</b>	<b>111,300,000</b>	<b>112,853,157</b>	<b>1,553,157</b>	
<b>13 FEDERAL FUNDS</b>									
14 Federal Highway Administration - Flexible	325,333,736	372,418,972	373,930,900	365,100,998	(8,829,902)	364,737,932	382,241,051	17,503,119	
15 Federal Highway Administration - Inflexible	146,109,263	102,067,864	102,528,934	100,436,839	(2,092,095)	101,448,051	105,587,028	4,138,977	
16 Federal Transit Administration	16,030,718	16,047,788	16,030,718	20,399,662	4,368,944	20,645,277	20,191,802	(453,475)	
17 National Highway Traffic Safety Administration	1,700,000	1,700,000	6,534,778	7,974,839	1,440,061	7,640,000	8,339,629	699,629	
18 Federal Aviation Administration	300,000	88,757	300,000	245,660	(54,340)	0	0	0	
<b>19 TOTAL NON- EMERGENCY FEDERAL FUNDS</b>	<b>489,473,717</b>	<b>492,323,381</b>	<b>499,325,330</b>	<b>494,157,998</b>	<b>(5,167,332)</b>	<b>494,471,260</b>	<b>516,359,510</b>	<b>21,888,250</b>	
<b>20 LOCAL MATCHING FUNDS</b>									
21 Local Match for FHWA Funding	19,867,343	20,200,664	20,069,966	19,797,643	(272,323)	19,876,092	20,654,720	778,628	
22 Local Match for FTA Funding	9,002,152	9,124,187	9,314,653	10,319,210	1,004,557	10,791,003	11,691,580	900,577	
<b>23 TOTAL LOCAL MATCHING FUNDS</b>	<b>28,869,495</b>	<b>29,324,851</b>	<b>29,384,619</b>	<b>30,116,853</b>	<b>732,234</b>	<b>30,667,095</b>	<b>32,346,300</b>	<b>1,679,205</b>	
<b>24 Total Colorado Department of Transportation Revenue*</b>	<b>1,101,963,212</b>	<b>1,106,475,115</b>	<b>1,116,759,949</b>	<b>1,141,098,699</b>	<b>24,338,750</b>	<b>1,305,215,655</b>	<b>1,142,303,495</b>	<b>(162,912,160)</b>	
<b>ADDITIONAL FEDERAL OBLIGATION AUTHORITY - PERMANENT RECOVERY &amp; REDISTRIBUTION</b>									
25 Federal Highway Administration - Permanent Recovery		132,000,000	100,000,000	185,000,000	85,000,000	174,500,000	127,400,000	(47,100,000)	
26 Federal Highway Administration - Redistribution		31,769,903	0	27,786,142	27,786,142				
<b>27 TOTAL ADDITIONAL FEDERAL OBLIGATION AUTHORITY</b>	<b>0</b>	<b>163,769,903</b>	<b>100,000,000</b>	<b>212,786,142</b>	<b>112,786,142</b>	<b>174,500,000</b>	<b>127,400,000</b>	<b>(47,100,000)</b>	
<b>28 Total Colorado Department of Transportation Revenue &amp; Obligation Authority</b>	<b>1,101,963,212</b>	<b>1,106,475,115</b>	<b>1,216,759,949</b>	<b>1,353,884,841</b>	<b>137,124,892</b>	<b>1,479,715,655</b>	<b>1,269,703,495</b>	<b>(210,012,160)</b>	

## Notes:

Total CDOT Flexible Revenue & Federal Obligation 761,133,736 842,103,477 812,630,900 865,896,093 53,265,193 1,000,015,232 833,748,735 (166,266,497)

Total CDOT Inflexible Revenue & Federal Obligation 340,829,476 264,371,638 404,129,049 487,988,749 83,859,700 479,700,423 435,954,760 (43,745,663)

\*Final FY 2015 Revenues are unaudited

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

Colorado High Performance Transportation Enterprise Actual/Forecasted Revenue & Federal Obligation Comparison								
REVENUE SOURCE	FY 2014		FY 2015*			Revenue Projections		Comparison
	Budget	Actual	Budget	Actual	Difference	FY 2016	FY 2017**	FY17-FY16
29 STATE FUNDS								
30 Tolling Fee Revenue (Enterprise)	2,500,000	4,012,883	375,000	0	(375,000)	375,000	4,741,702	4,366,702
31 Tolling Violations	0	24,845	0	0	0	0	0	0
32 Interest Income - Exempt	0	280,404	200,000	616,513	416,513	200,000	200,000	0
33 Consulting Fees						2,000,000	2,080,000	80,000
34 Transfer From CDOT			1,000,000	1,000,000	0			0
35 TOTAL STATE FUNDS	2,500,000	4,318,132	1,575,000	1,616,513	41,513	2,575,000	7,021,702	4,446,702
36 LOCAL CONTRIBUTIONS								
37 Managed Lanes Revenue	30,000,000	3,281,651	30,000,000	3,998,863	(26,001,137)	0	695,000	695,000
38 TOTAL LOCAL CONTRIBUTIONS	30,000,000	3,281,651	30,000,000	3,998,863	(26,001,137)	0	695,000	695,000
39 High Performance Transportation Enterprise Revenue*	32,500,000	8,611,000	31,575,000	5,615,376	(25,959,624)	2,575,000	7,716,702	5,141,702
Colorado Statewide Bridge Enterprise Actual/Forecasted Revenue & Federal Obligation Comparison								
REVENUE SOURCE	FY 2014		FY 2015*			Revenue Projections		Comparison
	Budget	Actual	Budget	Actual	Difference	FY 2016	FY 2017**	FY17-FY16
40 STATE FUNDS								
41 Other Enterprise Charges	0	0	0	0	0	0	0	0
42 Interest Income - Exempt	2,500,000	3,023,910	2,400,000	3,079,025	679,025	3,000,000	3,500,000	500,000
43 Cost Recovery	0	0	0	0	0	0	0	0
44 TOTAL STATE FUNDS	2,500,000	3,023,910	2,400,000	3,079,025	679,025	3,000,000	3,500,000	500,000
45 FASTER FUNDS								
46 FASTER - Bridge Surcharge	91,600,000	95,700,102	91,100,000	98,026,565	6,926,565	100,100,000	102,100,000	2,000,000
47 TOTAL FASTER FUNDS	91,600,000	95,700,102	91,100,000	98,026,565	6,926,565	100,100,000	102,100,000	2,000,000
48 FEDERAL FUNDS								
49 Buy America Bonds Credit	6,381,900	5,922,403	6,381,900	5,918,642	(463,258)	6,000,000	6,000,000	0
50 Re-distributed FHWA for BE Projects	15,000,000	15,000,000	15,000,000	15,000,000	0	15,000,000	15,000,000	0
51 TOTAL FEDERAL FUNDS	21,381,900	5,922,403	6,381,900	5,918,642	(463,258)	6,000,000	6,000,000	0
52 Statewide Bridge Enterprise Revenue*	115,481,900	119,646,415	114,881,900	122,024,232	7,142,332	124,100,000	126,600,000	2,500,000
53 Total Transportation Revenue & Federal Obligation	1,249,945,112	1,234,732,530	1,363,216,849	1,481,524,449	118,307,600	1,606,390,655	1,401,940,197	(204,450,458)

## Notes:

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

\*Final FY 2015 Revenues are unaudited

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

Attachment B Colorado Department of Transportation Fiscal Year 2017 Draft Budget Allocations 10-14-15								
	Budget Category	Program Area	Directed by	TC Approved FY2016 Budget Allocations	FY2017 Draft Allocations	FY2017 Draft Budget	FY2017 Over (Under) FY2016	Funding Source
				A	B	C	A - B	
1	Maintain - Maintaining What We Have							
2		CDOT Performed Work						
3		Roadway Surface	TC	39,075,453	39,207,301	39,207,301	131,848	SH
4		Roadside Facilities	TC	20,162,777	22,031,593	22,031,593	1,868,816	SH
5		Roadside Appearance	TC	7,805,488	8,582,670	8,582,670	777,182	SH
6		Structure Maintenance	TC	8,556,025	12,206,661	12,206,661	3,650,636	SH
7		Tunnel Activities	TC	6,908,508	7,181,237	7,181,237	272,729	SH
8		Snow and Ice Control	TC	73,350,077	76,064,129	76,064,129	2,714,052	SH
9		Traffic Services	TC	67,707,695	66,254,514	66,254,514	(1,453,181)	SH
10		Planning and Scheduling	TC	14,870,563	15,584,857	15,584,857	714,294	SH
11		Material, Equipment and Buildings	TC	15,963,414	15,487,037	15,487,037	(476,377)	SH
12				254,400,000	262,600,000	262,600,000	8,200,000	
13		Contracted Out Work						
14		Surface Treatment /1 /2	TC	149,500,000	145,125,000	113,171,645	(4,375,000)	FHWA / SH /
15		Structures On-System Construction /1 /2	TC	22,300,000	31,268,000	24,383,469	8,968,000	FHWA / SH / 09-108: \$7.6M
16		Structures Inspection and Management /1 /2	TC	8,400,000	4,532,000	3,534,153	(3,868,000)	SH / 09-108: \$3.5M
17		Geohazards Mitigation /1	TC	5,100,000	10,000,000	7,798,218	4,900,000	09-108: \$10.0M
18		Highway Safety Investment Program	FR	29,154,151	30,504,717	23,788,245	1,350,566	FHWA / SH
19		Railway-Highway Crossings Program	FR	3,150,245	3,282,636	2,559,871	132,391	FHWA / SH
20		Hot Spots	TC	2,167,154	2,167,154	1,689,994	-	FHWA / SH
21		Traffic Signals /1 /2	TC	1,472,823	11,200,000	8,734,005	9,727,177	FHWA / SH / 09-108: \$9.4M
22		FASTER - Safety Projects	TC	56,300,000	57,851,157	45,113,596	1,551,157	09-108
23		Permanent Water Quality Mitigation	TC	-	6,500,000	5,068,842	6,500,000	FHWA / SH
24		Maintain-Related Indirects/Overhead /2				42,270,168	-	
25		Maintain-Related CDOT Construction Engineering /2				24,318,457	-	
26				277,544,373	302,430,664	302,430,664	24,886,291	
27		Capital Expenditure						
28		Road Equipment /1 /2	TC	11,500,000	-	-	(11,500,000)	SH
29		Capitalized Operating Equipment	TC	3,448,525	3,760,247	3,760,247	311,722	SH
30		Property /1 /2	TC	1,011,722	10,000,000	10,000,000	8,988,278	SH
31				15,960,247	13,760,247	13,760,247	(2,200,000)	
32			Total:	547,904,620	578,790,911	578,790,911	30,886,291	
33	Maximize - Safely Making the Most of What We Have							
34		CDOT Performed Work						
35		TSM&O: Performance Programs and Services	TC	6,107,619	607,619	607,619	(5,500,000)	SH
36		TSM&O Traffic Incident Management	TC	-	1,089,156	1,089,156	1,089,156	SH
37		TSM&O: ITS Maintenance /1	TC	14,400,000	24,500,000	24,500,000	10,100,000	SH / 09-108: \$9.5M
38				20,507,619	26,196,775	26,196,775	5,689,156	
39		Contracted Out Work						
40		Safety Education	Comb	11,090,000	12,473,628	10,558,349	1,383,628	NHTSA / SSE
41		TSM&O: Congestion Relief	TC	4,000,000	4,000,000	3,119,287	-	FHWA / SH
42		Regional Priority Program	TC	50,000,000	48,609,000	37,906,360	(1,391,000)	FHWA / SH
43		Maximize-Related Indirect/Overhead /2				8,568,872	-	
44		Maximize-Related CDOT Construction Engineering /2				4,929,759	-	
45				65,090,000	65,082,628	65,082,628	(7,372)	
46		Capital Expenditure						
47		TSM&O: ITS Investments	TC	10,000,000	10,000,000	10,000,000	-	FHWA / SH
48				10,000,000	10,000,000	10,000,000	-	
49			Total:	95,597,619	101,279,403	101,279,403	5,681,784	
50	Expand - Increasing Capacity							
51		CDOT Performed Work						
52								
53		Contracted Out Work						
54		Strategic Projects	SL	92,340,000	-	-	(92,340,000)	09-228
55		Expand-Related Indirect /2						
56		Expand-Related CDOT Construction Engineering /2						
57				92,340,000	-	-	(92,340,000)	
58			Total:	92,340,000	-	-	(92,340,000)	
59	Deliver - Program Delivery/Administration							
60		Operations [including maintenance support]	TC	31,123,151	30,623,151	30,623,151	(500,000)	SH
61		Projects Initiatives	TC	1,855,000	1,855,000	1,855,000	-	FHWA / SH
62		DTD Planning and Research - SPR	FR	12,711,092	13,283,014	13,283,014	571,922	FHWA / SH
63		Administration (Appropriated)	SL	29,037,385	30,007,435	30,007,435	970,050	SH
64		HPTE Fee for Service	TC	-	2,080,000	2,080,000	2,080,000	SH
65		FY2016 Common Policy Anticipated Salary Increase		2,005,647	-	-	(2,005,647)	
66			Total:	76,732,275	77,848,600	77,848,600	1,116,325	
67	Pass-Through Funds/Multi-modal Grants							
68		Aeronautics						
69		Division of Aeronautics to Airports	AB	29,100,000	23,991,181	23,991,181	(5,108,819)	SA
70		Division of Aeronautics Administration	AB	900,000	1,050,000	1,050,000	150,000	SA
71				30,000,000	25,041,181	25,041,181	(4,958,819)	
72		Highway						
73		Recreational Trails	FR	1,591,652	1,591,652	1,591,652	-	FHWA
74		Safe Routes to School	TC	-	2,500,000	2,500,000	2,500,000	FHWA
75		Transportation Alternatives Program	FR	12,045,642	12,045,395	12,045,395	(247)	FHWA / LOC
76		STP-Metro	FR	46,972,177	49,134,550	49,134,550	2,162,373	FHWA / LOC
77		Congestion Mitigation/Air Quality	FR	45,539,598	45,994,306	45,994,306	454,708	FHWA / LOC
78		Metropolitan Planning	FR	7,829,342	8,150,505	8,150,505	321,163	FHWA / FTA / LOC
79		Bridge Off-System - TC Directed	TC	3,164,139	3,164,139	3,164,139	-	FHWA / SH / LOC
80		Bridge Off-System - Federal Program	FR	6,285,272	6,285,161	6,285,161	(111)	FHWA / SH / LOC
81				123,427,822	128,865,708	128,865,708	5,437,886	
82		Transit						
83		Federal Transit	FR	29,236,280	29,621,237	29,621,237	384,957	FTA / LOC
84		Strategic Projects -Transit	SL	10,260,000	-	-	(10,260,000)	09-228
85		Transit and Rail Local Grants	SL	5,000,000	5,000,000	5,000,000	-	09-108
86		Transit and Rail Statewide Grants	TC	5,800,000	5,800,000	5,800,000	-	09-108
87		Bustang	TC	3,000,000	3,000,000	3,000,000	-	09-108
88		Transit Administration and Operations	TC	1,200,000	1,200,000	1,200,000	-	FTA / 09-108
89				54,496,280	44,621,237	44,621,237	(9,875,043)	
90		Infrastructure Bank						
91		Infrastructure Bank	TC	500,000	420,804	420,804	(79,196)	SIB
92			Total:	208,424,102	198,948,930	198,948,930	(9,475,172)	
93	Transportation Commission Contingency / Debt Service							
94		Permanent Recovery						
95		Permanent Recovery		174,500,000	127,400,000	99,349,303	(47,100,000)	FHWA
96		Recovery-Related Indirect/Overhead /2				17,806,460	-	
97		Recovery-Related CDOT Construction Engineering /2				10,244,237	-	
98				174,500,000	127,400,000	127,400,000	(47,100,000)	
99								
100		Contingency						
101		TC Contingency	TC	1,972,914	25,000,000	25,000,000	23,027,086	FHWA / SH
102		Snow & Ice Reserve	TC	10,000,000	10,000,000	10,000,000	-	SH
103		Staff Recommended Programs	TC	-	18,208,012	18,208,012	18,208,012	FHWA / SH
104				11,972,914	53,208,012	53,208,012	41,235,098	
105		Debt Service						
106		Strategic Projects - Debt Service	DS	167,840,075	128,869,125	128,869,125	(38,970,950)	FHWA / SH
107		Certificates of Participation-Property	DS	2,362,200	2,364,664	2,364,664	2,464	SH
108		Certificates of Participation-Energy	DS	1,041,850	993,850	993,850	(48,000)	SH
109				171,244,125	132,227,639	132,227,639	(39,016,486)	
110			Total:	357,717,039	312,835,651	312,835,651	(44,881,388)	
				1,378,715,655	1,269,703,495	1,269,703,495	(109,012,160)	

Revenue 1,378,715,655 1,269,703,495 1,269,703,495 (109,012,160)

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

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

Flexible Funds

Key to acronyms:

LOC=Local Matching Funds DS= Debt Service Covenants SH=State Highway funding SL=State Legislation 09-228=Funds from HB 09-228  
 SIB=St. Infrastructure Bank Interest AB=Aeronautics Board FHWA=Federal Highway Administration Comb=Combination 09-108=Funds from HB 09-108 (FASTER)  
 TC=Transportation Commission FR=Federal Requirements FTA=Federal Transit Administration SSE=State Safety Education NHTSA=Nat. Hwy. Traffic Safety Administration

**State Bridge Enterprise  
Fiscal Year 2017 Draft Budget Allocations 10-14-15**

	Budget Category		Program Area	Directed by	FY2016 Budget Allocations	FY2017 Draft Allocations	FY2017 Draft Budget	FY2017 Over (Under) FY2016	Funding Source
					A	B	C	A - B	
1	Maintain - Maintaining What We Have								
2		CDOT Performed Work							
3		Contracted Out Work							
4			Maintenance	BEB	250,000	250,000	250,000		09-108
5			Scoping Pools	BEB	750,000	300,000	300,000	(450,000)	09-108
6					<b>1,000,000</b>	<b>550,000</b>	<b>550,000</b>	<b>(450,000)</b>	
7		Contracted Out Work							
8			Bridge Enterprise Projects	BEB	102,954,096	105,904,096	82,586,328	2,950,000	09-108
9			Maintain-Related Indirects/Overhead /1				14,802,017		
10			Maintain-Related CDOT Construction Engineering /1				8,515,751		
11					<b>102,954,096</b>	<b>105,904,096</b>	<b>105,904,096</b>	<b>2,950,000</b>	
				<b>Total</b>	<b>103,954,096</b>	<b>106,454,096</b>	<b>106,454,096</b>	<b>2,500,000</b>	
12	Maximize - Safely Making the Most of What We Have								
13		CDOT Performed Work							
14		Contracted Out Work							
15									
				<b>Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
16	Expand - Increasing Capacity								
17		CDOT Performed Work							
18		Contracted Out Work							
19									
				<b>Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
20	Deliver - Program Delivery/Administration								
21			Administration and Legal Fees		1,911,904	1,911,904	1,911,904		09-108
22					<b>1,911,904</b>	<b>1,911,904</b>	<b>1,911,904</b>		
23	Pass-Through Funds/Multi-modal Grants								
24		Highway							
25									
				<b>Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
26	Transportation Commission Contingency / Debt Service								
27		Contingency							
28			Bridge Enterprise - Contingency	BEB	-	-	-	-	09-108
29									
30		Debt Service							
31			Bridge Enterprise - Debt Service	DS	18,234,000	18,234,000	18,234,000		FHWA / SH
32					18,234,000	18,234,000	18,234,000		
33					<b>18,234,000</b>	<b>18,234,000</b>	<b>18,234,000</b>		
				<b>Total</b>	<b>124,100,000</b>	<b>126,600,000</b>	<b>126,600,000</b>	<b>2,500,000</b>	

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

Revenue **124,100,000 126,600,000 126,600,000 2,500,000**

**Key to acronyms:**

BEB= Bridge Enterprise Board  
DS= Debt Service Covenants

**High Performance Transportation Enterprise  
Fiscal Year 2017 Draft Budget Allocations 10-14-15**

	Budget Category		Program Area	Directed by	FY2016 Budget Allocations	FY2017 Draft Allocations	FY2017 Draft Budget	FY2017 Over (Under) FY2016	Funding Source
					A	B	C	A - B	
1	Maintain - Maintaining What We Have								
2		CDOT Performed Work							
3		Contracted Out Work							
4									
				<b>Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
5	Maximize - Safely Making the Most of What We Have								
6		CDOT Performed Work							
7		Contracted Out Work							
8									
				<b>Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
9	Expand - Increasing Capacity								
10		CDOT Performed Work							
11			High Performance Transportation Enterprise--Maintenance	HPTEB	-	-	-	-	Tolls/Managed Lanes Revenue
12									Tolls/Managed Lanes Revenue
13		Contracted Out Work							
14			High Performance Transportation Enterprise--Projects	HPTEB	575,000	5,636,702	4,395,623	5,061,702	Tolls/Managed Lanes
15			Expand-Related Indirect /1				787,831		
16			Expand-Related CDOT Construction Engineering /1				453,247		
17					<b>575,000</b>	<b>5,636,702</b>	<b>5,636,702</b>	<b>5,061,702</b>	Tolls/Managed Lanes Revenue
18				<b>Total</b>	<b>575,000</b>	<b>5,636,702</b>	<b>5,636,702</b>	<b>5,061,702</b>	
19	Deliver - Program Delivery/Administration								
20			High Performance Transportation Enterprise--Administration and Legal Fees		1,249,148	1,178,649	1,178,649	(70,499)	Fee for Service
21					<b>1,249,148</b>	<b>1,178,649</b>	<b>1,178,649</b>	<b>(70,499)</b>	
22	Pass-Through Funds/Multi-modal Grants								
23		Highway							
24									
				<b>Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
25	Transportation Commission Contingency / Debt Service								
26		Contingency							
27		Debt Service			750,852	901,351	901,351	150,499	Fee for Service
28					<b>750,852</b>	<b>901,351</b>	<b>901,351</b>	<b>150,499</b>	
				<b>Total</b>	<b>2,575,000</b>	<b>7,716,702</b>	<b>7,716,702</b>	<b>5,141,702</b>	

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

Revenue **2,575,000 7,716,702 7,716,702 5,141,702**

**Key to acronyms:**

HPTEB=High Performance Transportation Enterprise Board

HPTE Fee For Service Revenue & Allocation Adjustment

(2,080,000) (2,080,000)

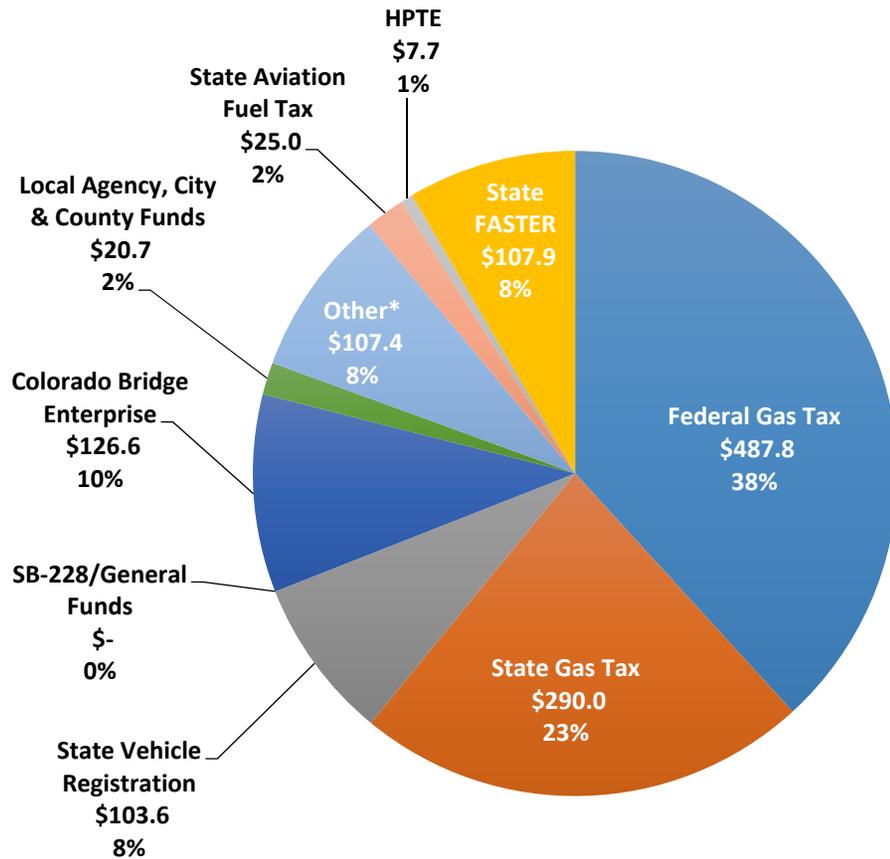
**Total Consolidated Allocations 1,505,390,655 1,401,940,197 1,401,940,197 (103,450,458)**

**Total Consolidated Revenue 1,505,390,655 1,401,940,197 1,401,940,197 (103,450,458)**

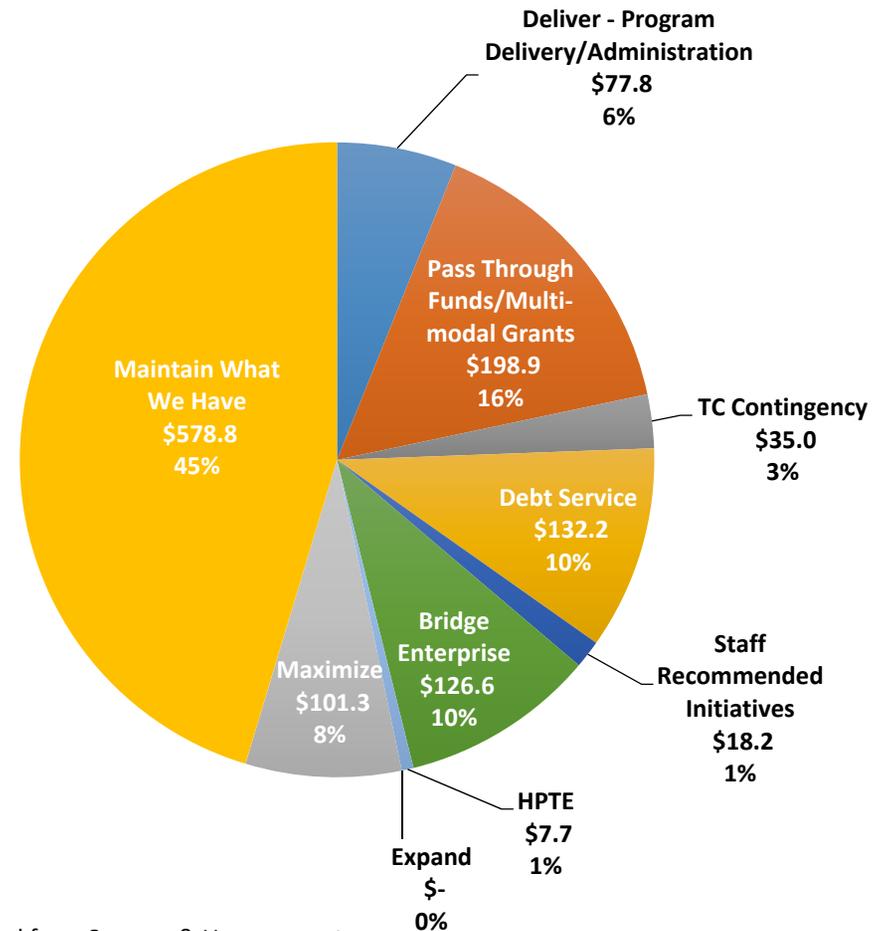


# FY 2016 – 17 Sources & Uses of Funds

**CDOT Sources of Funds**  
**FY2017 Budget - \$1.27 billion\***



**CDOT Uses of Funds**  
**FY2017 Budget - \$1.27 billion\***



\*\$127.4M Flood Recovery funds not included. \$2.08M for HPTE Fee for Service deducted from Sources & Uses amounts.