

2829 Howard Place Denver, CO 80204

MEMORANDUM

TO: STATEWIDE TRANSPORTATION ADVISORY COMMITTEE (STAC)

FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER (CFO)

DATE: OCTOBER 26, 2018

SUBJECT: FY 2019-20 ANNUAL BUDGET

The FY 2019-20 Proposed Annual Budget (One Sheet) and the FY 2019-20 Proposed Budget Allocation Plan (Narrative Budget) were presented to the Transportation Commission (TC) at their October meeting. In November, the TC will be asked to approve the FY 2019-20 Proposed Budget. The TC will be asked to adopt the final budget in March 2019, after updates are made to reflect updated revenue forecasts, decision items, and Common Policy decisions from the Joint Budget Committee and Office of State Planning and Budget. Staff will review the Proposed Annual Budget with STAC on October 26, and again in January or February to discuss anticipated updates.

Background & Details

FY 2019-20 Decision Items

Beginning with the FY 2016-17 Annual Budget, the Division of Accounting and Finance (DAF) moved to a Work Plan Budget process, whereby each Division/Region within CDOT would submit their own budget allocation plan. In FY 2017-18, DAF expanded this process to include all Division/Region Decision Items. In accordance with Policy Directive (PD) 703.0, all decision item requests will be reviewed by the Executive Management Team (EMT). Requests of \$1 million or greater will be presented to the TC (if necessary) in February 2019 for approval and placement into the FY 2019-20 Final Annual Budget. Requests for less than \$1 million will be considered for approval by the EMT. The results of decision items will be included in the final budget for approval in March of 2019.

FY 2019-20 Proposed Annual Budget

The FY 2019-20 Proposed Annual Budget is included as Attachment A. The accompanying Proposed Budget Allocation Plan (see https://www.codot.gov/business/budget/cdot-budget/draft-budget-documents/fy-2019-20-proposed-narrative-budget/view) contains current program description and funding detail supporting the annual budget.

The FY 2019-20 Proposed Annual Budget is balanced, with all flexible revenue allocated. Revenues specific to a program are considered inflexible (i.e., Fast Act and State mandated programs such as safety education and Aeronautics) and have been automatically adjusted based on the FY 2019-20 Revenue Forecast. Asset Management and Maintenance programs are funded according to the FY 2019-20 Asset Management Planning Totals, approved by the TC in August 2016. All other program revenues are considered flexible and are estimated based on the FY 2018-19 budget amounts as adopted by the TC in March 2018 (and amended in August 2018).



Changes to the FY 2019-20 Proposed Annual Budget since the initial draft presented to the TC in September are detailed below. Changes presented this month are technical changes that involve either updates to Budget Program names or changes to how allocated funds are broken out within the budget.

- Maintenance Levels of Service (MLOS) (Lines 3-12): As part of CDOT's agreement with Plenary on US 36, CDOT makes monthly payments for maintenance performed by Plenary on the General Purpose lanes on the US 36 corridor. Over the last few years, this amount has been taken "off the top" of MLOS. This amount (\$2.3 million) has now been broken out separately on Line 12, with each of the other Maintenance Program Areas (MPAs) reduced so that the total MLOS amount of \$265.7 million remains unchanged. Depending on an updated revenue forecast, decision items, and Common Policy changes, staff may return to the TC prior to approval of the FY 2019-20 Final Annual Budget with a recommendation to increase MLOS funding by \$2.3 million so that going forward this cost is not borne by the other MPAs.
- Mobility Operations (Lines 40-42): The Division of Transportation Systems Management and Operations (TSMO) recently rebranded as "Mobility Operations." As such, lines 40-42 have been updated to recognize the new name. As described last month, two separate budget programs Congestion Relief and Traffic Incident Management, have been combined into a single budget program named "Real Time Operations."
- ITS Asset Management (Line 42): The ITS Asset Management budget program has in past years included certain ITS costs (i.e. staff salaries, etc.) in the ITS Asset Management budget which are not associated directly with ITS maintenance activities (i.e. on the ground staff costs) or capital replacement. In order to more accurately reflect the amount going exclusively to ITS maintenance, these costs have been separated out and added to the Maintenance Operations program described below. \$8 million has been moved from ITS Asset Management to Maintenance Operations. The total amount dedicated to these activities has not changed.
- Department Operations and Maintenance Operations (Lines 71-72): Operations (including maintenance support) has been broken into two different Budget Programs, Department Operations and Maintenance Operations, in order to provide greater visibility between the budget allocated to maintenance support activities and other operations activities. Maintenance Operations includes support costs for the Division of Highway Maintenance, and for ITS Maintenance. Department Operations include other support functions such as standards and specifications, materials testing, training, engineering estimates, etc. The total of these two programs is \$8 million higher than the single Operations budget program in the Proposed budget presented in September, reflecting the previously described shift of \$8 million from ITS Asset Management to Maintenance Operations.

Next Steps

In November 2018, DAF will:

- Update Administration (line 74) based on Common Policy updates provided by the Governor's Office. This update may alter other line items, including Department Operations (line 70) and TC Program Reserve (line 122).
- Request adoption of the FY 2019-20 Proposed Annual Budget for submission to the Office of State Planning and Budget (OSPB) on or before December 15, 2018.

Attachments

Attachment A - FY 2019-20 Proposed Annual Budget (One Sheet)



			Colorado Department of Trans						
CDOT	Budget Category		Attachment A: FY 2019-20 Proposed	Directed By	FY 2018-19 Budget	FY 2019-20 Budget	Variance		Funding Source
1 2	Maintain - Maintaining What We Have	OT Performed Work			·				Funding Source
3 4 5			Roadway Surface Roadside Facilities Roadside Appearance	TC TC TC	37,487,230 25,002,562 10,964,746	36,511,573 24,351,835 10,679,373	(975,657) (650,727) (285,373)	-3% -3%	
6 7			Structure Maintenance Tunnel Activities	TC TC	6,311,352 6,141,692	6,147,090 5,981,845	(164,262) (159,847)	-3% -3%	
9 10			Snow and Ice Control Traffic Services Planning and Scheduling	TC TC TC	81,365,315 67,177,234 17,761,243	79,247,670 65,428,853 17,298,982	(2,117,645) (1,748,381) (462,261)	-3% -3% -3%	
11 12 13			Material, Equipment and Buildings Toll Corridor General Purpose Lanes	TC TC	18,211,358 2,377,268	17,737,382 2,315,396	(473,976) (61,872)	-3% -3%	
14 15					272,800,000	265,700,000	(7,100,000)	-3%	
16 17 18	Con	ntracted Out Work	Surface Treatment /1 Structures On-System Construction /1	TC TC	313,682,698 47,589,367	222,000,000 46,620,000	(91,682,698) (969,367)	-29% -2%	FHWA/ SH/ 09-108: \$0.98M/ SB 18-001 FHWA/ SH/ 09-108: \$16.12M/ SB 18-001
19 20 21			Structures Inspection and Management /1 Geohazards Mitigation /1 Highway Safety Improvement Program	TC TC FR	9,450,000 8,400,000 43,054,370	10,010,000 9,700,000 43,939,531	560,000 1,300,000 885,161	6% 15%	SH 09-108: \$10.3M
22 23			Railway-Highway Crossings Program Hot Spots	FR TC	3,395,698 2,167,154	3,466,442 2,167,154	70,744	2% 0%	FHWA / SH FHWA / SH FHWA / SH
24 25 26			Traffic Signals /1 FASTER - Safety Projects Permanent Water Quality Mitigation	TC TC TC	17,810,758 67,360,121 6,500,000	16,072,823 69,940,120 6,500,000	(1,737,935) 2,579,999	4%	FHWA/ SH/ 09-108: \$12.6M/ SB 18-001 09-108 FHWA / SH
27 28			The state of the s		519,410,166	430,416,070	(88,994,096)		
29 30 31	Capi	oital Expenditure	Road Equipment /1	TC	26,800,000	22,100,000	(4,700,000)	-18%	SH
32 33 34			Capitalized Operating Equipment Property /1	TC TC	3,028,000 20,200,000	3,028,000 17,600,000	(2,600,000)	0% -13%	
35 36					50,028,000	42,728,000	(7,300,000)	-15%	
37 38 39	Maximize - Safely Making the Most of What We Have	OT Performed Work		Total:	842,238,166	738,844,070	(103,394,096)	-12%	
40 41			Mobility Operations: Planning, Performance, and Programs Mobility Operations: Real-Time Operations	TC TC	2,794,487 10,552,288	2,794,487 10,552,288		0% 0%	SH
42 43 44			Mobility Operations: ITS Asset Management	TC	23,500,000 36,846,775	21,200,000 34,546,775	(2,300,000)	-10% -6%	SH
45 46	Con	ntracted Out Work	Safety Education Office of Communications	Comb	11,203,720 950,000	11,888,720 950,000	685,000		NHTSA / SSE
44			Office of Communications Office of Transportation Safety Mobility Operations		9,543,720 710,000	10,008,720 930,000	465,000 220,000	5% 31%	
47 47 48			Regional Priority Program ROADX	TC TC	48,677,000 12,096,525	48,375,000 12,096,525	(302,000)		FHWA / SH FHWA / SH
49 50			ADA Compliance	10	5,000,000	22,400,000	17,400,000	348%	FHWA / SH/ SB 18-001
51 52 53	Capi	oital Expenditure	Mobility Operations: ITS Investments	TC	76,977,245 10,000,000	94,760,245	17,783,000	23%	FHWA / SH
54 55					10,000,000	10,000,000	•	0%	
56 57 58	Expand - Increasing Capacity			Total:	123,824,020	139,307,020	15,483,000	13%	
59 60 61	CDC	OT Performed Work						0%	
62 63	Con	ntracted Out Work	Strategic Projects	SL	583,500,000	555,000,000	(28,500,000)	-5%	SB 17-267/ SB 18-001
64 65 66			National Freight Program	FR	20,791,883 604,291,883	23,102,092 578,102,092	2,310,209 (26,189,791)	11% -4%	FHWA/SH
67 68	Policer Brown Policerul & desinistration			Total:	604,291,883	578,102,092	(26,189,791)	-4%	
70 71	Deliver - Program Delivery/Administration		Department Operations Maintenance Operations	TC TC	32,230,682	23,736,229 16,494,453	(8,494,453) 16,494,453	125%	SH
72 73 74			Projects Initiatives DTD Planning and Research - SPR Administration (Appropriated)	TC FR SL	2,605,000 14,192,374 35,845,120	2,605,000 14,533,590 35,845,120	341,216		FHWA/SH FHWA/SH SH
75 76			HPTE FEE for Service	TC	5,169,500	5,169,500	-	0%	SH
77 78 79				Total:	90,042,676	98,383,892 98,383,892	8,341,216 8,341,216	9%	
80 81	Pass-Through Funds/Multi-modal Grants Aero	onautics							0.4
82 83 84			Division of Aeronautics to Airports Division of Aeronautics Administration	AB AB	24,235,195 1,264,805	29,483,195 1,264,805	5,248,000	22% 0%	
85 86 87	High	hway	Recreational Trails	FR	25,500,000 1,591,652	30,748,000 1,591,652	5,248,000	21%	FHWA
88 89			Safe Routes to School /2 Transportation Alternatives Program /2	TC FR	2,500,000 12,319,571	3,125,000 12,292,436	625,000 (27,135)	25% 0%	FHWA/LOC FHWA/LOC - LOC = \$2.5m
90 91 92			STP-Metro /2 Congestion Mitigation/Air Quality /2 Metropolitan Planning /2	FR FR FR	54,037,405 50,313,066 8,421,886	54,767,363 50,196,268 8,568,424	729,958 (116,798) 146,538	0%	FHWA/LOC - LOC = \$9.4m FHWA/LOC - LOC = \$8.6m FHWA/FTA/LOC - LOC = \$1.5m
93 94 95			Bridge-Off System - TC Directed /2 Bridge-Off System - Federal Program /2	TC FR	3,164,139 6,245,256	3,164,139 6,245,258	2	0%	FHWA/FSH/LOC - LOC = \$0.63m FHWA/FSH/LOC - LOC = \$1.2m
96 97	Tran	nsit			138,592,975	139,950,540	1,357,565	1%	
98 99 100			Federal Transit /2 Strategic Projects - Transit Multimodal Transportation Options Fund	FR SL	38,924,000 38,000,000 71,750,000	39,266,000 50,000,000 22,500,000	342,000 12,000,000 (49,250,000)	32%	FTA/LOC - LOC = \$13.7m SB 17-267 SB 18-001
101 102			Southwest Chief and Front Range Rail Commission Transit and Rail Local Grants	SL TO	2,500,000 5,000,000	5,000,000	(2,500,000)	-100% 0%	SB 18-001 09-108
103 104 105			Transit and Rail Statewide Grants Bustang Outrider Rural Regional Opps	TC TC TC	3,000,000 5,200,000 2,500,000	3,000,000 5,200,000 2,500,000	- -		09-108 09-108
106 107			Transit Administration and Operations	TC	1,000,000	1,000,000	- (29 409 000)		09-108
108 109 110	Infra	astructure Bank	Infrastructure Bank	TC	167,874,000 400,000	128,466,000 400,000	(39,408,000)	-23% 0%	SIB
111 112 113					400,000	400,000		0%	
114 115	Transportation Commission Contingency/Debt Service			Total:	332,366,975	299,564,540	(32,802,435)	-10%	
116 117 118	Pern	manent Recovery	Permanent Recovery		-	-	-	#DIV/0!	FHWA
119 120	Con	ntingency	TC Contingency	TO	•	15,000,000		#DIV/0!	EHWA / SH
121 122 123			TC Contingency TC Program Reserve Snow & Ice Reserve	TC TC TC	759,009 10,000,000	15,000,000 11,536,834 10,000,000	15,000,000 10,777,825		FHWA / SH
124 125 126	Patri	ot Service			10,759,009	36,536,834	25,777,825		
127 128	Den	301 1166	Senate Bill 267 - Debt Service Certificates of Participation - Property	DS DS	28,500,000 2,361,784	50,000,000 2,361,544	21,500,000 (240)	0%	
129 130 131			Certificates of Participation - HQ/R2/R4 Certificates of Participation - Energy	DS DS	9,368,100 1,046,627	9,369,650 1,045,263	1,550 (1,364)	0% 0%	
132 133					41,276,511		21,499,946		
134	<u> </u>			Total:	52,035,520 2,044,799,240	99,313,291 1,953,514,905	47,277,771 (91,284,335)	91% -4%	<u> </u>

Flexible Funds
/1 FASTER Safety funds (\$40.0M) were substituted for flexible funds in appropriate Asset Management Programs.
/2 Includes local match

Revenue 2,044,799,240 1,953,514,905 (91,284,335) -4%

Key to acronyms: LOC=Local Matching Funds SIB=St. Infrastructure Bank Interest

DS= Debt Service Covenants SH=State Highway funding
AB=Aeronautics Board FHWA=Federal Highway Administration

SL=State Legislation SA-State Aviation Comb=Combination

			State Bridge En	tornring				
			Attachment A: FY 2019-20 Pro	nerprise				
te Bridge	Budget Category		Program Area	Directed By	FY 2018-19 Budget	FY 2019-20 Budget	Variance	Funding Source
	Maintain - Maintaining What We Have		1 Togram Area	Directed By	1 1 2010-10 Baaget	1 1 2010-20 Budget	Variance	T unung Cource
2	, , , , , , , , , , , , , , , , , , ,	CDOT Performed Work						
3			Maintenance	BEB	300,000	300,000	-	09-108
4			Support Services	BEB	350,000	350,000	-	09-108
5			Bridge Preservation		100,000	100,000	-	
6								
7					750,000	750,000	-	
8		Contracted Out Work						
9			Bridge Enterprise Projects	BEB	95,596,000	97,496,000	1,900,000	09-108
10 11					95,596,000	97,496,000	1,900,000	
				Totali	00 240 000	00.240.000	4 000 000	
12				Total:	96,346,000	98,246,000	1,900,000	
13	Maximize - Safely Making the Most of What We Have							
14	, <u>, , , , , , , , , , , , , , , , , , </u>	CDOT Performed Work						
15								
16					-	-		
17		Contracted Out Work						
18								
19					-	-	-	
20								
21				Total:	-	-		
	Expand - Increasing Capacity							
23		CDOT Performed Work						
24								
25 26		0			-	-	•	
27		Contracted Out Work			-	-		
28					_		_	
29					=	•	-	
30				Total:				
	Deliver - Program Delivery/Administration			101111				
32								
33			Administration and Legal Fees		1,660,000	1,660,000	-	09-108
34			,					
35					1,660,000	1,660,000	-	
36								
37				Total:	1,660,000	1,660,000		
	Pass-Through Funds/Multi-modal Grants							
39		Highway						
40								
41					-	-		
42				T. (.)				
43	Bridge Enterprise Contingency / Debt Service	ļ		Total:	-	•		
45	Bridge Enterprise Contingency / Debt Service	Contingency				+		
46		Contingency	Contingency	BEB		+		09-108
47			Containgency	DED				09-100
48		Debt Service			-		-	
49		202. 3011100	Debt Service	BEB	18,234,000	18,234,000	_	FHWA/SH
50		 	555.55.700	DED	10,234,000	10,204,000		
51					18,234,000	18,234,000	-	
52					.,,	., . ,		
								h
53				Total:	18,234,000	18,234,000		

Revenue 116,240,000 118,140,000 1,900,000

Key to acronyms:

Key to acronyms:

HPTEB=High Performance Transportation Enterprise Board

DS= Debt Service Covenants

	BEB= Bridge Enterprise Board	DS= Debt Service Covenants						
			High Performance Transp	ortation Enterprise				
			Attachment A: FY 2019-20 Pro	posed Annual Budget				
HPTE	Budget Category		Program Area	Directed By	FY 2018-19 Budget	FY 2019-20 Budget	Variance	Funding Source
1	Maintain - Maintaining What We Have			-				,
2		CDOT Performed Work						
3								
4		Contracted Out Work						
5								
6								
7				Total:	•	•		
8	Maximize - Safely Making the Most of What We Have							
9	maximize outery making the most of trial from the	CDOT Performed Work						
10								
11					-	-		
12		Contracted Out Work						
13								
14			Property		-			
15								
16				Total:				
17	Expand - Increasing Capacity							
18		CDOT Performed Work						
19			Maintenance	HPTEB				Tolls/Managed Lanes Revenue
20								
21					•			
22		Contracted Out Work	= 1 0 "	LIBERT	10.010.010	11.010.010	100.000	
24			Express Lanes Operations	HPTEB	10,942,648	11,342,648	400,000	Tolls/Managed Lanes Revenue
25					10,942,648	11,342,648	400,000	
26					10,342,040	11,342,040	400,000	
27				Total:	10,942,648	11,342,648	400,000	
28	Deliver - Program Delivery/Administration			1011111	10,012,010	11,012,010	4,00,000	
29								
30			Administration and Legal Fees		5,194,500	5,194,500	-	Fee for Service
31			-					
32	_			_				
33					5,194,500	5,194,500		
34								
35				Total:	5,194,500	5,194,500		
36	Pass-Through Funds/Multi-modal Grants							
37		Highway						
38 39	 							
40	 			Total:				
40	HPTE Contingency / Debt Service			l otal:	-	-	•	
42	IT IL Contingency / Dept Service	Contingency						
43		Contingency				_	-	
44		Debt Service			-	·	<u> </u>	
45								Fee for Service
46								
47				Total:	-		-	
	•							

16,137,148 16,537,148 400,00

Revenue 16,137,148 16,537,148 400,00

HPTE Fee For Service Allocation Adjustment (5,169,500) (5,169,500)

Total Consolidated Allocations 2,172,006,888 2,083,022,553 (88,984,33 Total Consolidated Revenue 2,172,006,888 2,083,022,553 (88,984,33 C)



CDOT BUDGET

STATEWIDE TRANSPORTATION ADVISORY COMMITTEE (STAC)

JEFF SUDMEIER, CFO

OCTOBER 26, 2018



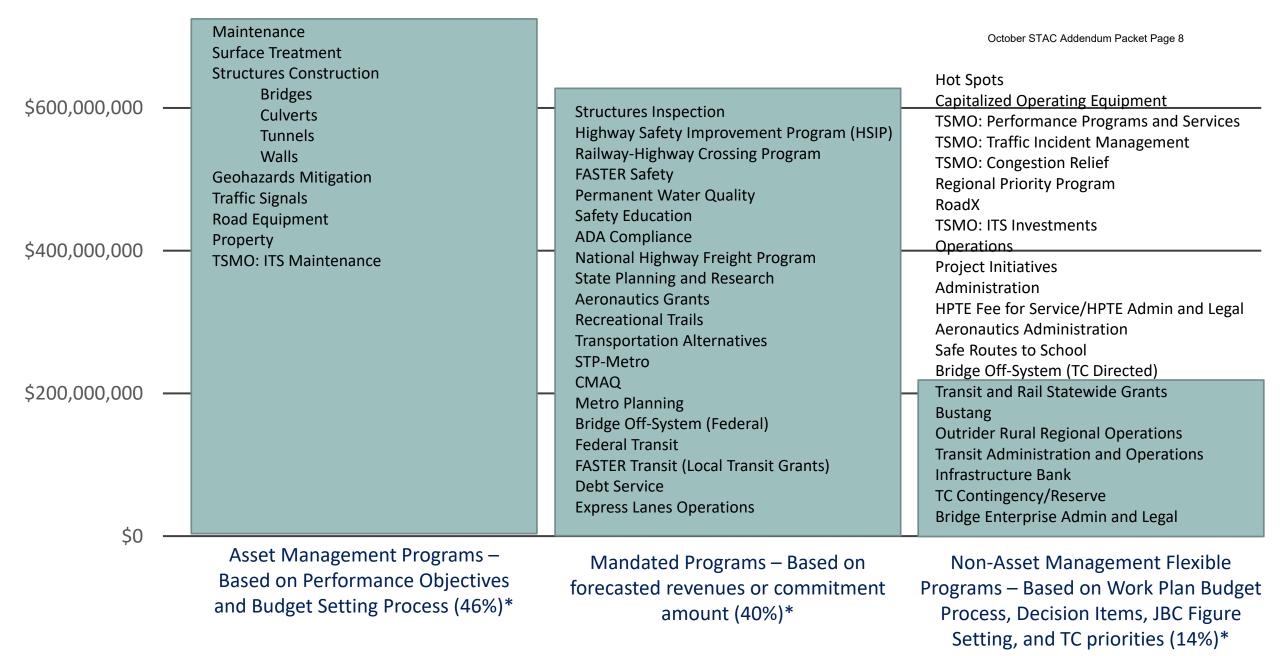
CDOT Budget: FY 2019-2020 Timeline

- August 2018 Kick off Budget Cycle
 - Begin Work Plan Budget Process with CDOT Regions, Divisions, and Offices.
 - Review current performance and funding levels as compared to performance objectives established in PD 14.
- •September 2018 Review revenue projections and first draft of Proposed FY 2020 Annual Budget
- •October 2018 Review second draft of Proposed FY 2020 Annual Budget
- •November 2018 Approve final Proposed FY 2020 Annual Budget
- December 2018 Submit Proposed FY 2020 Annual Budget to OSPB



CDOT Budget: FY 2019-2020 Timeline

- February 2019 Update Proposed FY 2020 Annual Budget
 - Update revenue projections
 - Review and approve Decision Items
 - Adjust Administration and Operations budgets based on Common Policy, OSPB input, and Work Plan Budget process
- •March 2019 Review and approve Final FY 2020 Annual Budget
- •April 2019 Submit Final FY 2020 Annual Budget to OPSB for Governor's approval
- •July 1, 2019 Beginning of FY 2019-2020
- •August 2019 Review and approve FY 2019-2020 rollforwards to FY 2020-2021





CDOT Budget: At a Glance

- Three entities, three budgets (CDOT, HPTE, Bridge Enterprise)
- •FY 2019-2020 combined budget of \$2.08 billion
- •Includes \$500 million in SB 17-267 funding and \$177.75 million in SB 18-001 funding.
- In a more typical year, combined budget is closer to \$1.4 billion.
- Allocates roughly 25 different funding programs to approximately 60 budget programs (budget "lines")

	Attachr	Colorado Department of Transportation ment A: FY 2018 - 19 Amended Annual Budget			
CDOT Budget Category 1 Maintain - Maintaining What We Have	CDOT Performed Work		Directed By	FY 2018-19 Budget	Funding Source
3		Rosey union acultura communication comm	70 70	37,487,230 25,012,562	v
8 7		amerance was	i c	5,311,352 6,311,352 6,811,692	
9		ce Confro rices rus Scheduling	70	37,487,230 25,012,562 10,944,746 6,341,802 6,141,802 82,553,946 66,345,666 17,731,733 18,241,308	
10 11 12		q. onert as	C	18,211,368	
12 14				272,800,000	2
15			C	213,692,698 47,599,652	FHWA/ \$4709-103: \$0,98M/ 9B 18-001 FHWA/ \$4709-103: \$15.12W/ 5B 18-001
The	"One		76	47,039,867 9,450,000 8,400,000 43,554,370 1,205,839	SH 09-108-910-2M
97		ognin	FR FR	43,554,370 3,395,638 2,187,164	FHWA/SH FHWA/SH
Ch.	eet"		70 70	17,810,768 67,350,121	FHWA/5H/02-103: \$12.6M/5B 18-701 09-108
3110	eet			619,410,166	11000.7.381
27 25	400			00.010.000	
31 BU	dget	No.	-c	3,028,000 20,230,000	SH SH
32 34	0.00			50,029,000	
36 37 Maximus			Total:	842,238,166	
36	Alork	TSVAC Performance Programs and Services	70	2,794,487	SH
45		ISV8C Traffic tradent Management. ISV8C ITS Maintenance (1)	C	4,102,288 23,500,000	SH SH
45 42	Contracted Out Work			30,396,775	WITCH TOOP
45 45 47		Saray Education 15M&C Congestion Retief Recons Priority Program	Comb C	11,233,720 6,150,000 48,677,000 12,098,525	NHTSA78SE FHWA78H FHWA78H
45 45		ROADX ADA Compliance	*0	12,098,525 5,000,000	FHWA/SH/SR 18:001
50 01 52	Capital Expenditure			83,427,245	V
53 54		TSV4C ITS mestments	70	10,000,000	FHWA/SH
50 56 57			Total:	123,624.020	
55 Expand - Increasing Capacity 56	CDOT Performed Work				
61 62	Contracted Out Work	Salvin nees ramin		-	
63 64		Sinstegio Pro edis National fire ghi Program	SL FR	583,530,000 20,741,883	SB 17-257/SB 16-001 F199/JSH
65 67				604,291,683	
86 Beliver - Program Delivery/Administration			Total:	804,291,983	
71 71 72		Operaturs Houding Hainterance subtont Projects Inflatives OTD Planning and Research - SPR Adminishment (hyperoposided) BBPICE FEE To Service	TC TC	32,290,682 2,615,000	SH FHWASH FHWASH
7.5 72 95		DTD Planning and Research - SPR Administration (Appropriated)	FR.	32,290,082 2,615,000 14, 22,574 35,245,170 5,193,500	FHWASH SI
7E 77		10.11.7.15.16.051102		90.042.676	
76 75 80 Pass-Through Funds/Multi-modal Grants			Total:	90,042,676	
81 82	Aeronautics	Division of Aeronautics to Aircorts Division of Aeronautics Administration	AB AB	24.235,125 1,234,835	SA
85 84 85			Ad	25,600,000	SA
8E 87	Highway	Recreat and Trails	FR	1,591,652	FHWA
3E 9E		Sale riches to School Trassportalism Alberrativa, Program STF Metro	FR FR	1,591,652 2,800,000 12,219,571 54,037,405 50,313,096	FHWALCC FHWALCC
9' 92 91		Recreed and Trade Get Richards Stated Get Richards Stated Get Richards	FR FR	50,313,066 8,421,839 3,164,139 6,245,758	FHWALCC FHWAFTALCC FHWAFSHLCC
94 95		Bildge CIT Syden - Foderal Progrem	ΓR		FIWARSIACC.
9E 9E	Transit	Federal Transit	FR	138,592,975 38,524,010	
9E 100		Federal Transit Sits legic Products - Transi Muhimotal Transportation	FR SL TC	\$8,524,010 \$8,430,010 71,750,000	FTA:LOC SB:17:227 SB:19:001
101 102 105		Muhimodal Transponation Scuthness United and Front Range Passangan Rail Commission Transit and Pail Lose Crients Transit and Rail Statewide Grants	SL TC	2530,000 5,000,070 3,000,000 5,300,000 2530,000	08-108 09-108
104		Gustang Outsider Rusal Regional Opps Transit Administration and Operations	70	5,230,030 2,530,030 1,030,030	09-108 09-108
107		and Capacity 18		167,874.000	
100 100 100 100 100 100 100 100 100 100	Infrastructure Bank	ofrestructura Bank	TC.	430,000	SB
112 115				400,000 332,386,975	
114 115 Transportation Commission Contingency/Debt Service 116	Permanent Recovery	Conference of American Agents and Conference	Total:	332,366,975	
116		Permise at I. Racovery			DI IWA
120 121	Contingency	TC Contingency	70		FHWA/SH
125		TC Contingency TC Program Reserve Street & Los Reserve	70	759,009 10,030,000	FHWA/SH FriWA/SH SH
124 125 128	Debt Service			10.759.009	
125 126 127 127 127 139 139 151		Service Dil 287 - Debi Service Certificatos di Participation - Propetty Certificatos di Participation - H-28/CSMA Certificates of Participation - Energy	08 08 08 08	26,530,030 2,381,794 9,298,170 1,746,627	FTWA/ST SH
180 180 181		Certificates of Participation - Energy	26		
132 135 134			Total:	41,276,511 52,035,520	
La 200 L			10181	2,044,799,240	

D2= Det. General Coverants SH-State Highway funding

October STAC Addendum Packet Page 10

		Attack	Colorado Department of Transportation hment A: FY 2018 - 19 Amended Annual Budget			
СБОТ	Budget Category	Allac	nment A: F1 2013 - 19 Amended Annual Budget	Directed By	FY 2018-19 Budget	Funding Source
4	Maintain - Maintaining What We Have	Company - Page No.	1	The second second second		
2		CDOT Performed Work				2
3			Rosdway Surface	70	37,487,230	
4		i i	Rosdside Facilities	TC TC	25,002,562	
5			Roadside Appearance	-70	10,984,748	
- 6			Structure Maintenance	C	6,311,302	Ü-
7			Tunnel Activities	70	6,141,692	
8			Snow and Ice Contro:	70	82,553,949	8
9			Traffic Services	~c	66,335,066	
10			Planning and Scheduling	70	17,781,243	
11.			Material Equipment and Buildings	C	18,211,358	(3)
12				100000		ž.
13					272,800,000	8
14						
15		Contracted Out Work	Secretaria de la composición del composición de la composición de la composición de la composición del composición del composición de la composición del com		2 45 M 52 M 7 4 50 M 7 6	
16		SSECTION ACCUSED AND AND AND AND AND AND AND AND AND AN	Surface Treatment /1 /2	C	313,692,698	FHWA/ SH/ 09-108: \$0,98M/ SB 18-001
17			Structures On-System Construction /1 /2	C	47,989,567	HHWA/ 9H/ 09-103: \$18:12M/ 5B 18-001
15			Structures Inspection and Vianagement /1 /2	TC	9,450,000	
15			Geohazarda Mitigation /1	70		09-108; \$10.3M
20			Highway Safety Improvement Program	LL LL	43.054.370	FHWA/SI.
21			Rai way-Highway Crossings Program	FR	3,395,698	FHWA784
22			Hot Spots	C	2,187,164	EHWA / SH
23		P.	Traffic 5 gnals /1 /2	70	17,810,758	FHWA/ \$H/ 09-109: \$12.6M /SB 18-001
24			FASTER - Safety Projects	TC	67,350,121	09-108
25			Pennarient Water Quality Miligation	TC	6,500,000	FHWA/ST
28						
27					519,410,155	8
28		Everyone			30000000000	ë e
29		Capital Expenditure				N
30			Road Equipment /1 /2	70	28,000,000	
31			Capitalized Operating Equipmen	- TC	3,028,000	
32	I.	ē.	Property /1 /2	C	20,200,000	SH
33						Ä.
34				_	50,028,000	
35			 			
38				Total:	842,238,166	
37	Maximize - Safely Making the Most of What We Have					



Colorado Department of Transportation

Michael P. Lewis, Executive Director 4201 East Arkansas Avenue, Denver, Colorado 80222 (303) 757-9011 • https://www.codot.gov

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Colorado Department of Transportation



Final Budget Allocation Plan Fiscal Year 2018-19

Governor John Hickenlooper

March 15, 2018



Colorado Department of Transportation BTAC Addendum Packet Page 11

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CDOT- Program Fact Sheet

Surface Treatment

Web Page: http://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2017)

Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2017)

Primary Funding Sources: State Highway Fund, Section 43-10-109, C.R.S. (2017)

The Highway Trust Fund, 26 U.S.C. § 9503

Budget Category: Maintain – Maintaining What We Have

Background

The objective of the Department's surface treatment program is to maintain the quality of the pavement on state highways at the highest level possible by allocating limited resources in a scientifically rigorous manner. Also, a small amount of program funds are allowed to mitigate safety issues discovered during the project development process. It is financially efficient for these safety issues to be addressed as part of a current resurfacing project rather than to create a standalone safety project.

Department staff utilizes pavement management software and exhaustive annual data collection to make recommendations as to which segments of the state highway system should be prioritized for rehabilitation.

Funding

The main sources of revenue to the surface treatment program are:

· The State Highway Fund

• Federal reimbursement for eligible expenditures

Surface Treatment Program Budget Allocations (in \$millions)						
Allocations	Actual FY 2015-16	Actual FY 2016-17	Budget FY 2017-18	Proposed FY 2018-19		
Surface Treatment Allocation	149.5	145.1	226.5	225.4		
TOTAL	149.5	145.1	226.5	225.4		

Source: CDOT Office of Financial Management & Budget

COLORADO DEPARTMENT OF TRANSPORTATION



SED LEGISLATIVELY APPROPRIATED BUDGET

FISCAL YEAR 2018-19

Governor John Hickenlooper

November 1, 2017

- Due November 1 to OSPB and JBC
- Majority of CDOT state funding is continuously appropriated
- Legislative Budget includes eight lines
 - Construction, Maintenance, and Operations
 - High Performance Transportation Enterprise
 - Statewide Bridge Enterprise
 - Administration
 - First Time Drunk Driving Offenders Account
 - Marijuana Impaired Driving Program
 - Southwest Chief and Front Range Passenger Rail Commission
 - Multimodal Options Fund
- •Only five (highlighted) require appropriation (~2%)*, the others are provided for information
- Incorporated into Long Bill in Spring

2829 West Howard Place Denver, CO 80204

MEMORANDUM

TO: STATEWIDE TRANSPORTATION ADVISORY COMMITTEE (STAC)

FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER (CFO)

DATE: OCTOBER 26, 2018

SUBJECT: FY 2017-18 REVENUE RECONCILIATION / ALLOCATION OF PROGRAM RESERVE FUNDS

In the fall of each year, the Division of Accounting and Finance (DAF) reconciles revenue from the prior fiscal year, including any funds received through the annual federal redistribution process. Additional flexible funds resulting from revenue reconciliation and redistribution are deposited in the TC Program Reserve Fund, and potential allocation options presented for consideration by the TC.

Background & Details

At the close of each fiscal year, DAF compares the forecasted revenues to the actual revenues and presents to the TC for review and further action.

FY 2017-18 Revenue Reconciliation

Attachment A details the reconciliation of forecasted to actual revenues for FY 2017-18. Highlights include:

- CDOT had estimated revenues for the FY 2017-18 budget of \$1.56 billion and received actual revenues, including additional federal obligation authority (FY 2017-18 redistribution), in the amount of \$1.69 billion. The surplus is primarily due to federal redistribution, an additional allocation of federal Surface Transportation Black Grant (STBG) funding included in the FY 2017-18 appropriation act passed in March, and higher than forecasted local contributions to Bridge Enterprise (BE) projects.
 - HUTF revenues were \$9.9 million higher than forecasted in the FY 2017-18 Annual Budget, totaling \$469 million.
 - Aeronautics revenue was higher than anticipated, totaling \$29.2 million in FY 2017-18, an increase of \$6.2 million from the FY 2017-18 Annual Budget.
 - Federal Highway Administration (FHWA) revenue was \$11.4 million lower than forecasted, with federal funds, excluding additional federal obligation authority, totaling \$545.3 million.
 - FHWA Redistribution CDOT is eligible to receive an increase in federal obligation authority through the annual Federal Redistribution process. The amount available to states varies each year. For FY2016-17, CDOT received \$44.9 million. CDOT has received a new record amount of \$69.6 million for FY 2017-18
 - FHWA STBG Supplemental Allocation The FY 2017-2019 appropriations act included a supplemental allocation of STBG funding. For Colorado, this totaled \$27 million, with \$17.9 million of that flexible and \$9.1 million passed through via the STP-Metro program.
- The Colorado Bridge Enterprise estimated revenues for the FY 2017-18 of \$112.2 million, and received actual revenue in the amount of \$141.1 million, creating a surplus of \$28.9 million. The majority of this



- amount is due to the receipt of \$24.9 million from Kiewit Meridiam Partners as part of the closing on the Central 70 project.
- The Colorado High Performance Transportation Enterprise (HPTE) estimated revenues for FY 2017-18 of \$18.7 million, and received actual revenues in the amount of \$17.3 million, a difference of \$1.46 million. The main factor behind the difference was that Tolling Revenues and related fees/fines came in lower than expected, totaling \$9.3 million for the year. A mid-year Fee for Service increase, miscellaneous charges and project revenue helped to offset the decrease in toll revenue.

CDOT Unused Cost Center Funds

At the end of each fiscal year, DAF reviews cost center budgets to determine the total amount of unspent funds, if any. Per Policy Directive (PD) 703, some cost centers rollforward automatically, for others a request can be made to rollforward, which requires either Executive Management or TC approval (if greater than \$1 million). Cost center balances that are not rolled forward are transferred into the TC Program Reserve. For FY 2017-18, the total amount of unspent funds transferred to TC Program Reserve was \$3,521,141.

TC Program Reserve Reconciliation

The TC Program Reserve shows a projected balance of \$144.4 million for the beginning of October 2018. Table 1 (below) reflects changes to the Program Reserve balance as a result of the FY 2017-18 revenue reconciliation and reconciliation of unused cost center funds. Reconciled revenues that result in transfers to Program Reserve are highlighted in grey in Attachment A. (Note the \$17.9 million in flexible federal funds on line 32 of Attachment A are not reflected below. These funds were received earlier this summer and are already included in the beginning balance of \$144.4 million.) Other revenues not resulting in a transfer to Program Reserve are those revenues dedicated to specific programs (i.e. non-flexible), which are carried forward and reconciled within that particular program. Reconciled revenues transferred to Program Reserve include:

- FY 2017-18 Highway Users Tax Fund Revenue Reconciliation \$9.9 million
- FY 2017-18 CDOT Miscellaneous Revenue (\$4.0 million)
- FY 2017-18 FHWA Flexible (\$9.4 million)
- FY 2017-18 FHWA Redistribution \$69.6 million

Table 1: FY 2018-19 Transportation Commission Program Reserve Reconciliation					
Beginning of October FY 2018-19 TC Program Reserve Balance			\$ 1	144,391,203	
September Allocations to TC Program Reserve FY 2017-18 Revenue Reconciliation FY 2017-18 Federal Redistribution FY 2017-18 Return of Unused Cost Center Funds (End-of-Year TC Allocation)	\$ \$ \$	(3,477,440) 69,573,361 3,521,141	\$	69,617,062	
Total FY 2017-18 TC Program Reserve Projected Working Balance			\$ 2	214,008,265	
FY 2018-19 October Pending Budget Supplement Items: No Actions Pending	\$	-	\$	-	
FY 2018-19 End of October TC Program Reserve Balance [^]			\$ 2	214,008,265	

^Does not include TC Contingency Balance of \$28.3 million

Options for the Allocation of TC Program Reserve Funds



The projected October 2018 ending TC Program Reserve balance, reflecting the additions associated with revenue reconciliation including federal redistribution, and return of unused cost center balances, totals \$214 million. Attachment C details some options available for the Commission to consider in allocating these funds and drawing the Program Reserve balance down to a target level. Staff recommends maintaining a balance of approximately \$60 million to accommodate anticipated TC Program Reserve requests in the next year. Potential requests include matching funds for federal grants, ADA Compliance, and additional costs associated with the Union Pacific Railroad settlement, agreed to by the Commission in July 2017.

Previously Planned "Draws"

Staff recommends that the Commission approve three previously planned "draws" on Program Reserve, which have been identified as forecasted expenditures on the monthly Program Reserve balance included in monthly Budget Supplements. Each of these items were previously approved for funding by the Commission, but have not yet been allocated from the Program Reserve balance. These include:

- Union Pacific Railroad (UPRR) Right of Way (ROW) Settlement \$33.4 million
 - Remaining amount of previously approved payment to UPRR of \$34.9 million, to be utilized
 for siding extensions/improvements in order to offset the mobility impacts due to the close
 proximity of US 85 within the UPRR ROW.
- FY 2019 MS4 Water Quality Requirements \$3.35 million
 - Remaining portion of one-time costs associated with diagnostic cleaning of Permanent Water Quality Facilities, identified as part of EPA Audit, and previously approved by TC in August 2017.
- FY 2019 ADA Compliance Program \$15 million
 - Remaining FY 2019 ADA Compliance commitment. The TC approved \$5 million of SB 18-001 funding for ADA Compliance in July, leaving \$15 million of the planned FY 2019 ADA Compliance amount remaining.

Additionally, staff recommends allocating \$11.7 million to the TC Contingency in order to bring the TC Contingency back up to the target balance of \$40 million, previously established by the Commission as the targeted beginning of Fiscal Year balance.

Other Existing Commitments

Staff recommends that the Commission approve three other existing commitments. Although these have not been previously identified as planned "draws" on Program Reserve, each reflect existing commitments of the Department for which funding is needed. These include:

- MASH Safety Hardware Compliance \$25.0 million
 - Funding needed to help address compliance with new Manual Assessment of Safety Hardware (MASH) roadside safety hardware (guardrail, cable barrier, concrete barrier, sign crash worthiness, crash cushions) standards, which were adopted by FHWA and AASHTO in 2017. The reason for the change to the new standard is due to the increased size of the current vehicle fleet and increased understanding of safety performance vehicle populations (vehicle height/size/weight changes) on the roadway resulting in height increase of MASH roadside safety hardware. CDOT is committed to the implementation of MASH roadside safety hardware on state highways and the national highway system. This funding will allow CDOT to prioritize corridors and locations statewide and accelerate the transition to the new standards.
- FY 2019 Surface Treatment \$16.7 million



- Funding needed to complete restoration of asset management funding levels from reduced levels resulting from advancement of FY 2019 program under RAMP. The TC approved the allocation of \$100 million of SB 18-001 funds to Asset Management in July, which addressed the majority of the restoration of funding, but left a shortfall of \$16.7 million.
- FY 2019 Toll Corridor GP Lane Maintenance Agreement \$1.8 million
 - Funding needed to address shortfall in Maintenance funding for maintenance agreement on US 36. CDOT makes monthly payments for maintenance performed by Plenary on the General Purpose lanes on the US 36 corridor. The FY 2019 budget for maintenance did not reflect a planned increase in monthly payments, resulting in a shortfall.

Additional Allocation Options

If the Commission concurs with a target ending balance of \$60 million, and allocating funds to previously planned draws totaling \$63.5 million, approximately \$90 million remains available to allocate to other existing commitments or other funding needs. Attachment C identifies some potential additional allocation options identified as priorities by the Executive Management Team in four different categories:

- Maintenance
- Asset Management / Construction
- Advanced Mobility/Mobility Operations
- Project/Program Development and Other Needs

Next Steps

Staff will return in November for approval of items identified as "previously planned draws." An additional workshop will be held in a November or a subsequent month to discuss options for remaining funds.

Attachments

Attachment A - FY 2017-18 Revenue Reconciliation Attachment B- Presentation Attachment C - Additional Allocation Options



Colorado De Attachment A – FY	•	t of Transportat B Revenue Reco				
/tetadimiene//		The Vende Neco		FY 2017-18		
REVENUE SOURCE		Budgeted		Actual Revenue		Variance
1 STATE FUNDS						
2 HUTF Revenue to CDOT	\$	459,397,271	\$	469,316,171	\$	9,918,901
3 CDOT Miscellaneous Revenue	\$	28,429,863	\$	24,408,505	\$	(4,021,358
4 General Fund Revenue to CDOT	\$	79,000,000	\$	79,000,000	\$	-
5 State Infrastructure Bank	\$	400,000	\$	533,560	\$	133,560
State Safety Education Funds	\$	3,870,410	\$	2,314,123	\$	(1,556,287
7 Aeronautics Funds	\$	23,000,000	\$	29,171,534	\$	6,171,534
8 Bustang	\$ \$	-	\$	1,937,529	\$	1,937,529
9 TOTAL STATE FUNDS	\$	594,097,544	\$	606,681,422	\$	12,583,879
9 FASTER FUNDS						
1 FASTER Safety - State Share to CDOT	\$	112,517,819	\$	114,491,246	\$	1,973,427
2 FASTER Safety - Local Share for Rail and Transit	\$	5,000,000	\$	5,000,000	\$	-
3 TOTAL FASTER FUNDS	\$	117,517,819	\$	119,491,246	\$	1,973,427
4 FEDERAL FUNDS						
Federal Highway Administration - Flexible	\$	408,198,018		398,823,035		(9,374,983
Federal Highway Administration - Inflexible	\$	118,795,215	\$	116,795,215	\$	(2,000,000
7 Federal Transit Administration	\$	19,555,230	\$	20,870,759	\$	1,315,529
National Highway Traffic Safety Administration	\$	9,989,439	\$	8,848,147	\$	(1,141,291
9 Federal Aviation Administration	\$	225,000	\$	-	\$	(225,000
TOTAL NON- EMERGENCY FEDERAL FUNDS	\$	556,762,902	\$	545,337,157	\$	(11,425,745
1 LOCAL MATCHING FUNDS						
2 Local Match for FHWA Funding	\$	21,323,169	\$	21,323,168	\$	(1
3 Local Match for FTA Funding	\$ \$	10,619,782		11,819,188		1,199,405
TOTAL LOCAL MATCHING FUNDS	\$	31,942,951	\$	33,142,356	\$	1,199,40
5 Certificates of Participation						
6 Certificates of Participation	\$	-	\$	-	\$	
7 Total Certificates of Participation	\$	-	\$	-	\$	-
8 Total Colorado Department of Transportation Revenue	\$	1,300,321,216	\$	1,304,652,181		
9 ADDITIONAL FEDERAL FUNDING OBLIGATION AUTHOR	RITY - PERI	MANENT RECOVER	Y &	REDISTRIBUTION		
Federal Highway Administration - Permanent Recover	y \$	131,669,300	\$	131,669,300		
Federal Highway Administration - Redistribution	\$	-	\$	69,573,361	\$	69,573,361
Federal Highway Infrastructure Program Flexible	\$	-	\$	17,850,572	\$	17,850,572
Federal Highway Infrastructure Program Inflexible	\$	-	\$	9,074,513	\$	9,074,513
TOTAL ADDITIONAL FEDERAL OBLIGATION AUTHORITY		131,669,300	\$	228,167,746	\$	96,498,446
5 Total Calazada Danastmant of Transaction Decrees	<u> </u>	1 424 000 546	<u>,</u>	1 522 040 027	<u>,</u>	100 020 444
5 Total Colorado Department of Transportation Revenue	& <u>\$</u>	1,431,990,516	\$	1,532,819,927	\$	100,829,411
Notes:						
Total CDOT Flexible Revenue & Federal Obligation	\$	975,025,152		1,058,971,644	\$	83,946,492
Total CDOT Inflexible Revenue & Federal Obligation	\$	456,965,364	\$	473,848,283	\$	16,882,919

	Colorado Bridge Enterprise (CBE) Attachment A – FY 2017-18 Revenue Reconciliation								
			FY 20	17-18	3				
	REVENUE SOURCE		Budgeted		Actual Revenue		Variance		
36	STATE FUNDS	•	-						
37	Interest Income - Exempt	\$	1,711,000	\$	3,413,647	\$	1,702,647		
38	Bond Interest Income-Exempt	\$	-	\$	310,426	\$	310,426		
39	Reimbursement of Expenditures	\$	-	\$	289,544	\$	289,544		
40	Miscellaneous/Local Project Contributions	\$	-	\$	25,104,389	\$	25,104,389		
41	TOTAL STATE FUNDS	\$	1,711,000	\$	29,118,006	\$	27,407,005		
42	FASTER FUNDS								
43	FASTER - Bridge Surcharge	\$	104,630,664	\$	106,023,648	\$	1,392,983		
44	TOTAL FASTER FUNDS	\$	104,630,664	\$	106,023,648	\$	1,392,983		
45	FEDERAL FUNDS								
46	Buy America Bonds Credit	\$	5,900,000	\$	5,960,695	\$	60,695		
47	Project & Debt Service	\$	-	\$	-	\$	-		
48	Re-distributed FHWA for BE Projects	\$	-	\$	-	\$	-		
49	TOTAL FEDERAL FUNDS	\$	5,900,000	\$	5,960,695	\$	60,695		
50	Statewide Bridge Enterprise Revenue	\$	112,241,665	\$	141,102,348	\$	28,860,683		

	Colorado High Performance Transportation Enterprise (HPTE) Attachment A – FY 2017-18 Revenue Reconciliation							
			FY 20	17 -1	18			
	REVENUE SOURCE		Budgeted		Actual Revenue	Variance		
51	STATE FUNDS	•		•				
52	Tolling Fee/Fines	\$	12,831,849	\$	9,347,563	\$	(3,484,286)	
53	Managed Lanes	\$	920,000	\$	1,211,987	\$	291,987	
54	Interest Income - 536	\$	177,500	\$	1,473,913	\$	1,296,413	
55	Interest Income - 537	\$	25,000	\$	62,493	\$	37,493	
56	Fee for Service	\$	4,774,500	\$	5,169,500	\$	395,000	
57	TOTAL STATE FUNDS	\$	18,728,849	\$	17,265,456	\$	(1,463,393)	
58	High Performance Transportation Enterprise Revenue	\$	18,728,849	\$	17,265,456	\$	(1,463,393)	

Total Transportation Revenue & Federal Obligation \$ 1,558,186,529 \$ 1,686,018,231 \$ 127,831,702 60 Notes:

^{*}Revenue is subject to change pending final audit.



Allocation of Program Reserve Funds

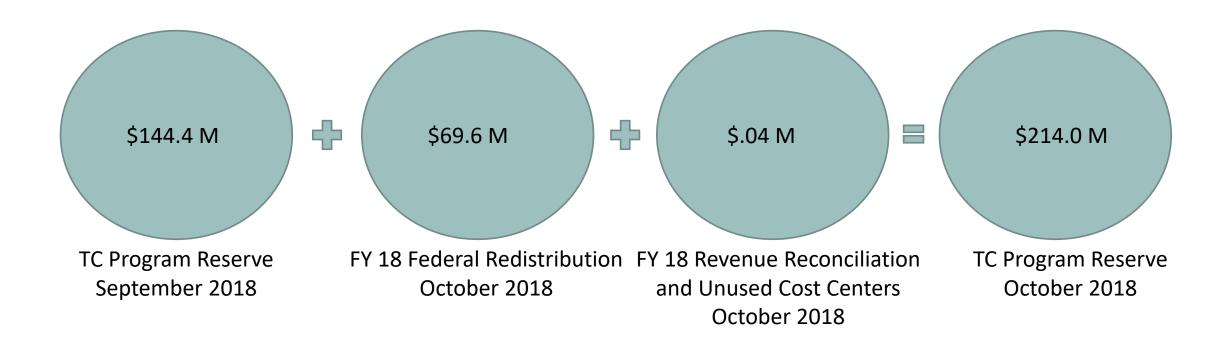
STATEWIDE TRANSPORTATION ADVISORY COMMITTEE

JEFF SUDMEIER, CFO

OCTOBER 26, 2018



TC Program Reserve





- Consider previously planned "draws"
- Consider requests to address other existing commitments
- Consider additional allocation options
- •Leave sufficient balance to address anticipated needs in FY 20.



- Previously planned "draws" \$63.5 M
 - UPRR ROW Settlement \$33.4 M
 - Complete remaining settlement amount, approved by TC in July 2017.
 - FY 2019 MS4 Water Quality Requirements \$3.35 M
 - Complete funding for FY 2019 MS4 water quality permit compliance at CDOT maintenance facilities, previously approved by TC in August 2017.
 - FY 2019 ADA Compliance Program \$15 M
 - Complete remaining funding for FY 2019 ADA program pursuant to plan approved by TC in July 2016.
 - Backfill TCCRF balance to equal \$40 M \$11.7 M
 - Backfill TCCRF to reach target level for FY 2019 of \$40 M.



- Other Existing Commitments \$43.5 M
 - MASH Safety Hardware Compliance \$25.0 M
 - Provide initial funding to advance efforts to comply with new standards for safety hardware, including guardrail, cable barriers, and crash cushions)
 - FY 2019 Surface Treatment \$16.7 M
 - Complete funding needed to restore asset management funding levels from reduced levels resulting from advancement of FY 2019 program under RAMP.
 - FY 2019 Toll Corridor GP Lane Maintenance Agreement \$1.8 M
 - Address shortfall in Maintenance funding for maintenance agreement on US 36.



\$214.0 M	TC Program Reserve Balance – October 2018
(\$33.4 M)	UPRR ROW Settlement
(\$3.35 M)	FY 19 MS4 Water Quality Requirements
(\$15.0 M)	FY 19 ADA Compliance
(\$16.7 M)	FY 19 Surface Treatment
(\$1.8 M)	FY 19 Toll Corridor GP Lane Maintenance Agreement
\$143.75 M	
(\$60 M)	Recommended minimum ending balance to accommodate anticipated
	requests in 2019
\$83.75 M	Recommended maximum available to allocate to other needs
703.73 W	necommended maximam available to anotate to other necas

Maintenance

Striping - \$10,000,000

A statewide asset analysis has shown that regions are under-funded for properly striping the state by about \$10M annually. This has caused the regions to sacrifice either striping or other traffic control device asset replacement. This additional funding will help the regions replace aged and outdated striping, improve the overall life-cycle age of the system and performance condition of striping, and help the regions to implement recent statewide striping best practices (statewide interstate lane wet-reflective tape and localized wider shoulder lines). Not only will the additional striping support better visibility and safety on our roadways, it also lays the groundwork for our support of the automation framework that better enables technology enable driving systems like lane keeping assistance.

Maintenance Bridge Preservation - \$5,000,000

Requested funds would support an initial deployment of a maintenance preservation programs for bridges, which would include annual cleaning of bridges and a proactive expansion joint replacement program.

Maintenance Pavement Preservation - \$15,000,000

Requested funds would support an initial deployment of a Maintenance Pavement Preservation Program focused on crack sealing and chip sealing low and medium volume roadways.

Maintenance Equipment Replacement - \$15,000,0000

Requested funds would advance efforts to achieving the goal of having no essential equipment older than 10 years. Funds would be used to replace essential equipment such as snowplows, and paint marking trucks.

Autonomous Impact Attenuators - \$1,400,000

In 2017 CDOT launched the world's first automated impact attenuator, a lead follow technology that enables the impact attenuator to follow and protect the vehicle and work crew in front of it. The vehicle is currently deployed in Region 4, where it has logged over 70 miles in its first season in support of a CDOT striping crew. Several maintenance team members have been trained in the operations of the vehicle. The requested amount would enable CDOT to deploy an automated attenuator in each region, training new maintenance team members on the technology, preparing for additional roll out of similar technologies to support mowing and other operations.

Asset Management

Rest Area Rehabilitation - \$5,000,000

CDOT Rest Areas are aging and in need of significant capital investments. CDOT recently concluded a Rest Area Study that identified approximately \$28 million dollars is needed to rehabilitate CDOT rest areas. This is in addition to the regular yearly maintenance needs. The requested amount will address some of the most critical rest area needs including waste water upgrades at the Vail Pass and Pueblo Rest Areas.

Noise Walls - \$5,000,000

CDOT completed a noise wall inventory last year, and in prior years investments went primarily to retaining walls. After analyzing the new noise wall inventory, additional needs are becoming more clear. The current performance metric is based on structural deficiency, and does not account for customer experience (such as noise abatement, safety hazards, and NEPA required mitigation) in prioritization of investments. A more robust performance metric is in development with Staff Bridge and DTD; however, there are some high priority needs for noise walls that have been identified now. The requested amount will be dedicated to noise walls, and will allow CDOT to get a start at replacing deficient noise walls as the program continues to mature.

Statewide Asset Data Collection/LIDAR - \$3,250,000

CDOT requires information about physical assets to inform the management, maintenance, and operations of the highway system. Current data collection practices include annual inventory and inspection of bridges, pavements, and other major asset classes; however, ancillary assets such as signs, runaway ramps, pavement markings, light poles, guardrails, and fences do not have a regular data collection activity. Staff have collected that information about ancillary assets manually. Two separate, but complementary projects are proposed to collect ancillary asset data. The first project will allow staff to immediately acquire and use the data. The second project will take more time to collect, extract, quality check, and produce useable data products for the initial collection.

- Asset Data Extraction Project (\$750,000) Leveraging the pavement data collection contract (current contract value = \$900k), staff would like to add-on services that will extract an ancillary asset inventory and condition data set. This process would use roadway images, GIS, and GPS coordinates to deliver a precise dataset based on CDOT needs. Additionally, the project will provide a GIS layer of ramp and frontage roads – this information has never been comprehensively inventoried.
- 2. Statewide LiDAR Data Collection Project (\$2,500,000) Other state DOTs, such as UDOT, have been benefitting from the use of LiDAR data collection initiatives. In addition to having the ability to collect inventory and condition data for numerous ancillary assets, the data can be used to support 3-D modeling, engineering design, traffic safety assessments, and permit compliance. Staff recently completed a study on conducting an enterprise statewide LiDAR data collection and found that we could achieve a return on investment of 3.5 the more we use various LiDAR data products across CDOT, the greater value can be realized. Additionally, the cost will decrease over time as the department moves from an initial data collection effort to just change detection initial estimates are a 20-40% decrease in costs.

Advanced Mobility/Mobility Operations

Panasonic Connected/Autonomous Vehicle Partnership - \$20,000,000

The requested funds would fully pay for the FY 19 Phase III (of V) if the Panasonic Data Ecosystem. This phase will deliver up to 1700 connected vehicles along the I-70 corridor, quarterly software updates and rerouting, construction alerts, dynamic weather alerts, along with other basic safety message including crash notification, queue warnings, variable speeds.

Traffic Data Collection Device Connection to Fiber - \$2,000,000

As part of DTD's ongoing project with the ITS Branch, both groups have been working to connect DTD's approximately 110 automated traffic counters (ATRs) to ITS communications and data management systems. To better accomplish this task and improve communication to DTD devices, it would be beneficial to use the existing ITS fiber networks and connect select ATR's (about 50) to those systems, taking advantage of communications CDOT is already building, extending and maintaining. The fiber connections would enhance efficiency, reliability and consistency as well as produce monetary savings to DTD by eliminating the need for landline/cellular connection that are currently employed to connect to counting devices. Use of CDOT's fiber network also would advance CDOT toward our goal of being able to provide up-to-the-minute data internally and to private sector partners, as CDOT works toward a more actively managed, connected and automated transportation system.

I-76 Fiber Expansion - \$3,000,000

The requested funds would be used in conjunction with the P3 on I-76. We will leverage this money to add ITS & Network equipment along I-76 where the P3 gave us fiber for the use of our Right of Way. We will install such ITS devices like VMSs, cameras, RSUs and weather station between Hudson and Sterling. This equipment will improve the safety and operations of I-76 between Hudson and Sterling.

\$1.7M ITS Ethernet Conversion Phase III - \$1,700,000

A critical upgrade to legacy ITS infrastructure to support future technology in Denver and Pueblo. Ethernet communication is more reliable and secure than the current legacy systems, therefore providing us a stable communication for operations and safety of our roadways system. This deployment will also help these sites support CDOT's integration of Connected Vehicle Technology in its Internet of Roadways deployment.

Region 4 Joint Operations Center - \$10,000,000

The requested funds would support the construction of a Region 4 Joint Operations Center at the Region 4 Headquarters in Greeley. Purpose is to improve the safety and mobility of highways in Region 4, both urban and rural, through enhanced real-time operations focused on traffic incident management, managed lanes operations, public messaging, winter operations and maintenance dispatch. Building will also provide general meeting space for Region 4 for large meetings.

Project / Program Development and Other Needs

811 Utility Compliance - \$5,000,000

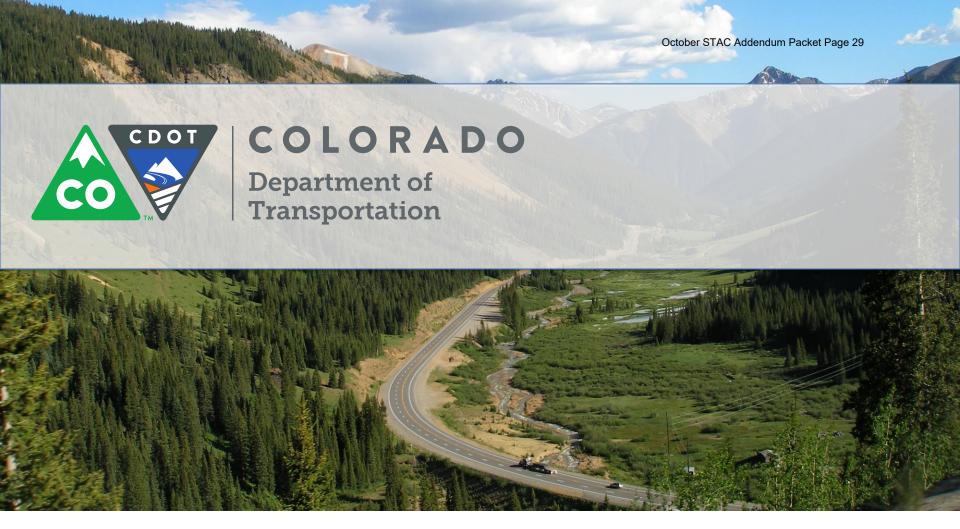
Funding for 811 Utility Compliance will provide for more detailed utility work on construction projects required by Senate Bill 18-167. Effective August 9, 2018, a majority of CDOT's projects will require a higher level of utility information, identified in SB 18-167 as a SUE Required Project, and CDOT's Professional Engineer ("PE") designing the project must:

- Notify 811 that there is a SUE Required Project is being designed. This is called a SUE Notification.
- Make sure the utilities/underground facilities in the stamped plans are depicted to meet or exceed the graphic standards of American Society of Civil Engineering (ASCE) 38, OR document the reasons why the stamped plans do not meet or exceed ASCE 38 Quality Level B

- Attempt to achieve ASCE 38 Quality Level B SUE investigation for the project or its successor utility level UNLESS a reasonable rationale by a licensed PE is given for not doing so; and
- Document reasons why any underground facilities depicted in stamped plans do not meet or exceed ASCE 38 utility Quality Level A or its successor level for underground facilities at the point of a potential conflict w/ installation of a gravity-fed system.

HPTE Development Fund - \$10,000,000

When RAMP began, a CDOT \$40m HPTE RAMP development fund was created as incubator funds for the development and implementation stages of projects that were likely to be financed in the future, in whole or in part, by HPTE. These funds were used to advance: Eastbound PPSL (\$4.6m); C-470 (\$20m); I-25 North 7&8 (\$25.1m); I-25 North Segment 3 \$2m); I-25 South Gap (\$22.8m); and the Northwest Parkway bid evaluation (\$1.5m). When the RAMP program ended in 2017 it was agreed that, notwithstanding the \$17.9M balance in the RAMP development, further requests of the fund would not be considered and that the development fund would be reevaluated as part of the FY2019-2020 annual budget process. The development fund concept has been an extremely useful tool, and has kept a number of projects moving forward when they otherwise would have stalled. Creating this development fund as part of the TC budget will mean that CDOT and HPTE will be able to move potential HPTE projects forward in the early stages of development and implementation.



Statewide Transportation Advisory Committee

Senate Bill 1 – Multimodal Option Fund



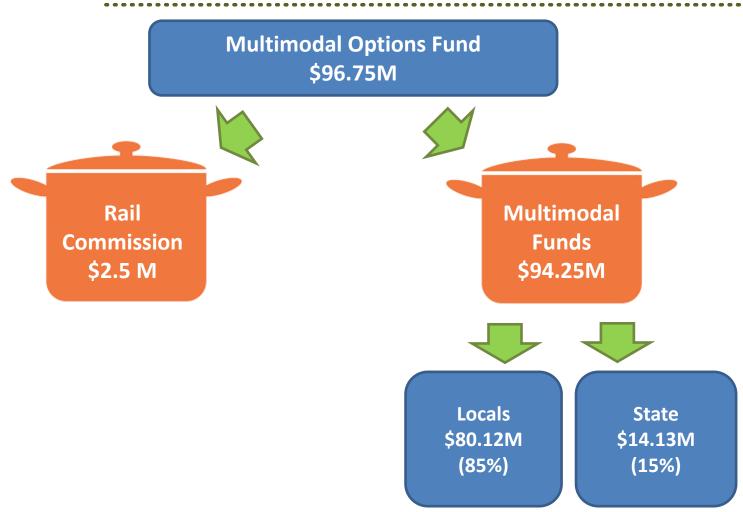
Senate Bill 1 – Multimodal Options Fund

- Multimodal Options Fund Overview
- Task Force Overview
- Roles and Responsibilities
- Entities
- STAC Participation





Multimodal Options Fund **Overview**

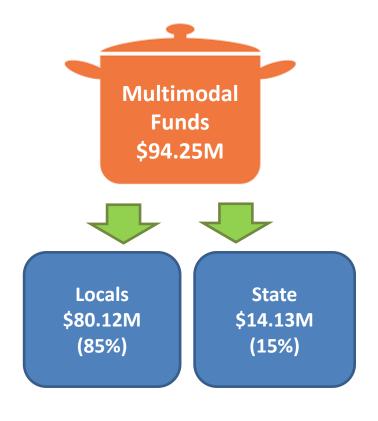




Task Force Overview

Legislation requires:

- Commission shall establish a distribution formula for the local portion.
- Distribution formula based on population and transit ridership.
- Distribution formula must be developed in consultation with the:
 - Transit and Rail Advisory Committee (TRAC)
 - Statewide Transportation Advisory Committee (STAC)
 - Transit Advocacy Organizations
 - Bicycle and Pedestrian Advocacy Organizations

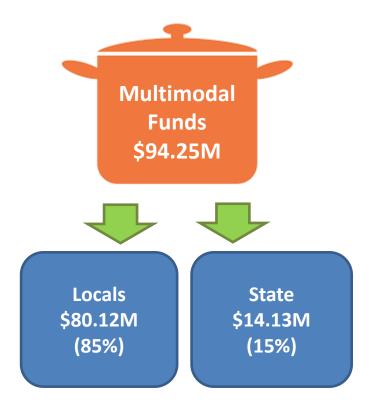




Task Force Overview

Additional Considerations:

- Legislation states that a complete and integrated multimodal system benefits:
 - Benefits seniors by making aging in place more feasible
 - Benefits residents of rural areas by providing them with flexible public transportation services
 - Provides enhanced mobility for persons with disabilities
 - Provides safe routes to school for children





- CDOT create a Local Funds Committee
 must include representatives from:
 - STAC
 - o TRAC
- Other Potential Agencies:
 - CASTA
 - Bicycle Colorado
 - WalkDenver
 - Colorado Cross Disability Coalition
 - COPIRG
 - LiveWell Colorado
 - Area Agency on Aging
 - American Association of Retired People
 - Strategic Action Planning Group on Aging
 - CDPHE Health Equity Office
 - DOLA Mainstreets

Others:

- Safe Routes to School Committee
- Colorado Advisory Council for People with Disabilities



Roles and Responsibilities

- Committee Roles and Responsibilities
 - Advise the Transportation Commission on the distribution formula
 - Advise TC on Match Requirements (or exceptions)

2829 W. Howard Place Denver, CO 80204

DATE: September 19, 2018

TO: Transit & Intermodal Committee

FROM: David Krutsinger, Director, Division of Transit & Rail

Michael Timlin Bus Operations Manager

SUBJECT: Bustang Outrider Rural Regional Next Phase Prioritization Methodology

Purpose

The purpose of this memo is to provide information on the prioritization planning for phase III implementation of the Bustang Outrider Rural Regional System.

Action

Informational only, no action requested.

Background

Phase I was completed in Fiscal 2016-17 with stakeholder outreach and redeployment of FTA section 5311(f) intercity bus grant funding to enhance utilization, reliability as well as eliminating unproductive revenue miles. This eliminated or redeployed current FTA grants:

<u>Route</u>	FTA \$\$ Saved/Redeployed	<u>Comment</u>
I-76 Denver - Nebraska State Line (Omaha)	\$80,000	Route was reasonably profitable
US 50 Pueblo - Kansas State Line	\$100,000	Poor times and ridership
I-70 - Denver - Grand Junction	\$260,000	Bustang now operates the service

This phase also included the procurement of seven new motor coaches, six 35 foot and one 45 foot, outfitted with the same amenities as the Bustang Interregional fleet.

Phase II was completed June 29, 2018 with the launch and/or integration of new and current grant partners on four routes:

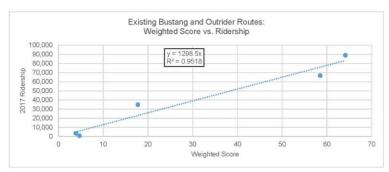
- Lamar Pueblo one Monday Friday round trip launched January 2 following the elimination of the poorly scheduled and utilized Bee Line service that operated between Wichita, KS and Pueblo in collaboration with Kansas DOT.
- Alamosa Pueblo transitioned on May 1 with a new operator with larger bus capacity allowing for ridership
 growth. Senior Resource Development Agency (SRDA) of Pueblo operates both Lamar and Alamosa lines with
 an emphasis on essential service transit service from Pueblo, southern Colorado's urban service center.
- An RFP was awarded to Alpine Express Shuttle of Gunnison, CO to replace the existing carrier on the Gunnison - Denver route. This competitive selection process on this route ensures future viability and a renewed emphasis on customer service with a Colorado based carrier. Both Alamosa - Pueblo and Gunnison Denver routes connect in Salida to ensure access on both routes access to the Pueblo side and Denver side.
- The Durango Grand Junction line transitioned to Outrider on July 1 and soon will return to daily service from 5 day per week service. The operator, Southern Ute Community Action Program (SUCAP) has recently transformed to Southern Colorado Community Action Agency (SoCoCAA).

Details

HDR was tasked to consider and prioritize the phase III routes (if excess funding is available) by gathering comment from stakeholders and develop a list of 21 Statewide routes and complete ridership demand using standard ridership demand models and present those results for further review.

Methodology

The scoring methodology used existing Bustang and Outrider ridership and the ridership's relationship to census data to create a tool to estimate ridership on future routes. The census data were: total population, total employment, total disadvantaged populations (seniors, below poverty line and/or disabled) and total households without vehicles. Disadvantaged populations and total households without vehicles are leading contributors to determine potential demand for intercity transit services and in areas without existing service¹. The ridership estimates were also weighted by estimated travel time.



Routes Studied

The potential routes were identified through stakeholder phone interviews conducted between January and February 2018. See Figure 1 below for a map of the potential routes and current Bustang and Outrider routes

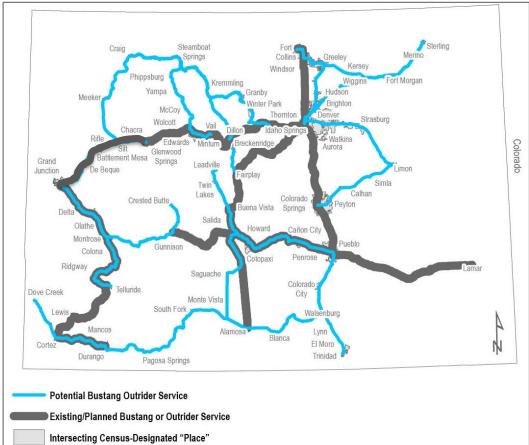


Figure 1-Map of Existing and Potential Outrider Services

¹ Transit Cooperative Research Program - Report 3: Workbook for Estimating Demand for Rural Passenger Transportation 1995

¹ Transit Cooperative Research Program - Report 147: Toolkit for Estimating Demand for Rural Intercity Bus Service 2011

¹ Transit Cooperative Research Program - Project B-36: Methods for Forecasting Demand and Quantifying Need for Rural Passenger Transportation

Priority Results

Table 1 below indicates the potential 21 routes ranked by their ridership estimates and weighted scores.

Table 1 - Route Priority for Potential Bustang Outrider Service

Proposed Transit Route (ranked by score) Score Based on Best Fit Equation Trips* Pre Layover*	(<u>Prod)*</u> 89
	89
1. Between Greeley and Denver 49 63,112 1 2.4	
2. Between Limon and Denver 43 56,445 1 2.8	67
3. Between Sterling and Denver 26 33,896 1 4.1	28
4. Between Limon and Colorado Springs 16 20,185 1 2.7	25
5. Between Greeley and Fort Collins 14 17,622 1 1.8	32
6. Between Trinidad and Pueblo 6 8,329 1 2.6	11
7. Between Salida and Pueblo 5 7,075 1 3.7	6
8. Between Glenwood Springs and Grand Junction 5 6,197 1 2.7	8
9. Between Sterling and Greeley 4 5,774 1 3.4	6
10. Between Grand Junction and Telluride 2 3,203 1 5.1	2
11. Between Craig and Grand Junction 3 3,268 1 4.9	2
12. Between Durango and Pueblo 2 2,700 1 9.8	1
13. Between Montrose and Gunnison 1 1,575 1 2.5	2
14. Between Durango and Dove Creek 1 1,235 1 2.8	1
15. Between Alamosa and Salida 1 1,159 1 3.4	1
16. Between Craig and Vail 1 981 1 5.3	1
17. Between Crested Butte and Gunnison 1 799 1 1.2	2
18. Between Craig and Frisco 1 755 1 2.2	1
19. Between Salida and Leadville 1 757 1 5.2	0
20. Between Fairplay and Breckenridge 0 615 1 1.2	2
21. Between Craig and Idaho Springs 0 539 1 7.1	0

The route list does not take into account additional considerations used to determine new transit service including social and geographic equity. Service terminating areas with large populations tend to rank the highest. The highest estimated ridership route, Denver - Greeley, is actually on the Bustang list, and is therefore removed from the Outrider list.

Next Steps

- Present to Stakeholders in October December 2018
- Develop final phase III budget constrained list January 2019
- Report to T & I Committee March 2019