



COLORADO

Department of
Transportation

**Statewide Transportation Advisory Committee (STAC)
September 25, 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 August Meeting Minutes (Pages 2-11)** – Vince Rogalski
- 9:10-9:20** **Transportation Commission Report (Informational Update) (Pages 12-17)** – Jeff Sudmeier, Multimodal Planning Branch (MPB)
- Summary report of the most recent Transportation Commission meeting.
- 9:20-9:45** **TPR Reports (Informational Update)** – STAC Representatives
- Brief update from STAC members on activities in their TPRs.
- 9:45-10:00** **Freight Advisory Committee (FAC) (Informational Update)** – STAC Representatives
- Update from STAC members on the most recent FAC meeting.
- 10:00-10:10** **Break**
- 10:10-10:25** **PD 14 Performance Targets (Informational Update) (Pages 18-19)** – Jeff Sudmeier, MPB
- Update on PD 14 performance targets.
- 10:25-10:50** **CDOT Budget 101 Presentation (Informational Update)** – Louie Barela, Office of Financial Management and Budget (OFMB)
- Overview of the budget process.
- 10:50-11:10** **FY 17 Budget Workshop (Informational Update) (Pages 20-31)** – Louie Barela, OFMB
- Review of the FY 17 CDOT budget.
- 11:10-11:20** **Safe Routes to School (Informational Update)** – Leslie Feuerborn, Safe Routes to School
- Update on the continuation of the Safe Routes to School program.
- 11:20-11:25** **Transportation Summit 2015 (Informational Update)** – Amy Ford, Office of Communications
- Information on the upcoming Transportation Summit.
- 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>

Next STAC Meeting: October 23, 2015

DRAFT STAC Meeting Minutes
August 28, 2015

Location: CDOT Headquarters Auditorium

Date/Time: August 28, 9:00 a.m.-11:30 a.m.

Chairman: Vince Rogalski, STAC Chair

Attendance:

In Person – Adam Lancaster (CFR), Trent Bushner (EA), Gary A. Beedy (EA), Todd Hollenbeck (GVMPO), Elise Jones (DRCOG), Doug Rex (DRCOG), Vince Rogalski (GV), Jan Dowker (NFR), Chuck Grobe (NW), Norm Steen (PPACG), Andy Pico (PPACG), Scott Hobson (PACOG), George Wilkinson (SLV), Mack Loudon (SC), Jim Baldwin (SE), Edward Box III (SUIT), Kevin Hall (SW), and Barbara Kirkmeyer (UFR).

| Agenda Items/ Presenters/Affiliations | Presentation Highlights | Actions |
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| <p>Introductions / July Minutes / Vince Rogalski, STAC Chair</p> | <ul style="list-style-type: none"> • Review of July STAC Minutes | <p>Minutes approved.</p> |
| <p>Transportation Commission Report / Vince Rogalski</p> | <ul style="list-style-type: none"> • Vince Rogalski discussed the most recent TC meeting. • High-Performance Transportation Enterprise update: announced that Executive Director, Michael Cheroutes, is leaving. Formed a five-member board to review applications and would like to decide by Sept 16. • Discussed transparency and confidentiality. Working with the Attorney General's office, especially regarding proprietary information once they begin to discuss I-70 East. • Peak period shoulder lanes: tolling equipment is being installed and they hope to open that mid-December. More detail on that to come. • More public hearings happening for I-70 East. Request for proposals will be released in September. • Unsure what the scope will be for tolling on C-470. Need more modeling and public hearings. • Discussed the use and importance of using a transponder for tolling lanes. Cars will be charged about twice as much if you do not have one and use the tolling lanes. Starting the proposal for phase 2 on US 36. Still getting the | |

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| | <p>message out about transponders. Peak period shoulder lanes is the first recreational, as opposed to work related, traffic tolling lane. Will only be open for 72 days/657 hours, operating on weekends and holidays (9am-9pm). The tolls will range from \$3 - \$30 depending on the traffic. You will be charged \$2 more without a transponder. More public outreach in September: telephone town hall meetings Sept 21st / open house in Clear Creek County on Sept 24th (subject to change). Board will seek approval in October on operating guidelines and the toll rate range.</p> <ul style="list-style-type: none"> • Commission Workshops: Program Scheduled Performance Index (SPI) is at .94/.95. • Working on getting the 2017 budget started. • Tony DeVito is now the project director for I-70 East. July 24th they will provide a short list of companies. Hopefully will have an RFP in September for this project. | |
| TPR Reports / STAC Members | <ul style="list-style-type: none"> • <u>Pueblo</u>: working on several projects, I-25 and local. Board approved UPWP this week. About two weeks away from a final draft of their long-range transportation plan. • <u>Southwest</u>: TPR met since last STAC meeting. Discussed how to make CDOT the best DOT. Discussed upcoming Transportation Legislative Review Committee visits to Alamosa and Durango. • <u>Grand Valley</u>: Adopted UPWP this week. Kathy Hall was appointed as Transportation Commissioner for District 7. A few construction projects going on, more updates to come next month. • <u>Central Front Range</u>: Canon City has put a 1% sales tax increase on the ballot for transportation/roads. • <u>Pikes Peak</u>: Approved our non-motorized plan for the region. Completed our public outreach for specialized transit plan. We will consider approving those two plans on Sept 9th. Finalizing Regional Transportation Plan, will offer opportunity for public comment at our September meeting. Working on validating the data for the travel demand modeling. • <u>Southern Ute Indian Tribe</u>: Working on finalizing the long-range transportation plan (to be completed in November), as well as the Tribal Traffic Safety Plan. Two projects underway, SH 172 and SH 151 (on hold). • <u>San Luis Valley</u>: Moving forward on all projects underway. Same as usual. • <u>North Front Range</u>: Extend their congratulations to Commissioner Kathy Gilliland for her reappointment in District 5. Adopted their transit plan at the | |

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| | <p>August MPO meeting. Adopting the Congestion Mitigation Process at September meeting, readopting the TIP and the RTP. Updating Public Information Plan at their November meeting.</p> <ul style="list-style-type: none"> • <u>DRCOG</u>: Plan to adopt their budget in November. Still working on Metro Vision 2040, anticipated completion in Q1 2016. Initiated a TIP debrief, to compile best practices to pass along to the next Board. • <u>Upper Front Range</u>: Revising their RTP, CMAQ call for projects. US 85 PEL study to be completed by the end of this year. Senator Bennet is holding a press conference in their county on LNG. • <u>Eastern</u>: RAMP project on hold. Other projects are moving forward. Executive Director Bhatt met with TPR about funding, push to get more state funding for transportation. • <u>South Central</u>: Working on an agreement for a multi-modal transit center that will integrate bus transit with Amtrak– were able to get an extension for grant funds related to the project and have reached an agreement on the purchase of necessary land from the railroad – shooting to have multi-modal center with bus transit open in Trinidad in 2016. • <u>Northwest</u>: Working on several local/major projects (resurfacing, slide areas). • <u>Gunnison Valley</u>: Several resurfacing projects, addressing rock fall on Red Mountain Pass. CNG grant awarded to Gunnison County. Region 10 received a \$5 million grant for broadband installation and study from DOLA. • <u>FHWA</u>: Current funding extension runs through the end of October. Looking for reauthorization once Congress reconvenes. Regarding NHTSA, they have concerns about the DUI law that was passed, which does not have mandatory sentencing attached to it. Looking to change the law or a transfer of 2.5% of funds to the safety programs. | |
| <p>Freight Advisory Committee / STAC Representatives</p> | <ul style="list-style-type: none"> • The first FAC meeting was held on July 30th. Positive feedback; there was a diverse range of people represented (government officials, CDOT staff, industry representatives, STAC/TPR representatives). Talked about integrating surface, airport, rail, and including pipeline to serve the needs of the public. Great start. Very productive, very well received. Organizational meeting. Next meeting will be held on September 23rd. • <u>Vince Rogalski</u>: Briefly touched on the importance of freight/highways as lifelines for communities in the mountains | |

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| | <ul style="list-style-type: none"> • <u>Mike Lewis</u>: One key takeaway from the FAC meeting was the story about UPS. UPS found out about the FAC meeting 24 hours before and sent a representative from Kansas City to attend. This is a really positive sign that industry is engaged and wants to be involved. | |
| <p>Chief Engineer Update / Josh Laipply, Chief Engineer (Update was provided by CDOT Deputy Executive Director Mike Lewis)</p> | <ul style="list-style-type: none"> • In response to Josh's report last month regarding the local agency program processes (FHWA identified this program as a high risk area for CDOT), CDOT is, and will, continue to look into and evaluate our own processes over the course of the fall. The goal is to improve and streamline processes where possible. Josh will be the lead on this moving forward. • In 2008, CDOT undertook an outreach effort to gather information on issues with the local agency program. This outreach effort included 18 meetings with local agencies. • Before CDOT takes any actions, it will return to STAC and report back what has been heard and any proposed next steps. • <u>John Cater</u>: There will be an increased push for the implementation of ADA transition plans/addressing ADA issues and gaps throughout the nation. Not just a push from FHWA, but throughout many departments across the federal government. FHWA is trying to raise awareness on the issue. <p>STAC COMMENTS</p> <ul style="list-style-type: none"> • <u>Doug Rex</u>: Who will need an ADA transition plan? <ul style="list-style-type: none"> ○ <u>John Cater</u>: There are several entities that we will be responsible for ADA transition plans. CDOT will certainly be required to have an ADA transition plan, but municipalities may also be required to have a plan as well. The timeline and requirements are vague, but FHWA would most likely ask about ADA transition plans through the MPO certification process. This would be to see how entities are addressing ADA and targeting funds for pedestrian activities. It would be appropriate at the MPO level to have an inventory of improvements and have some type of prioritization system. • <u>Adam Lancaster</u>: It continues to surprise me that the state is talking about an ADA transition plans when many of the local governments have been doing this since the 1990's. If CDOT needs guidance on how to implement a statewide ADA transition plan, they should be looking to local governments. <ul style="list-style-type: none"> ○ <u>John Cater</u>: If you have some great success stories, there are plenty of people that would like to hear those. | |

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| | <ul style="list-style-type: none"> • <u>Jan Dowker</u>: Since there is an increased effort to identify any existing ADA gaps, will there be any weighted factors in upcoming funding decisions to account for that? <ul style="list-style-type: none"> ○ <u>John Cater</u>: There are several different funding sources that are eligible for ADA. It is up to the transportation decision making bodies to make those decisions. ○ <u>Mike Lewis</u>: We have an obligation to keep these requirements in mind, but also recognizing that we can't fund every transportation need. Also, if there are local implementation plans that STAC feels could help CDOT, then we would love to see them. • <u>Norm Steen</u>: Transportation planning is not done in a vacuum and there are many citizen advisory groups that help to inform governments through the public comment process. We need to open the process to disadvantaged groups and have them tell us what the challenges are. They are a powerful audience and we need to listen. | |
| <p>Federal and State Legislation Update / Ron Papsdorf, CDOT Office of Policy and Government Relations</p> | <ul style="list-style-type: none"> • In late July, the Senate passed the DRIVE Act. The DRIVE Act is the Senate's version of a long-term reauthorization bill. It is a six-year bill, but only three years of funding have been identified. Knowing that the House would not pass the bill, the Senate also passed a three-month, short-term, extension of MAP-21. The bill actually has five months of funding, so there is a good likelihood that they won't come to an agreement by the end of October. <p>STAC COMMENTS</p> <ul style="list-style-type: none"> • <u>Elise Jones</u>: How did the DRIVE Act deal with TIGER funding and eligibility? <ul style="list-style-type: none"> ○ <u>Ron Papsdorf</u>: The TIGER program is not included in the Senate's DRIVE Act, but it is instead replaced by the Assistance to Major Projects (AMP) program. AMP is funded, in the first year, at \$300 million and then ramps up over the course of the bill to \$600 million per year. It also differs from TIGER through the emphasis placed on freight improvements and large scale projects. ○ <u>John Cater</u>: The Administration could still continue the TIGER program, regardless of whether it appears in transportation bill, through appropriations. • <u>Terri Blackmore</u>: You mention that AMP is primarily for freight, but isn't there a separate freight category? | |

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| | <ul style="list-style-type: none"> ○ <u>Ron Papsdorf</u>: Yes. Through the DRIVE Act there is a separate freight formula program. Meaning that each state would receive, by formula, a certain amount of funding solely for freight related improvements. By CDOT's estimate, under the DRIVE Act, Colorado would receive about \$150 million for freight over the six year life of the bill. ● <u>Barbara Kirkmeyer</u>: Could you please comment and inform the group what Sen. Gardner got added to the bill? <ul style="list-style-type: none"> ○ <u>Ron Papsdorf</u>: CDOT worked very closely with Colorado Senator's Cory Gardner and Michael Bennet to ensure that the TIFIA program remained robust. Colorado relies on the TIFIA program for some of our major projects. They also worked on key programs such as bus rapid transit and intelligent transportation systems. | |
| <p>TSM&O Initiatives and RoadX / Ryan Rice, CDOT Division of Transportation Systems Management & Operations, and Amy Ford, CDOT Office of Communications</p> | <ul style="list-style-type: none"> ● Ryan Rice came before STAC to discuss Traffic Incident Management and Road X; two major efforts that TSM&O will be working on over the next year. ● Traffic incidents in rural areas account for 50 percent of all traffic congestion. In urban areas, traffic incidents accounts for about 25 percent of all congestion. This is an area where CDOT and planning partners can work on and make a significant impact. CDOT plans to work on procedures for how we identify and respond to traffic incidents. CDOT has been working, in conjunction with state law enforcement, on this effort over the last year. ● CDOT is focused on the train the trainer program to expand the amount of training that goes into Traffic Incident Management. To put things into perspective, Colorado has 8.1% of its first responders trained in traffic incident management. ● CDOT is working to develop a Statewide Traffic Incident Management Coalition. This will bring together key representative from CDOT, State Patrol and other key stakeholders. This will help to roll out training, educate jurisdictions on available equipment and technology, and create a statewide level of standardization and consistency. From the Statewide Traffic Incident Management Coalition, smaller, corridor-based, coalitions will be developed. Over the course of the next three years, CDOT would like to see each of Colorado's major corridors operating with an active corridor-based coalition. TSM&O would like to bring the most advanced, highly | |

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| | <p>sophisticated technology to this effort.</p> <ul style="list-style-type: none"> • Amy Ford provided STAC with an update on the RoadX initiative. • RoadX is Colorado's bold commitment to our customers to be a national leader in using innovative technology to improve the safety, mobility, and efficiency of the transportation system, fostering the continued economic vitality of our state. It will be a rapid, fast-paced enterprise to frame how the Colorado Department of Transportation (CDOT) will build tomorrow – today. It will foster an environment where private industry has a direct pipeline to deploy technological solutions to transform an aging transportation system. • RoadX will be a statewide, collaborative enterprise led by CDOT. CDOT will recruit a project team and executive steering committee to oversee the RoadX program. • CDOT will convene the RoadX InnoVisers Council, tapping innovators and advisors from in-state and worldwide, leaders from public and private industry to guide the direction of Colorado's innovative technologies. • CDOT is hosting the Transportation Summit on October 28, 2015. The focus of the Transportation Summit will be on the innovative transport, safety, mobility, and alternative funding. <p>STAC COMMENTS</p> <ul style="list-style-type: none"> • <u>Kevin Hall</u>: How responsive is the CoTrip and intelligent transportation system reader boards relative to incidents? <ul style="list-style-type: none"> ○ <u>Ryan Rice</u>: Responsiveness is largely dependent upon on how long it takes for the notification process to occur. Once CDOT has the information, it is a pretty predicable how long it will take. CDOT has systems in place that will allow this system to be automated in the future. • <u>Norm Steen</u>: What is the process for determining when an area enters into a coalition? Is it interstates only to begin with? <ul style="list-style-type: none"> ○ <u>Ryan Rice</u>: It is not necessarily interstates only. CDOT views certain mountain passes, for example, as a great opportunity for corridor-based coalitions. CDOT's measure for looking at corridor candidate areas is travel time reliability. If there are corridors that STAC would like to suggest, CDOT is open to hearing those suggestions. • <u>Jan Dowker</u>: What is the possibility of expanding the Courtesy Patrol to Fort Collins and Colorado Springs? | |
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| | <ul style="list-style-type: none"> ○ <u>Ryan Rice</u>: Within about six months CDOT could have active Courtesy Patrol in Colorado Springs and Fort Collins. Traffic Incident Management has a great cost-to-benefit ratio. We can make a big difference at a relatively low cost. ● <u>Trent Bushner</u>: How are we including private industry? <ul style="list-style-type: none"> ○ <u>Ryan Rice</u>: Great question. Private industry is a key stakeholder in the success of traffic incident management. CDOT is working with FHWA to examine what other states are doing that works best. This includes working to improve the relationship between CDOT and the private towing industry. ● <u>Scott Hobson</u>: CDOT needs to have a strategy for keeping pace with in-vehicle technology that is progressing more and more quickly. <ul style="list-style-type: none"> ○ <u>Mike Lewis</u>: CDOT is trying to elevate implementation because the federal policies within this area move slowly. ○ <u>John Cater</u>: It's unlikely that the federal government will take the lead on this issue and it is great that CDOT is becoming a leader. Colorado will reap the benefits of this approach. ○ <u>Amy Ford</u>: CDOT will likely ne establishing an "Innovisor Council", made up of stakeholders, and will be looking for representation from STAC. ● <u>Andy Pico</u>: Be very careful about security ramifications associated with technological innovation. <ul style="list-style-type: none"> ○ <u>Ryan Rice</u>: The greatest vulnerability of this effort is the data security piece. This has been a major focus on the state and national level. ○ <u>Ryan Rice</u>: Transportation has historically been a civil engineering discipline. We have to start embracing, and being inclusive of, the expertise of the tech industry. ● <u>Barbara Kirkmeyer</u>: What is the timeframe for setting up the council? <ul style="list-style-type: none"> ○ <u>Amy Ford</u>: CDOT will begin soliciting participation at the Transportation Summit in October and would like to have the council up and running by early to mid-2016. | |
| <p>Bustang Update / Mark Imhoff and Mike Timlin, CDOT Division of Transit & Rail</p> | <ul style="list-style-type: none"> ● Mark Imhoff and Mike Timlin came before STAC to give an update on Bustang. | |

- Starting operation on July 13, Bustang had 36,922 revenue miles, 3,867 passengers, direct expenses were \$157,086, and combined direct revenue was \$34,080. The fare box recovery ratio was 22%.
- Ridership on Bustang is increasing on a weekly basis. The north route is up 145 passengers a day, the south route is up to 134 passengers a day, and the west route has about 60 passengers a day.
- It is suspected that the west route is being used for tourism purposes. A number of riders are taking Bustang up to the mountains on Friday night and returning Monday morning.
- CDOT is working with Colorado State University to test the “Rams Route”, which will take passengers from Fort Collins to Denver Union Station. The bus will leave campus Friday afternoons at 4pm and return back to campus on Sunday at 4pm.
- Work has begun on systems to monitor Bustang performance, provide automated passenger counts, and computer assisted dispatch.

STAC COMMENTS

- Terri Blackmore: Is the 22% you referenced on the first slide based on ticket sales online or actual riders.
 - Mike Timlin: Actual riders.
- Andy Pico: Where is the breakeven point?
 - Mark Imhoff: CDOT’s goal is to reach a 40% fare box recovery rate. CDOT views this as the breakeven point.
- Kevin Hall: Are you trying to serve an underserved population? Are you tracking the socio-economic status of riders or is it just people who don’t want to drive up into the mountains for the weekend?
 - Mark Imhoff: It is some of both. We aren’t tracking socio-economic right now, but we will be doing surveys.
- Todd Hollenbeck: With the success you are seeing in the mountain corridor, is there any thought of starting a line to Grand Junction?
 - Mark Imhoff: As we start looking at SB228 funds, there have been conversation about new lines that would run to certain parts of the state. Grand Junction is on that list, but it is too early to promise anything.
- Amy Ford: Bustang is getting some local press coverage. CDOT is emphasizing that we expect the service to grow and the center purpose to provide a transit to transit service model.

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| Other Business | • <u>Jeff Sudmeier</u> : SWMPO meeting will start at 12:30PM in room 225 | |
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Transportation Commission September 16 - 17, 2015

Wednesday September 16, 2015

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

See: <https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/02-program-management-workshop-with-new-ramp.pdf> for Transportation Commission (TC) packet information on this topic.

Purpose

To provide the TC with an update on the delivery of programs and significant projects.

Discussion and Comments

The two funding memos were key topics of discussion, along with a discussion of the level of risk for Responsible Acceleration of Maintenance and Partnerships (RAMP) projects in general.

- RAMP Project I-25/Arapahoe Road Interchange:
 - One of the biggest RAMP risk projects.
 - Right-of-way (ROW) acquisition risks- price of project has gone up from \$4 million-\$6 million, due to potential legal fees associated with ROW acquisition.
 - For Phase 1 - at the northwest quadrant is a gasoline station that requires moving pumps. In addition, this area has exceptionally high real estate values.
- Region 2 Surface Treatment Project (SH 94 Ellicott East to El Paso/Lincoln County Line):
 - Original cost estimates included paving the driving lanes and not the shoulder (a need to extend paving to the edge of the pavement vs. keeping in travel lanes was identified).
 - Additional costs are attributed to additional asphalt, engineering, and construction required.
 - With 22.1% increase accounting for construction, and in-direct costs, staff is requesting an additional \$1 million in budget for this project.
- Summary of high risk RAMP projects
 - The TC asked if there were any other RAMP projects at risk of requiring additional funding at this point.
 - The most risk remaining that can be foreseen at this point is on the I-25/Arapahoe and the Simba project.
 - CDOT already has independent cost estimates and has moved far enough into design on other projects that the risk of other projects going up in cost is not anticipated. In addition, there may be cost savings from other RAMP projects; for example, turnouts on US 160 have experienced a project savings due to a change in the scope of work.

Policy Directive 14 Performance Measures and Targets Report (Deb Perkins-Smith)

See <https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/03-policy-directive-14-report.pdf> for TC packet information on this topic.

Purpose

To report progress in meeting performance objectives in Policy Directive (PD) 14.0 "Policy Guiding Statewide Plan Development." This workshop is being held in tandem with the fiscal year (FY) 17 Budget Workshop in order to provide information on recent performance for consideration during the budget setting process. This is a new process and in the future the intention is to begin a discussion of performance results with the TC in the months prior to the beginning of the annual budget setting process.

Discussion and Comments

SEPTEMBER 2015 TRANSPORTATION COMMISSION MEETINGS

- PD 14 was adopted in February 2015 and needs to be incorporated into the budget development process. The FY 2016-2017 budget is planned for adoption in November.
- Information provided includes the status of performance goals and if they have been met. This information is intended to assist with budget decisions. For example, if goals have been met in one area, the TC may want to consider increasing funding in areas where goals have not been met.
- The TC members were asked if they thought the method of conveying this information was helpful.
- PD 14.0 was developed with an eye towards Moving Ahead for Progress in the 21st Century (MAP-21) requirements that were still in development. Changes in PD 14 performance measures may result from forthcoming federal guidance on performance measures.
- A question was raised about the two safety metrics – number of fatalities vs. number of fatalities per million vehicle miles traveled [VMT]); the number of fatalities went up, but the rate of fatalities per vehicle miles of travel went down. This is because the VMT numbers increased.
- More information on this information for the 10-year horizon will be forthcoming.

Budget Workshop (Maria Sobota)

See <https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/04-budget-workshop.pdf> for TC packet information on this topic.

Purpose

To begin development of the FY 17 CDOT budget.

Discussion and Comments

- FY 2014 -15 Cost Center Roll Forward Requests
 - In accordance with Policy Directive PD 703, all requests to roll forward ending cost center balances from the previous to the current fiscal year in amounts less than \$1.0 million are subject to approval by Executive Management. Two signatures are required for approval.
 - The Transportation Systems Management and Operations (TSM&O) division requested a roll forward to FY2015-16 in the amount of \$689,602.
 - Funds in the amount of \$19,058 from FY2014-15 to FY2015-16 were rolled forward for the Transportation Summit conference.
 - CDOT is moving towards work-plan based budgeting.
 - TC members supported more transparency in explaining the roll forward process and how money will be spent; one of the goals for the future is to minimize roll forward surpluses.
 - A TC member expressed concern over funding for RoadX vs. fully funding the completion of the Baptist Road project.
 - It was explained RoadX funds would not defund other programs. Also, all RoadX projects will obtain TC approval before moving forward.
- FY 2014 – 15 Revenue Reconciliation
 - CDOT has been notified of the preliminary Federal Redistribution award for FY 2014-15 in the amount of \$27.8 million.
- FY 2015 -16 TC Contingency Reserve Fund (TCCRF) Reconciliation.
 - For FY 2014-15, the estimated roll forward to the TCCRF is \$43.8 million. This is in addition to the current balance of \$52 million.
 - The TC reviewed recommendations for funding from the TCCRF.
- FY 2016-17 Budget Workshop
 - The CDOT budget is anticipated to be adopted by the TC in November.
 - Decrease in projected revenues for FY 2016-2017 are the result of no anticipated SB 228 funds compared to last year.
 - New revenue projections coming in next week and revenue projections will be adjusted.
 - A TC member expressed confidence believing that CDOT will get SB228 funds next year.

SEPTEMBER 2015 TRANSPORTATION COMMISSION MEETINGS

FASTER Audit Review (Josh Laipply)

See: <https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/05-faster-audit-overview.pdf> for TC packet information on this topic.

Purpose

Provide information to the TC related to CDOT's response and recommended actions to address recent Colorado Office of the State Auditor's (OSA) FASTER performance audit.

Discussion and Comments

- Overall audit findings will require CDOT to respond by:
 - Initiating and codifying specific procedures to document decisions to provide more transparency in project selection for Bridges, and FASTER Safety projects.
 - Several resolutions will be presented to the TC for adoption to formalize procedures and provide adequate documentation of decisions for all FASTER projects.
 - Closer tracking and monitoring of contracts funded by FASTER transit to meet deadlines and ensure compliance.
 - Either reestablish Efficiency and Accountability Committee, or seek a change in the state statute.
 - Overall improvement in record keeping processes and reconciliations for the Oversize and Overweight Vehicle Surcharge program.
 - It was recognized that in many instances CDOT had initiated practices to address audit deficiencies prior to the release of the audit findings.
 - TC members conveyed that staff was doing a good job, and that by following through with actions proposed for each deficiency, that should address all concerns with the audit.

Thursday, September 17, 2015

Roll Call

- All Commissioners were in attendance.

Swearing in of New Commissioners (Herman Stockinger)

- The two new commissioners: Kathy Hall and Nolan Schriener were sworn in by the TC Secretary.

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

- Two representatives from Highlands Ranch community raised an issue with the proposed noise walls for C-470 project that will pass through their neighborhood. CDOT had developed a long-term noise testing in 2006 and the community did their own testing in May 2015 – both indicate a need for more substantial noise walls than proposed by CDOT currently. Both representatives strongly encouraged CDOT to reconsider current proposed plans, follow existing CDOT noise mitigation guidance, and incorporate more substantial noise walls for C-470 in Highlands Ranch.

Comments of Individual Commissioners

- Multiple commissioners thanked the Highlands Ranch representatives for coming to speak before the TC, and stressed the importance of public input and transparency of CDOT business practices.
- New TC members were welcomed, and these new members expressed their appreciation to staff in helping with their orientation, and their enthusiasm to serve on the TC.
- Red Mountain Pass will be closed for another month in response to a rockslide.
- A couple of TC members attended the dedication to open the Veterans Twin Tunnels event.

SEPTEMBER 2015 TRANSPORTATION COMMISSION MEETINGS

- Three peaks for being best DOT were summarized: Technology, Healthy Multimodal System, and People.
- Meetings attended by TC members were identified and briefly summarized.
- Peddle to Plains will occur tomorrow; caution recommended for US 385, US 6 and SH 138.
- Elyria Swansea Town Hall meeting – TC members recognized Region 1 Project Manager (Tony DeVito) and the High Performance Transportation Enterprise (HPTE) Director (Mike Cheroutes) for their impressive communication regarding the I-70 East project.
- Recognition was given to Mike Cheroutes for his service on the HPTE. This is Mike's last TC meeting as HPTE Director.

Executive Director's Report (Shailen Bhatt)

- Thanked Highland Ranch representatives for their comments.
- Promised that CDOT will comply with applicable rules and laws regarding the noise walls for C-470 project.
- Governor Hickenlooper was in Las Vegas to solicit support for the bicycling community and committed to providing additional resources to support cycling in Colorado as part of making Colorado the healthiest state; this commitment to bicycling will not carve out or take away funding from planned projects, but will identify resources already going towards projects.
- Safe Routes to School is planned to get \$2.5 million in funding.
- Applauded I-70 East project team for meeting deadlines.
- Extended an invitation to the Transportation Summit to occur on October 28th to discuss transportation technology with key stakeholders and the private sector; a driverless vehicle will be on display.

Chief Engineer's Report (Joshua Laipply)

- The FASTER audit was discussed at length at the TC Workshop yesterday. The response to this audit will be treated as a project, and the TC will receive reports monthly regarding updates including requests to codify procedures and processes (via TC resolution) in many instances, to address audit deficiencies.
- Coordination with the railroads on projects is ongoing. Met with Union Pacific Railroad in Omaha with Johnny Olson to discuss safety improvements along US 85. Costs of improvements will be a future discussion.
- Thanked meeting attendees for their patience in awaiting the opening of the Veterans Twin Tunnels.

High Performance Transportation Enterprise (Michael Cheroutes)

- Thanked everyone who worked with him and for the kind acknowledgements.
- Recognized the Attorney General's Office, Kathy Young, the TC and his staff as being keys to his success.
- US 36 Express Toll Lanes are up and running and going well. The TC will be kept apprised of future metrics related to this project.
- An upcoming town hall meeting is scheduled for the I-70 Peak Period Shoulder Lane project, scheduled to occur on September 26th in Idaho Springs at the Elks Lodge. A telephone town hall is also planned.

Federal Highway Administration (FHWA) Division Report (Alicia Nolan)

- This is the last month of the federal fiscal year.
- The end of year shutdown will be four weeks instead of the regular two-week period, due to revamping of their systems.
- If Congress does not pass an appropriation act at the end of September, this will cause the government to shut down.
- The federal authorization bill expires the end of October 2015.

SEPTEMBER 2015 TRANSPORTATION COMMISSION MEETINGS

- Stay tuned for updates on appropriations and the federal authorization bill.
- Colorado will be highlighted at an Every Day Counts (EDC) National State Transportation Innovation Councils (STIC) Web Conference on October 1st.

Act on Consent Agenda – Approved unanimously on September 17, 2015.

- Resolution to Approve the Regular Meeting Minutes of Aug. 19, 2015 (Herman Stockinger)
- Resolution to Approve the Updated Policy Directive 6.0 Fuel Controls for CDOT Fleet (Kyle Lester, Herman Stockinger)
- Resolution to Approve the Disposal of Property 46-Rev2-X (Dave Eller)
- Resolution to Approve the Relinquishment of Owl Creek Road to Pitkin County (Dave Eller)
- Repeal of Policy Directive 1501.0 "Roadside Memorial Signing" (Ryan Rice, Herman Stockinger)
- Rail Abandonment Legislative Report (David Krutsinger)
- Approval of CDOT CDC Requests (Andy Karsian)
- Approval of Safe Routes to School funding (Deb Perkins-Smith)

Discuss and Act on the 3rd Budget Supplement of FY 2016 (Maria Sobota) – Approved unanimously on September 17, 2015.

- **Region 1** - \$932,810 – *I-70: WB EJMT to MM 218 RESURFACING- Surface Treatment*-Additional funds for project award. Bids were opened 08/20/2015.
- **Region 2** - \$1,000,000– *SH 94A, ELLICOTT E. TO EL PASO/LIN. CL- Surface Treatment*-Additional funds for Change Modification Order due to overrun in asphalt quantities.
- **Transportation Systems Management & Operations (TSMO)** - \$1,300,000 – Transfer between TSM&O cost centers from OP100-010 to ORTIM-010 for Real Time Traffic Management.
- **Safe Routes to School** - \$2,500,000 – Transfer from the TCCRF for new project selections in 2016 for non-infrastructure and infrastructure projects.
- **Region 1** - \$4,000,000 (*changed to \$6,000,000 during TC Workshop*) –**RAMP Public-Public Contingency Fund**- Increase RAMP funding approved for project #1-46 I-25 / Arapahoe Road Interchange from \$50,400,000 to \$56,400,000.
- **Region 3** - \$995,000- *SH 24/50/348 Minturn/Montrose Culverts* –**Transportation Commission Transition Fund**- Funds needed to de-bundle small culvert into stand-alone project for advertisement
- **RAMP** - \$335,000 - Increase RAMP funding for project #3-24: *I-70 Exit 31 Horizon Drive*- The additional funds will come be reallocated from RAMP project 3-34, I-70 Glenwood Canyon Variable Speed Signing

Adoption of 2 CCR 601-4, Rules Pertaining to Transport Permits for the Movement of Extra-Legal Vehicles or Loads (“Oversize Overweight Rules”) (Kyle Lester, Herman Stockinger) - Approved unanimously on September 17, 2015.

Introduction to RoadX (Amy Ford, Ryan Rice)

- CDOT is confronted with an exponential level of technological advancements.
- Three elements of this: deploying pilot technology projects, enhancing planning and assessment efforts, and considering the workforce needs of the future.
- Desire to establish partnerships with entities such as: City and County of Denver, National Renewable Energy Lab (NREL), and the private sector.
- Update/refresh existing roadway management practices.
- NHTSA rulemaking in progress now to require automakers to provide short range communication capabilities between vehicles - all new vehicles could be required to have in three to five years; supporting infrastructure will be needed to accommodate these vehicles.
- Dozens of safety enhancements will result from this technology.

SEPTEMBER 2015 TRANSPORTATION COMMISSION MEETINGS

- Autonomous Vehicles could change auto ownership models – with ability to order a ride on demand, improve safety and lessen requirements for roadway capacity.
- Plan is to start pilot deployments along I-70 and I-25. By 2017 Cadillacs will have the short-range communications equipment.
- Potential for freight Pilots too – with vehicle platoons that are safer as front vehicle sight distance will be better than human eyes and brakes in front simultaneously brake the other vehicles.
- For rural areas safety – with virtual guard rails, etc.
- TC members are encouraged to attend Transportation Summit to be held on October 28th.
- TC members expressed enthusiasm for the consideration and implementation of RoadX.
- TC Chair expressed the need to focus on better cell communication in rural areas – need to include the entire state.

Policy Directive 14 - FY 2014 Performance Summary

| PD 14.0 Objectives | Annual Objective | 2014 Results | Objective Met? | FY 14 Budget | Funding Sources/Budget Program Category |
|---|------------------|--|----------------|--|--|
| Safety | | | | | |
| All Highways | | | | | |
| Reduce fatalities by 12 per year from 548 in 2008 to 344 in 2025. | 476 | 488 (2014 data as of 9/1/2015) | | \$123 million | Highway Safety Improvement Program, FASTER Safety, Safety Education, Hot Spots Program |
| 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) | | | |
| 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) | | | |
| 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 | | | |
| Bike and Pedestrian | | | | | |
| 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) | | N/A | No dedicated funding source: includes portions of TAP, Safe Routes to School Program, CMAQ, and Bike Safety Education Programs through SPR |
| 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) | | | |
| System Performance | | | | | |
| Highways | | | | | |
| 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 | | FY 14: \$25.2 million dedicated funding plus individual project spending | Congestion Relief, ITS Investments, and ITS Maintenance Programs |
| 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 | | | |
| 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 | | | |
| Transit | | | | | |
| 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 | 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 | |
| Infrastructure Condition | | | | | |
| Highways | | | | | |
| Achieve 80% High/Moderate Drivability Life for Interstates based on condition standards and treatments set for traffic volume categories. | 80% | 89% | | \$238.8 million | Surface Treatment Program (including FASTER Safety) |
| Achieve 80% High/Moderate Drivability Life for NHS, excluding Interstates, based on condition standards and treatments set for traffic volume categories. | 80% | 78% | | | |
| Achieve 80% High/Moderate Drivability Life for the state highway system based on condition standards and treatments set for traffic volume categories. | 80% | 73% | | | |
| Transit | | | | | |
| Maintain the percentage of vehicles in the rural Colorado transit fleet at no less than 65% operating in fair, good, or excellent condition, per Federal Transit Administration Guidelines. | 65% | Final figures for FY 2014 should be available at the end of November 2015. As of April 2015, 65% of transit vehicles were operating in fair, good, or excellent condition. | | \$29 million | FTA Programs and FASTER Transit funding for rural and small urban areas |
| Ensure that all CDOT transit grantees have Asset Management Plans in place for state or federally funded vehicles, buildings and equipment by 2017. | 20% | 9% | | N/A | |

Policy Directive 14 - FY 2014 Performance Summary

| PD 14.0 Objectives | Annual Objective | 2014 Results | Objective Met? | FY 14 Budget | Funding Sources/Budget Program Category |
|---|------------------|------------------|----------------|--|---|
| Bridges | | | | | |
| Maintain the percent of NHS total bridge deck area that is not structurally deficient at or above 90%. | 90% or greater | 95% | | \$185 million | On-System Bridge Program (including FASTER Safety), Off-System Bridge Program, and Colorado Bridge Enterprise |
| Maintain the percent of state highway total bridge deck area that is not structurally deficient at or above 90%. | 90% or greater | 94% | | | |
| Percentage of CDOT-owned bridges over waterways that are scour critical | 5% | 7% | | | |
| 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 | 0.40% | 0.40% | | | |
| 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 | 4.80% | 4.80% | | | |
| Percentage of CDOT-owned bridges posted for load | 0% | 0.1% | | | |
| Percentage of CDOT-owned bridges with a load restriction | 3% | 3% | | | |
| Percentage of leaking expansion joint by length on CDOT-owned bridges | 15% | 19% | | | |
| Percentage of CDOT-owned bridge deck area that is unsealed or otherwise unprotected | 30% | 31% | | | |
| Buildings | | | | | |
| Statewide Letter Grade | 90%; C or Better | 86%; C or Better | | \$11.3 million | Property Capital Expenditure Program |
| ITS | | | | | |
| Average Percent Useful Life | 90% or less | 126% | | \$21.5 million | ITS Maintenance |
| Fleet | | | | | |
| Average Percent Useful Life | 70% or less | 97% | | \$20.9 million | Road Equipment Capital Expenditure Program |
| Culverts | | | | | |
| Percentage Critical Culverts | 5% or less | 3% | | \$11.5 million | Bridge On-System and Off-System Programs (Separate Culverts Program funding began in FY 15) |
| Geohazards | | | | | |
| Number of Sites with letter grade C or better | 60% | 47% | | \$9.0 million (rockfall) | Rockfall Mitigation Program (including FASTER Safety) (Geohazards Program as of FY15) |
| Tunnels | | | | | |
| 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 | Tunnel Activities Maintenance Program Area |
| Traffic Signals | | | | | |
| Percent intersections with at least one component beyond 100% Useful Life | 15% | 52% | | Program initially funded in FY 15 | Traffic Signals Program |
| Walls | | | | | |
| 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 | Bridge On-System and Off-System Programs (Separate Walls Program funding began in FY 15) |
| Maintenance | | | | | |
| Maintain a LOS B grade for snow and ice removal. | B | B | | \$59.7 million Final Budget: \$72.5 million | Snow & Ice Program and Contingency |
| Maintain an overall MLOS B minus grade for the state highway system. | B - | B- | | \$249 million Final Budget: \$262 million | 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: STATEWIDE TRANSPORTATION ADVISORY COMMITTEE
FROM: MARIA SOBOTA, CHIEF FINANCIAL OFFICER (CFO)
 LOUIE BARELA, BUDGET MANAGER
DATE: SEPTEMBER 25, 2015
SUBJECT: FY2016-17 BUDGET WORKSHOP

Purpose

This purpose of this memorandum is to inform the Statewide Transportation Advisory Committee (STAC) of the budget items that were presented to the Transportation Commission (TC) in September, including the FY2016-17 revenue projections that will be used to create the Colorado Department of Transportation (CDOT) Draft Program Allocation Budget in October.

Action

This memorandum for informational purposes and no action is required.

Background & Details

At the beginning of each fiscal year, the Office of Financial Management and Budget (OFMB) within DAF, creates the initial development of CDOT's revenue allocation for the new fiscal year, followed by developing and balancing the new fiscal year program budget.

FY2016-17 Revenue Estimates

A comparison of the preliminary FY2016-17 revenue estimates versus FY2015-16 for all Transportation Revenue is summarized as follows (see Attachment A - FY2015/FY2016 Budget Revenue Comparison):

- CDOT's FY2016-17 estimated revenues for next fiscal year's Draft Budget are \$1.214 billion, which is a decrease of \$267.8 million or 18%; the majority of the decrease is driven by the prediction that CDOT will not receive any Senate Bill 228 revenue in the fiscal year, compared to the predicted \$205.6 million in FY 2015- 16.
- Colorado's High Performance Transportation Enterprise (HPTE) FY2016-17 estimated revenues for next fiscal year's Draft Budget are \$2.575 million, which is identical to FY 2015 -16. This is because there is no predicted change in tolling revenue or the fee for service by CDOT, the two sources of HPTE revenue.
- Colorado's Statewide Bridge Enterprise (CBE) FY2016-17 estimated revenues for next fiscal year's Draft Budget are \$126.6 million, which is an increase of \$2.494 million or 2.0%; the majority of the increase is driven by the forecasted increase in FASTER Safety Bridge Surcharge revenues, the primary funding source for CBE.



The attached FY2016/FY2017 Budget Revenues Comparison also identifies revenues estimated for flexible (TC directed) and inflexible programs. FY2016-17 revenues specific to a program are considered inflexible (i.e., MAP-21 and State mandated programs such as safety education and Aeronautics) and have been automatically adjusted based on the total FY2016-17 revenue assumptions. All other program revenues are considered flexible and are estimated based on the FY2015-16 budget amounts as adopted by the TC in March 2015.

- As of September 2015, Senate Bill (SB) 09-228 projections remain at \$206.5 million for CDOT in FY2015-16. However, the current projection assumes ZERO dollars to CDOT for FY2016-17. This reduction in General Fund transfers to CDOT largely accounts for CDOT's estimated revenue reduction for FY2016-17.
- A second major reduction in CDOT allocations for FY2016-17 includes Emergency Relief/Permanent Recovery funding from the federal government for flood repair projects. In FY2015-16, Emergency Relief/Permanent Recovery funding totaled \$174.5 million. However, FY2016-17 allocation projections for Permanent Recovery are estimated to be \$93.3 million.

Decision Items

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

1. Properties requests a Hazardous Materials (Hazmat) increase from \$2.2 million to \$3.2 million in FY2016-17. A \$1.0 million increase would be the first baseline adjustment for the program in 10 years. This increase would help CDOT maintain compliance standards and is requested in order to support Hazmat's investigative, remedial, evaluation, clean up, and abatement efforts. The TC has previously approved a \$1.0 million increase for FY2015-16 in the first budget supplement.
2. Division of Transportation Development requests a funding increase to \$2.5 million in FY2016-17 for the Safe Routes to Schools (SRTS) program, a request summarized in the August 2015 TC packet under "Informational Items". SRTS promotes safe practices and places to walk or bicycle for K-8 students in Colorado. Please refer to SRTS in the Consent Agenda.

Department staff was given additional Transportation Systems Management & Operations and Maintenance items that are currently under review. They will be presented to the TC in October 2015.

In addition, there are four Decision Item requests that were approved by Staff and the Executive Management Team (see below, and Attachment C):

1. Office of Emergency Management (OEM) requested \$25,000 for Incident Command System (ICS) classes.
2. OEM requested \$65,000 to fund the development and sustainment of a CDOT Incident Management Team.



3. OEM requested \$450,000 for a base budget increase to develop a new communications platform.
4. North Holly requested \$30,000 for an increase in operating expenditures due to necessary upgrades in the HVAC system.

Options and Recommendations

N/A

Next Steps

In October 2015, DAF will:

- Bring final Decision Items to the TC for approval;
- Provide updated revenue projections to the TC;
- Provide the FY2016-17 Draft Program Allocation Budget to the TC;
- Provide the Draft Administrative Budget for TC review;
- Provide the initial FY2016-17 Narrative Budget for TC review.

Attachments

Attachment A - FY2014-15 Preliminary Revenue Reconciliation & FY2016-17 Initial Revenue Forecast

Attachment B - FY2016-17 TC Decision Items

Attachment C - FY2016-17 Staff/EMT Decision Items



| Attachment A Colorado Department of Transportation Actual/Forecasted Revenue & Federal Obligation Comparison | | | | | | |
|---|----------------------|----------------------|--------------------|----------------------|----------------------|----------------------|
| REVENUE SOURCE | FY 2015* | | | Revenue Projections | | Comparison |
| | Budget | Preliminary Actual | Difference | FY 2016 | FY 2017** | FY17-FY16 |
| 1 STATE FUNDS | | | | | | |
| 2 HUTF Revenue to CDOT | 408,700,000 | 428,829,160 | 20,129,160 | 410,477,300 | 411,072,367 | 595,067 |
| 3 CDOT Miscellaneous Revenue | 29,500,000 | 36,509,468 | 7,009,468 | 19,200,000 | 19,225,538 | 25,538 |
| 4 General Fund Revenue to CDOT | 500,000 | 500,000 | 0 | 205,600,000 | 0 | (205,600,000) |
| 5 State Infrastructure Bank | 700,000 | 405,582 | (294,418) | 500,000 | 300,000 | (200,000) |
| 6 State Safety Education Funds | 2,950,000 | 3,100,000 | 150,000 | 3,000,000 | 3,324,859 | 324,859 |
| 7 Aeronautics Funds | 42,800,000 | 31,593,412 | (11,206,588) | 30,000,000 | 30,119,701 | 119,701 |
| 8 TOTAL STATE FUNDS | 485,150,000 | 500,937,622 | 15,787,622 | 668,777,300 | 464,042,465 | (204,734,835) |
| 9 FASTER FUNDS | | | | | | |
| 10 FASTER Safety - State Share to CDOT | 97,900,000 | 103,796,726 | 5,896,726 | 106,300,000 | 106,726,422 | 426,422 |
| 11 FASTER Safety - Local Share for Rail and Transit | 5,000,000 | 5,000,000 | 0 | 5,000,000 | 5,000,000 | 0 |
| 12 TOTAL FASTER FUNDS | 102,900,000 | 108,796,726 | 5,896,726 | 111,300,000 | 111,726,422 | 426,422 |
| 13 FEDERAL FUNDS | | | | | | |
| 14 Federal Highway Administration - Flexible | 373,930,900 | 365,100,998 | (8,829,902) | 364,737,932 | 382,241,051 | 17,503,119 |
| 15 Federal Highway Administration - Inflexible | 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 | 18,758,753 | 2,728,035 | 20,645,277 | 16,790,520 | (3,854,757) |
| 17 National Highway Traffic Safety Administration | 6,534,778 | 7,974,839 | 1,440,061 | 7,640,000 | 7,966,631 | 326,631 |
| 18 Federal Aviation Administration | 300,000 | 245,660 | (54,340) | 0 | 92,865 | 92,865 |
| 19 TOTAL NON- EMERGENCY FEDERAL FUNDS | 499,325,330 | 492,517,089 | (6,808,241) | 494,471,260 | 512,678,095 | 18,206,835 |
| 20 LOCAL MATCHING FUNDS | | | | | | |
| 21 Local Match for FHWA Funding | 20,069,966 | 19,797,643 | (272,323) | 19,876,092 | 20,654,720 | 778,628 |
| 22 Local Match for FTA Funding | 9,314,653 | 9,978,105 | 663,452 | 10,791,003 | 9,546,478 | (1,244,525) |
| 23 TOTAL LOCAL MATCHING FUNDS | 29,384,619 | 29,775,748 | 391,129 | 30,667,095 | 30,201,198 | (465,897) |
| 27 Total Colorado Department of Transportation Revenue | 1,116,759,949 | 1,132,027,185 | 15,267,236 | 1,305,215,655 | 1,118,648,181 | (186,567,474) |
| ADDITIONAL FEDERAL OBLIGATION AUTHORITY - EMERGENCT RELIEF & REDISTRIBUTION | | | | | | |
| 24 Federal Highway Administration - Emergency Relief | 100,000,000 | 185,000,000 | 85,000,000 | 174,500,000 | 93,300,000 | (81,200,000) |
| 25 Federal Highway Administration - Redistribution | 0 | 27,786,142 | 27,786,142 | | | |
| 26 TOTAL ADDITIONAL FEDERAL OBLIGATION AUTHORITY | 100,000,000 | 212,786,142 | 112,786,142 | 174,500,000 | 93,300,000 | (81,200,000) |
| 28 Total Colorado Department of Transportation Revenue & Obligation Authority | 1,216,759,949 | 1,344,813,327 | 128,053,378 | 1,479,715,655 | 1,211,948,181 | (267,767,474) |
| Notes: | | | | | | |
| Total CDOT Flexible Revenue & Federal Obligation | 812,630,900 | 858,725,768 | 46,094,868 | 1,000,015,232 | 812,538,956 | (187,476,276) |
| Total CDOT Inflexible Revenue & Federal Obligation | 404,129,049 | 486,087,559 | 81,958,510 | 479,700,423 | 399,409,225 | (80,291,198) |
| *Final FY 2015 Revenues will be available in September 2015 | | | | | | |
| **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 2015* | | | Revenue Projections | | Comparison |
| | Budget | Preliminary Actual | Difference | FY 2016 | FY 2017** | FY17-FY16 |
| 29 STATE FUNDS | | | | | | |
| 30 Tolling Fee Revenue (Enterprise) | 375,000 | 0 | (375,000) | 375,000 | 375,000 | 0 |
| 31 Tolling Violations | 0 | 0 | 0 | 0 | 0 | 0 |
| 32 Interest Income - Exempt | 200,000 | 598,213 | 398,213 | 200,000 | 200,000 | 0 |
| 33 Consulting Fees | | | | 2,000,000 | 2,000,000 | 0 |
| 34 Transfer From CDOT | 1,000,000 | 1,000,000 | 0 | | | 0 |
| 35 TOTAL STATE FUNDS | 1,575,000 | 1,598,213 | 23,213 | 2,575,000 | 2,575,000 | 0 |
| 36 LOCAL CONTRIBUTIONS | | | | | | |
| 37 Managed Lanes Revenue | 30,000,000 | 3,836,767 | (26,163,233) | 0 | 0 | 0 |
| 38 TOTAL LOCAL CONTRIBUTIONS | 30,000,000 | 3,836,767 | (26,163,233) | 0 | 0 | 0 |
| 39 High Performance Transportation Enterprise Revenue | 31,575,000 | 5,434,980 | (26,140,020) | 2,575,000 | 2,575,000 | 0 |
| Colorado Statewide Bridge Enterprise Actual/Forecasted Revenue & Federal Obligation Comparison | | | | | | |
| REVENUE SOURCE | FY 2015* | | | Revenue Projections | | Comparison |
| | Budget | Preliminary Actual | Difference | FY 2016 | FY 2017** | FY17-FY16 |
| 40 STATE FUNDS | | | | | | |
| 41 Other Enterprise Charges | 0 | 0 | 0 | 0 | 0 | 0 |
| 42 Interest Income - Exempt | 2,400,000 | 3,020,472 | 620,472 | 3,000,000 | 3,510,298 | 510,298 |
| 43 Cost Recovery | 0 | 0 | 0 | 0 | 0 | 0 |
| 44 TOTAL STATE FUNDS | 2,400,000 | 3,020,472 | 620,472 | 3,000,000 | 3,510,298 | 510,298 |
| 45 FASTER FUNDS | | | | | | |
| 46 FASTER - Bridge Surcharge | 91,100,000 | 97,560,807 | 6,460,807 | 100,100,000 | 102,083,588 | 1,983,588 |
| 47 TOTAL FASTER FUNDS | 91,100,000 | 97,560,807 | 6,460,807 | 100,100,000 | 102,083,588 | 1,983,588 |
| 48 FEDERAL FUNDS | | | | | | |
| 49 Buy America Bonds Credit | 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 | 0 | 15,000,000 | 15,000,000 | 0 |
| 51 TOTAL FEDERAL FUNDS | 6,381,900 | 5,918,642 | (463,258) | 6,000,000 | 6,000,000 | 0 |
| 52 Statewide Bridge Enterprise Revenue | 114,881,900 | 121,499,921 | 6,618,021 | 124,100,000 | 126,593,886 | 2,493,886 |
| 53 Total Transportation Revenue & Federal Obligation | 1,363,216,849 | 1,471,748,228 | 108,531,379 | 1,606,390,655 | 1,339,117,067 | (267,273,588) |

Notes: Total FY 17 Revenue is \$2.0M less than sum of CDOT, HPTE, & CBE revenue due to Fee for Service from CDOT to HPTE

Attachment B: FY2016-17 TC Decision Items**Decision Item Request for Transportation Commission Approval:
Environmental Compliance: Hazardous Materials Base Budget Increase
Fiscal Year 2016-2017****Summary of Funding Request:**

\$1,000,000 increase to base budget, in order to address an increasing scope of work. This permanent increase will be effective beginning in FY2016-17 and all future fiscal years.

| | Base Adjustment |
|-----------------|-----------------|
| Capital | \$1,000,000 |
| Total Requested | \$1,000,000 |

Justification of Request

- Supports projects funded by the Hazardous Materials (Hazmat) program
- Ensures the ability to maintain compliance
- Aligns baseline funding with scope of work

Summary

In order to maintain compliance, the Hazardous Materials (Hazmat) program requires an adjustment to its baseline funding, which has not been increased in ten years. While the budget remains the same, the scope of work increases annually. On the First Supplement, \$1.0 million was approved for the FY 2015-16 budget to support Hazmat's investigative, remedial, evaluation, clean up, and abatement efforts. This same amount is now being sought as a base budget increase for FY 2016-17 and all subsequent fiscal years.

Details

Projects funded by the Hazmat program include investigative and remedial efforts for surface and subsurface hazardous wastes releases. These undertakings include the operations and maintenance of CDOT Headquarters and South Holly facilities, as well as numerous sites across the state, such as highway spills where the responsible party cannot be identified. Additionally, Hazmat provides services to assist with assessment and removal of suspect Methamphetamine Lab waste, and conducts asbestos inspections and abatements for all CDOT and right of way properties prior to any disturbance or demolition of structure materials.



Currently, the annual funding for Hazardous Materials is \$2.2 million. A base budget increase to \$3.2 million per year will address seven main areas within CDOT. Those areas and their approximate yearly costs are:

- Secondary containment structures, \$1.2 million
- Installation and maintenance of water treatment systems in vehicle maintenance facilities, \$500,000
- Cost to operate the Materials Testing Lab (MTL), \$350,000
- Stormwater management, \$250,000
- Remediation of contaminated soils and groundwater on CDOT property, \$600,000
- Asbestos inspections and abatement, \$300,000

Expected benefits from increasing Hazmat's base budget:

- Funding will align with scope of work increases
- Ability to keep CDOT properties in compliance with Federal and State standards and regulations pertaining to hazardous and solid materials handling,
- Continued Hazmat services including remedial action, technical guidance, liaison services contractual services, and project oversight to ensure mitigation is complete



Attachment C: FY2016-17 Staff and EMT-Approved Decision Items**Decision Item Request for Staff Approval:****Office of Emergency Management: Incident Command System Training
Fiscal Year 2016-2017****Summary of Funding Request:**

\$25,000 increase to the base budget. This permanent increase will be effective beginning in FY2016-17 and all future fiscal years.

| | Base Adjustment |
|-------------------|-----------------|
| Personal Services | \$25,000 |
| Total Requested | \$25,000 |

Justification of Request

- Supports training required under federal and state regulation

Summary

This request is to fund Incident Command System (ICS) classes within CDOT Headquarters and CDOT Maintenance Sections to maintain National Incident Management System (NIMS) compliance with Homeland Security Presidential Directive-5 and State of Colorado Executive Order D 001 04. ICS-300 and ICS-400 level of classes will be provided for the CDOT Maintenance Sections and Headquarters for key individuals that have roles and responsibilities in incident and emergency management

Details

Homeland Security Presidential Directive-5 requires that all Federal departments and agencies make adoption of NIMS (National Incident Management System) by local, State, Territorial, and Tribal organizations a condition to receive Federal Preparedness Grant Awards. Under Executive Order D 001 04, Governor Bill Owens adopted NIMS statewide and established NIMS as the State standard for incident management in 2004. The purpose of NIMS is to provide a common approach for managing incidents. The funds requested in this decision item will provide statewide NIMS training for CDOT employees have a role or responsibility in responding to incidents and disasters which are natural or man-made. This training provides a flexible but standardized set of incident management practices with emphasis on common principles, a consistent approach to operational structures and supporting mechanisms, and an integrated approach to resource management



Decision Item Request for Staff Approval:
Office of Emergency Management: Incident Command System Training
Fiscal Year 2016-2017

Summary of Funding Request:

\$65,000 increase to the base budget. This permanent increase will be effective beginning in FY2016-17 and all future fiscal years.

| | Base Adjustment |
|-------------------|-----------------|
| Personal Services | \$15,0000 |
| Operating | \$50,000 |
| Total Requested | \$65,000 |

Justification of Request

- Supports the development and sustainment of a CDOT Incident Management Team to manage major and catastrophic incidents
- Includes the development and buildout of CDOT Regional Emergency Operations Centers (EOC) staffing, training, and exercise capabilities

Summary

The funds requested will be used to develop and maintain a CDOT Incident Management Team consisting of command and general staff position and unit leaders as needed. This funding would also provide for the development and buildout of CDOT Regional EOC staffing, training, and exercise capabilities. Continuous funding will sustain the program and keep certified positions current.

Details

The office of Emergency Management is mandated to utilize the Incident Command System (ICS) in responding to incidents. Lessons learned from the 2013 flood event reveal that a robust incident and emergency management capability is needed to respond to and recover from major incidents. Funds from this request will pay for the development of a CDOT Statewide Incident Management Team (IMT), which will manage major and catastrophic incidents. This initiative will also include the implementation of expanded regional EOCs with properly trained staff and emergency planning to work alongside the IMT.

This project will:

- Leverage the Colorado Wildfire and Incident Management Academy as training opportunities on task books and specialized position-specific training classes
- Leverage FEMA position-specific leadership classes for key ICS/EOC positions for training and certification standards



- Utilize real-time events within CDOT long-term closures for incidents to build on the trainees' experience and become state certified.

This project has the following objectives:

- Development of IMT, which has all certified personnel in Command and General Staff position and key unit leader position,
- Development of CDOT Regional EOC personnel to provide coordination capability in emergencies to focus on resource mobilization, information sharing, public information and situational awareness,
- Development of an EOC/ICS interface that has clear operational procedures with roles and responsibilities.



Decision Item Request for Staff Approval:
Office of Emergency Management: Communication System Upgrade
Fiscal Year 2016-2017

Summary of Funding Request:

\$450,000 increase to the base budget. This permanent increase will be effective beginning in FY2016-17 and all future fiscal years.

| | Base Adjustment |
|-------------------|-----------------|
| Personal Services | \$25,0000 |
| Operating | \$425,000 |
| Total Requested | \$450,000 |

Justification of Request

- Funding to support ongoing purchases for new equipment vehicle radios
- New technology provides opportunities to be more cost effective
- Supports strategic communication initiatives

Summary

This request is for developing a communications platform that is dependable and sustainable, providing reliable communications within day to day and emergency operations statewide. CDOT's radio fleet is becoming obsolete, as the radio manufacturer no longer makes replacement parts for the relevant radio model. This funding will allow for a more rapid replacement of communication technology that is also more cost effective. Additionally, new communication technology will provide for alternative communication in emergency situations.

Details

Currently, CDOT has 2,939 radios in its 800 mhz radio fleet. Of those 2,939 radios, 1,270 radios are non-serviceable and the manufacturer no longer makes replacement parts for this model. Another 400 radios will be in the same condition in two years. This puts over half of the radio fleet in non-repairable status. Current funding allows CDOT to replace up to 11 percent of the fleet annually, requiring a five-year replacement cycle to replace the non-repairable portion of the radio fleet. The requested funding will allow CDOT to utilize new technology and allow CDOT to be more cost effective by using leveraging opportunities in Vehicle Repeater Systems, which would eliminate the need for a mobile unit. This funding will also provide redundant and alternative communication needs such as the Government Emergency Telecommunication Service and Wireless Preferred Service to enhance communication capabilities in emergency situations.



Decision Item Request for Staff Approval:
Project Support: North Holly Property Operating Budget
Fiscal Year 2016-2017

Summary of Funding Request:

\$30,000 increase to the base budget. This permanent increase will be effective beginning in FY2016-17 and all future fiscal years.

| | Base Adjustment |
|------------------------|-----------------|
| Personal Services | \$30,000 |
| Total Requested | \$30,000 |

Justification of Request

- North Holly's operating budget was last updated in 2006
- Requires upgrades to HVAC system, carpets, and facility maintenance

Summary

The North Holly property has been operating under the same budget since 2006. The HVAC system was installed nine years ago, and requires more frequent repairs given the age of the system. In 2014, the Xcel Energy bill rose from an average \$4,500 per month to \$11,000 per month. Repairs to the system will be cost saving. The building's carpeted areas need to be cleaned, repaired, or possibly replaced. Labor costs for services have risen, and the building is paying for snow removal and janitorial services. The age of the building necessitates constant repairs.

