

# MEMORANDUM

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**DEPARTMENT OF TRANSPORTATION**

Division of Accounting and Finance  
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**DATE:** October 05, 2009

**TO:** Transportation Commission

**FROM:** Heather Copp, Chief Financial Officer

**SUBJECT:** FY 11 2nd Budget Workshop

Last month staff presented estimated FY 11 revenues and a possible allocation of those funds. We did have some discussion regarding revenue and allocation issues. Based on that discussion, staff has developed two additional scenarios for discussion at this month's workshop.

The 1<sup>st</sup> has the following changes (those are highlighted in blue): an increase in maintenance gaming, an increase in surface treatment, an increase in RPP (regional priority programs), an increase in transit service and capital, an increase in strategic projects, both highway and transit, a decrease in the maintenance incentive program, and adds three decision items for \$2.8 million. This scenario does not increase maintenance at this time because we didn't have the final figures yet, but they will be available by the workshop. The 1<sup>st</sup> scenario is most likely closer to what the Transportation Commission and staff would like to see, but is \$141 million over available revenues.

The 2<sup>nd</sup> is a staff recommendation for a balanced budget and has the following changes (highlighted in peach): an increase in maintenance gaming, an increase in surface treatment, a decrease in the maintenance incentive program, and adds three decision items for \$2.8 million. This scenario does not increase maintenance at this time because we didn't have the final figures yet, but they will be available by the workshop.

Also attached is a spreadsheet that itemizes the continuing decision items and the request for three new ones.

At the last meeting, we also briefly discussed that in FY 11 we will have a problem with not having enough state funds for the program. Staff has been reviewing this issue and will present some possible solutions at the workshop.

As a reminder, the Transportation Commission will be requested to adopt a draft budget at your November meeting and a final budget in April 2009. If you have any questions on the materials attached, please feel free to call me at (303) 757-9262.

	FY10 Final Budget	FY 11 Budget (with Updated Revenues)	FY 11 Budget Scenario #1	FY 11 Staff Recommendation	Comments
<b>CDOT Revenues</b>	\$ 969,558,621	\$ 1,028,206,726	\$ 1,028,506,726	\$ 1,028,206,726	Changed due to decrease in HUTF, Bridge Ent. and Aviation revenues. Also due to loss of LEAF funding.
<b>CDOT Programs</b>					
<b>SAFETY</b>					
Safety Education (with State Match)	\$ 6,876,064	\$ 8,640,347	\$ 8,640,347	\$ 8,640,347	Added \$404,531 to State amount for match to admin. program; used FY 10 amount for match.
Drunk Driving Fund	\$ 1,000,000				This source is now reflected on the "Safety Education" line.
Safe Routes to Schools	\$ 1,656,700	\$ 1,699,008	\$ 1,699,008	\$ 1,699,008	Changed budget to match revenue
Railroad Crossings	\$ 2,088,278	\$ 2,063,438	\$ 2,063,438	\$ 2,063,438	Changed budget to match revenue
Rockfall Mitigation	\$ 4,174,164	\$ 4,174,164	\$ 4,174,164	\$ 4,174,164	Added \$ in FY 10
Rockfall Mitigation - Gaming Funds	\$ -	\$ -	\$ -	\$ -	
Construction - Gaming Funds	\$ -	\$ -	\$ -	\$ -	
Maintenance - Gaming Funds	\$ -	\$ -	\$ 1,223,507	\$ 1,223,507	Per 2035 RA
Hazard Elimination	\$ 13,606,076	\$ 14,026,524	\$ 14,026,524	\$ 14,026,524	Changed budget to match revenue
Hot Spots	\$ 1,573,578	\$ 1,573,578	\$ 1,573,578	\$ 1,573,578	
Traffic Signals	\$ 1,069,422	\$ 1,069,422	\$ 1,069,422	\$ 1,069,422	
Safety Enhancements * - is transferred to Surface Treatment	\$ 4,942,322	\$ 4,942,322	\$ 4,942,322	\$ 4,942,322	
Maintenance (Traffic Operations)	\$ 57,823,384	\$ 57,823,384	\$ 57,823,384	\$ 57,823,384	
Safety - Earmarked Projects	\$ -	\$ -	\$ -	\$ -	
<b>Total Safety</b>	<b>\$ 94,809,988</b>	<b>\$ 96,012,187</b>	<b>\$ 97,235,694</b>	<b>\$ 97,235,694</b>	
<b>SYSTEM QUALITY</b>					
Surface Treatment * - plus Safety Enhancement fund transfer	\$ 93,195,357	\$ 93,195,357	\$ 150,000,000	\$ 100,951,157	Restore to historic levels
CDOT Bridge & Special DI for Culvert Repair (Fed)	\$ 22,607,251	\$ 23,305,849	\$ 23,305,849	\$ 23,305,849	Changed budget to match revenue
CDOT Bridge & Special DI for Culvert Repair (TC)	\$ 17,096,289	\$ 17,096,289	\$ 17,096,289	\$ 17,096,289	
Local Bridge (Fed)	\$ 3,989,515	\$ 4,112,796	\$ 4,112,796	\$ 4,112,796	Changed budget to match revenue
Local Bridge (TC)	\$ 4,516,147	\$ 4,516,147	\$ 4,516,147	\$ 4,516,147	
Maintenance	\$ 88,062,921	\$ 88,062,921	\$ 88,062,921	\$ 88,062,921	
ITS Maintenance	\$ 9,839,006	\$ 9,839,006	\$ 9,839,006	\$ 9,839,006	
Transit (Capital - Sec. 5310)	\$ 2,154,801	\$ 2,103,505	\$ 2,103,505	\$ 2,103,505	Changed budget to match revenue
Tunnel Inspections	\$ 129,555	\$ 129,555	\$ 129,555	\$ 129,555	
System Quality - RPP	\$ -	\$ -	\$ 22,303,038	\$ -	Per 2035 RA; assume 60%
System Quality - Earmarked Projects	\$ -	\$ -	\$ -	\$ -	
<b>Total System Quality</b>	<b>\$ 241,590,842</b>	<b>\$ 242,361,425</b>	<b>\$ 321,469,106</b>	<b>\$ 250,117,225</b>	
<b>MOBILITY</b>					
Congestion Relief	\$ 5,815,355	\$ 5,815,355	\$ 5,815,355	\$ 5,815,355	
Enhancement	\$ 11,116,778	\$ 10,218,428	\$ 10,218,428	\$ 10,218,428	Changed budget to match revenue
Metro	\$ 29,534,081	\$ 31,673,802	\$ 31,673,802	\$ 31,673,802	
CMAQ	\$ 21,706,711	\$ 23,078,862	\$ 23,078,862	\$ 23,078,862	
Maintenance (Avalanche, Snow & Ice)	\$ 69,311,431	\$ 69,311,431	\$ 69,311,431	\$ 69,311,431	
Gaming Funds - Construction	\$ -	\$ -	\$ -	\$ -	
Division of Aeronautics	\$ 24,365,234	\$ 27,599,912	\$ 27,599,912	\$ 27,599,912	Changed budget to match revenue
Transit (Service & Capital)	\$ 15,412,212	\$ 16,768,770	\$ 21,768,770	\$ 16,768,770	Changed budget to match revenue; includes \$5 million of other flexible funding.
Mobility - RPP	\$ -	\$ -	\$ 14,868,692	\$ -	Per 2035 RA; assume 40%
Mobility - Earmarked Projects	\$ -	\$ -	\$ -	\$ -	
<b>Total Mobility</b>	<b>\$ 177,261,802</b>	<b>\$ 184,466,560</b>	<b>\$ 204,335,252</b>	<b>\$ 184,466,560</b>	
<b>PROGRAM DELIVERY</b>					
Operations (incl: Admin, DTD, etc.)	\$ 56,062,074	\$ 56,062,074	\$ 56,062,074	\$ 56,062,074	Includes SPR, Rec. Trails, OJT, and EEO federal programs
Maintenance Support - HQ Operations	\$ 5,616,712	\$ 5,616,712	\$ 5,616,712	\$ 5,616,712	
Maintenance - Region Program Support in MLOS	\$ 22,650,044	\$ 22,650,044	\$ 22,650,044	\$ 22,650,044	
TC Contingency	\$ 30,505,139	\$ 25,908,305	\$ 25,908,305	\$ 25,908,305	Only 2.5%. Assumes \$25M will be rolled forward from FY 10
TC Contingency - (Snow & Ice Reserve)	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	
TC Contingency - (Earmark Set-aside)	\$ -	\$ -	\$ -	\$ -	
Decision Items (FY 11 See attached chart)	\$ -	\$ -	\$ 2,888,043	\$ 2,888,043	
Maintenance Incentive Program - Roadway Transfer (in TCCRF)	\$ -	\$ 10,592,161	\$ -	\$ -	
Road Equipment	\$ 17,051,591	\$ 17,051,591	\$ 17,051,591	\$ 17,051,591	
Capitalized Operating Equipment	\$ 3,400,000	\$ 5,502,638	\$ 5,502,638	\$ 5,502,638	Includes adding back desktop rollout
Property & COPS	\$ 7,831,445	\$ 7,831,445	\$ 7,831,445	\$ 7,831,445	
Transit Administration / Operations	\$ 447,245	\$ 382,024	\$ 382,024	\$ 382,024	Changed budget to match revenue
Metro Planning - FTA	\$ 1,792,707	\$ 1,750,031	\$ 1,750,031	\$ 1,750,031	Changed budget to match revenue
Metro Planning - FHWA	\$ 4,015,527	\$ 4,069,728	\$ 4,069,728	\$ 4,069,728	
State Infrastructure Bank	\$ -	\$ 900,000	\$ 900,000	\$ 900,000	
Tolling CTE/HPTE	\$ 2,200,000	\$ 2,200,000	\$ 2,200,000	\$ 2,200,000	Changed budget to match revenue; needs to be acted on by HPTE
<b>Total Program Delivery</b>	<b>\$ 161,572,485</b>	<b>\$ 170,516,753</b>	<b>\$ 162,812,635</b>	<b>\$ 162,812,635</b>	
<b>Strategic Projects</b>					
Strategic 28 Projects - Debt Service	\$ 167,990,881	\$ 167,990,278	\$ 167,990,278	\$ 167,990,278	
Strategic 28 Projects - Highway	\$ -	\$ -	\$ 45,000,000	\$ -	
Strategic 28 - Earmarked Projects	\$ -	\$ -	\$ -	\$ -	
Strategic 28 Projects - Transit	\$ -	\$ -	\$ 5,000,000	\$ -	
<b>Total Strategic Projects</b>	<b>\$ 167,990,881</b>	<b>\$ 167,990,278</b>	<b>\$ 217,990,278</b>	<b>\$ 167,990,278</b>	
<b>Earmarks/Contingency Allocation</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	
<b>SB09-108 (FASTER)</b>					
HUTF pursuant to SB09-108	\$ 68,884,081	\$ 78,752,467	\$ 78,752,467	\$ 78,752,467	
HUTF Transit and Rail funds pursuant to SB09-108 (State)	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	
HUTF Transit and Rail funds pursuant to SB09-108 (Local)	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	
State Bridge Enterprise Fund pursuant to SB09-108	\$ 42,448,543	\$ 71,831,867	\$ 71,831,867	\$ 71,831,867	Changed budget to match revenue
<b>Total SB09-108 (FASTER)</b>	<b>\$ 126,332,624</b>	<b>\$ 165,584,334</b>	<b>\$ 165,584,334</b>	<b>\$ 165,584,334</b>	
Total TC Allocations	\$ 505,049,224	\$ 513,147,189	\$ 641,531,400	\$ 510,310,828	
Total Required Allocations	\$ 390,008,604	\$ 428,515,169	\$ 439,738,676	\$ 429,738,676	
<b>Total CDOT Allocations</b>	<b>\$ 969,558,621</b>	<b>\$ 1,026,931,537</b>	<b>\$ 1,169,427,298</b>	<b>\$ 1,028,206,726</b>	
<b>Over/ Under</b>	<b>\$ (0)</b>	<b>\$ 1,275,189</b>	<b>\$ (140,920,572)</b>	<b>\$ (0)</b>	

<b>Total Transit and Rail Program</b>	<b>\$ 33,014,258</b>	<b>\$ 34,254,299</b>	<b>\$ 44,254,299</b>	<b>\$ 34,254,299</b>	This line includes figures from Program Delivery
<b>Total Maintenance Program</b>	<b>\$ 253,464,492</b>	<b>\$ 253,464,492</b>	<b>\$ 254,687,999</b>	<b>\$ 254,687,999</b>	

<b>COLORADO DEPARTMENT OF TRANSPORTATION</b>		<input checked="" type="checkbox"/> <b>POLICY DIRECTIVE</b> <input type="checkbox"/> <b>PROCEDURAL DIRECTIVE</b>
Subject <b>Bike and Pedestrian</b>		Number <b>1602.0</b>
Effective <b>Date approved</b>	Supersedes <b>7/1/77</b>	Originating Office <b>Division of Transportation Development</b>

**PURPOSE**

The purpose of this policy is to promote transportation mode choice by enhancing safety and mobility for bicyclists and pedestrians on or along the state highway system by defining the policies related to education and enforcement, planning, programming, design, construction, operation and maintenance of bicycle and pedestrian facilities and their usage.

**AUTHORITY**

- Colorado Transportation Commission
- Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), 2005
- 23 USC 104 (Federal funds), 23 USC 109 (existing routes), 23 USC 134 and 135 (planning for all modes), 23 USC 217 (due consideration for bike/ped), 23 USC 402 (highway safety), 23 USC 652 (bike/ped accommodation in projects)
- 43-1-104 (CDOT Bike/Ped staff), 42-1-109 (education outreach), 42-2-1412 (bicycles subject to same rights and responsibilities as motor vehicles)
- TC Policy Directive 902.0

**APPLICABILITY**

This Policy Directive applies to the Colorado Department of Transportation (CDOT) and its subdivisions.

**POLICY**

It is the policy of the Colorado Transportation Commission to provide transportation infrastructure that accommodates bicycle and pedestrian use of the highways in a manner that is safe and reliable for all highway users. The needs of bicyclists and pedestrians shall be included in the planning, design, and operation of transportation facilities, as a matter of routine. A decision to not accommodate them shall be documented based on the exemption criteria in the procedural directive.

**POLICY BACKGROUND**

Multimodal transportation is a key element of CDOT’s mission in providing improvements to the statewide transportation system. Federal surface transportation law places a strong emphasis on creating a seamless transportation system that persons of all ages and abilities can utilize for safe and convenient access to jobs, services, schools and recreation.

Today the bicycle is more than a recreational conveyance. It has become an acceptable mode of transportation. With the increasing public interest in the environment, personal health, and energy conservation, the bicycle offers a viable alternative to the auto, particularly for local trips or those that

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are combined with another mode such as transit. Because of the increased interest and use in bicycle transportation by Coloradans, full consideration for their safety and mobility on the roadway system needs to be an integral part of CDOT's project development process.

The challenge for transportation planners and highway engineers is to balance the needs of all roadway users and to develop a transportation infrastructure that provides connectivity and access for all, opportunity for modal choice, and safety for each mode of travel. More choice equates to more capacity.

**FISCAL IMPACT**

Implementation will have a fiscal impact as part of project and maintenance costs and may lead to reprioritizing work.

**IMPLEMENTATION**

This policy is effective immediately upon approval and shall be implemented by all Divisions, Branches, Regions, and Offices of CDOT.

**REVIEW DATE**

This Policy shall be reviewed in October 2015.

\_\_\_\_\_  
Executive Director

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Date of Approval

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Transportation Commission Secretary

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Date of Approval