MEMORANDUM

DIVISION OF ACCOUNTING AND FINANCE

Office of Financial Management and Budget
4201 East Arkansas Avenue, Room 240
Denver, Colorado 80222
(303) 757-9262

DATE: 9 April, 2013

TO Transportation Commission

FROM: Ben Stein, Chief Financial Officer

SUBJECT: FY14 Budget Adoption

After last month's budget workshop, CDOT is submitting the FY2014 budget for Transportation Commission adoption at the April 2014 meeting. Materials provided for your review in the mailing are the same as last month, as there were no changes requested by the TC. These include:

- Allocation and Budget Report
- Full Narrative Budget

Last month, you discussed Maintenance Levels of Service, comparing MLOS grades before and after the addition of $7.2M. Both sets of grades are listed below. The highlighted MPAs received a portion of the $7.2M.

MPA	MLOS Grade Based on Control Totals	MLOS Grade with Additional $7.2M
Planning, Scheduling and Training	C-	C-
Roadway Surface	B-	B-
Roadside Facilities	C+	B-
Roadside Appearance	C	C+
Traffic Services	C-	C
Structure Maintenance	C	C
Snow and Ice Control	B	B-
Rest Areas, Buildings & Grounds	C	C
Tunnel Maintenance	C	C+
Overall	**C+**	**B-**

The $7.2M funding was transferred from the Surface Treatment program at the recommendation of the Chief Engineer. The rationale for transferring from Surface Treatment as opposed to Bridge Construction was:

- $1.8M was transferred from Bridge Construction to ITS already;
- Flexible Bridge Construction money is minimal due to the $15 million per year being transferred from Bridge Construction to Bridge Enterprise

If you have any questions on either what was presented last month or the information provided, please do not hesitate to contact me.

Colorado Department of Transportation
Fiscal Year 2014 Proposed Final Budget 4/18/13

Budget Category		Program Area	Directed by**	FY14 Draft Allocations	FY14 Proposed Final Allocations	FY14 Proposed Final Budget	Draft/Proposed Final Variance
Maintain - Maintaining What We Have							
	CDOT Performed Work						
		Planning and Scheduling	TC	13,139,590	12,453,863	12,453,863	(685,727)
		Roadway Surface	TC	50,799,178	48,811,115	48,811,115	(1,988,063)
		Roadside Facilities	TC	18,752,311	21,146,040	21,146,040	2,393,729
		Roadside Appearance	TC	7,364,497	8,543,201	8,543,201	1,178,704
		Traffic Services	TC	59,751,474	64,016,924	64,016,924	4,265,450
		Structure Maintenance	TC	9,549,359	11,157,724	11,157,724	1,608,365
		Snow and Ice Control	TC	60,909,752	59,667,425	59,667,425	(1,242,327)
		Material, Equipment and Buildings	TC	14,188,507	15,746,070	15,746,070	1,557,563
		Tunnel Activities	TC	7,374,664	7,486,970	7,486,970	112,306
				241,829,332	**249,029,332**	**249,029,332**	7,200,000
	Contracted Out Work						
		Surface Treatment*	TC	157,890,472	150,690,472	116,732,159	(7,200,000)
		Bridge On-System Construction	TC	22,048,610	20,248,610	15,685,557	(1,800,000)
		Bridge Inspection and Management	TC	10,425,262	10,603,687	8,214,131	178,425
		Rockfall Mitigation	TC	5,174,164	5,174,164	4,008,159	0
		Highway Safety Investment Program	FR	29,683,721	29,507,907	22,858,258	(175,814)
		Railway-Highway Crossings Program	FR	2,941,540	3,162,127	2,449,537	220,587
		Hot Spots	TC	2,167,154	2,167,154	1,678,783	0
		Traffic Signals	TC	1,472,823	1,472,823	1,140,920	0
		FASTER - Safety Projects	TC	86,900,000	86,900,000	67,316,961	0
		Tunnel Inspection	TC	178,425	-	-	(178,425)
		Maintain-Related Indirects/Overhead		-	-	55,658,407	0
		Maintain-Related CDOT Construction Engineering		-	-	14,184,071	0
				318,882,171	**309,926,944**	**309,926,944**	(8,955,227)
	Capital Expenditure						
		Road Equipment	TC	14,191,591	14,191,591	14,191,591	0
		Capitalized Operating Equipment	TC	5,530,258	5,530,258	5,530,258	0
		Property	TC	6,948,491	6,948,491	6,948,491	0
				26,670,340	**26,670,340**	**26,670,340**	0
			Total:	**587,381,843**	**585,626,616**	**585,626,616**	(1,755,227)
Maximize - Making the Most of What We Have							
	CDOT Performed Work						
	Contracted Out Work	Safety Education	Comb	4,490,000	4,490,000	3,478,172	0
		ITS Maintenance	TC	9,385,068	11,185,068	8,664,497	1,800,000
		Congestion Relief	TC	4,000,000	4,000,000	3,098,594	0
		Regional Priority Program	TC	10,000,000	10,000,000	7,746,486	0
		Maximize-Related Indirect/Overhead		-	-	5,329,214	0
		Maximize-Related CDOT Construction Engineering		-	-	1,358,105	0
				27,875,068	29,675,068	29,675,068	1,800,000
	Capital Expenditure						
		ITS Investments	TC	5,000,000	10,000,000	10,000,000	5,000,000
				5,000,000	10,000,000	10,000,000	5,000,000
			Total:	**32,875,068**	**39,675,068**	**39,675,068**	6,800,000
Expand - Increasing Capacity							
	CDOT Performed Work						
				-	**-**	**-**	
	Contracted Out Work						
		Strategic Projects	SL	-	-	-	
		Expand-Related Indirect		-	-	-	
		Expand-Related CDOT CE		-	-	-	
				-	-	-	
			Total:	**-**	**-**	**-**	
Deliver - Program Delivery/Administration							
		Operations [including maintenance support]	TC	28,158,528	28,055,156	28,055,156	(103,372)
		DTD Planning and Research - SPR	FR	12,636,806	12,850,474	12,850,474	213,668
		Administration (Appropriated)	SL	22,812,984	22,916,356	22,916,356	103,372
			Total:	**63,608,318**	**63,821,986**	**63,821,986**	213,668
Pass-Through Funds/Multi-modal Grants							
	Aeronautics						
		Division of Aeronautics to Airports	AB	42,200,000	42,200,000	42,200,000	0
		Division of Aeronautics Administration	AB	900,000	900,000	900,000	0
				43,100,000	**43,100,000**	**43,100,000**	0
	Highway						
		Recreational Trails	FR	1,710,150	1,591,652	1,591,652	(118,498)
		Transportation Alternatives Program	FR	11,569,200	11,717,983	11,717,983	148,783
		STP-Metro	FR	51,373,933	47,615,135	47,615,135	(3,758,798)
		Congestion Mitigation/Air Quality***	FR	45,095,909	45,074,397	45,074,397	(21,512)
		Metropolitan Planning	FR	7,678,040	7,678,040	7,678,040	0
		Bridge Off-System - TC Directed	TC	3,164,139	3,164,139	3,164,139	0
		Bridge Off-System - Federal Program	FR	6,284,129	6,285,229	6,285,229	1,100
				126,875,500	**123,126,575**	**123,126,575**	(3,748,925)
	Transit						
		Federal Transit	FR	23,050,856	23,050,856	23,050,856	0
		Strategic Projects -Transit	SL	-	-	-	
		Transit and Rail Local Grants	SL	5,000,000	5,000,000	5,000,000	0
		Transit and Rail Statewide Grants	TC	6,651,577	8,800,000	8,800,000	2,148,423
		Transit Administration and Operations	Comb	3,348,423	1,200,000	1,200,000	(2,148,423)
				38,050,856	**38,050,856**	**38,050,856**	0
	Infrastructure Bank						
		Infrastructure Bank	TC	500,000	500,000	500,000	0
			Total:	**208,526,356**	**204,777,431**	**204,777,431**	(3,748,925)
Transportation Commission Contingency / Debt Service							
	Contingency						
		TC Contingency	TC	27,408,485	25,890,107	25,890,107	(1,518,378)
		Snow & Ice Reserve	TC	10,000,000	10,000,000	10,000,000	0
				37,408,485	**35,890,107**	**35,890,107**	(1,518,378)
	Debt Service						0
		Strategic Projects - Debt Service	DS	167,840,475	167,840,475	167,840,475	0
		Certificates of Participation-Property		2,277,530	2,277,530	2,277,530	0
		Certificates of Participation-Energy	DS	1,054,000	1,054,000	1,054,000	0
				171,172,005	**171,172,005**	**171,172,005**	0
			Total:	**208,580,490**	**207,062,112**	**207,062,112**	(1,518,378)
				1,100,972,075	**1,100,963,213**	**1,100,963,213**	(8,862)
			Revenue	**1,116,972,075**	**1,116,963,213**	**1,116,963,213**	(8,862)

*** $86M Surface Treatment advanced from FY14 to FY13. To maintain the $150.7M program shown for FY14, $86M must be advanced from FY15 to FY14.**
****Any program designated as TC is fully at the discretion of the Transportation Commission**
*****Pass through amount is $29.1M. The remainder is subject to future TC action.**

Key to acronyms:

IDC=Indirect Costs	SH=State Highway funding	TC=Transportation Commission	FR=Federal Requirements
CE=Construction Engineering	09-228=Funds from House Bill	BEB= Bridge Enterprise Board	SL=State Legislation
TC=Transportation Commission	09-108=Funds from House Bill	DS= Debt Service Covenants	HPTEB=High Performance Transportation Enterprise Board
FHWA=Federal Highway	FTA=Federal Transit	AB=Aeronautics Board	Comb=Combination

State Bridge Enterprise
Fiscal Year 2014 Proposed Final Budget 3-21-13

Budget Category		Program Area	Directed by	FY14 Draft Allocations	FY14 Proposed Final Allocations	FY14 Proposed Final Budget	Draft/Proposed Final Variance
Maintain - Maintaining What We Have							
	CDOT Performed Work						
		Maintenance	BEB	350,000	350,000	350,000	0
		Scoping Pools	BEB	375,000	375,000	375,000	0
				725,000	**725,000**	**725,000**	0
	Contracted Out Work						
		Bridge Enterprise Projects	BEB	94,811,700	94,811,700	73,445,748	0
		Maintain-Related Indirects/Overhead		-	-	17,026,813	0
		Maintain-Related CDOT Construction Engineering		-	-	4,339,138	0
				94,811,700	**94,811,700**	**94,811,700**	0
			Total	**95,536,700**	**95,536,700**	**95,536,700**	0
Maximize - Making the Most of What We Have							
	CDOT Performed Work						
	Contracted Out Work						
			Total	**-**	**-**	**-**	0
Expand - Increasing Capacity							
	CDOT Performed Work						
	Contracted Out Work						
			Total	**-**	**-**	**-**	0
Deliver - Program Delivery/Administration							
		Administration		1,711,200	1,711,200	1,711,200	0
			Total:	**1,711,200**	**1,711,200**	**1,711,200**	0
Pass-Through Funds/Multi-modal Grants							
	Highway						
			Total:	**-**	**-**	**-**	0
Transportation Commission Contingency / Debt Service							
	Contingency						
		Bridge Enterprise - Contingency	BEB	-	-	-	
				-	-	-	0
	Debt Service						
		Bridge Enterprise - Debt Service	DS	18,234,000	18,234,000	18,234,000	0
				18,234,000	18,234,000	18,234,000	0
			Total:	**18,234,000**	**18,234,000**	**18,234,000**	0
				115,481,900	**115,481,900**	**115,481,900**	0
			Revenue	**100,481,900**	**100,481,900**	**100,481,900**	0

High Performance Transportation Enterprise
Fiscal Year 2014 Proposed Final Budget 3-21-13

Budget Category		Program Area	Directed by	FY14 Draft Allocations	FY14 Proposed Final Allocations	FY14 Proposed Final Budget	Draft/Proposed Final Variance
Maintain - Maintaining What We Have							
	CDOT Performed Work						
	Contracted Out Work						
			Total	**-**	**-**	**-**	
Maximize - Making the Most of What We Have							
	CDOT Performed Work						
	Contracted Out Work						
			Total	**-**	**-**	**-**	
Expand - Increasing Capacity							
	CDOT Performed Work						
		High Performance Transportation Enterprise -Maintenance	HPTEB	2,500,000	2,500,000	2,500,000	0
				2,500,000	**2,500,000**	**2,500,000**	0
	Contracted Out Work						
		High Performance Transportation Enterprise -Projects	HPTEB	30,000,000	30,000,000	23,239,457	0
		Expand-Related Indirect		-	-	5,387,567	0
		Expand-Related CDOT CE		-	-	1,372,976	0
				30,000,000	**30,000,000**	**30,000,000**	0
			Total	**32,500,000**	**32,500,000**	**32,500,000**	0
Deliver - Program Delivery/Administration							
		High Performance Transportation Enterprise -Administration		1,000,000	1,000,000	1,000,000	0
			Total:	**1,000,000**	**1,000,000**	**1,000,000**	0
Pass-Through Funds/Multi-modal Grants							
	Highway						
			Total:	**-**	**-**	**-**	0
Transportation Commission Contingency / Debt Service							
	Contingency						
	Debt Service						
			Total:	**-**	**-**	**-**	0
				33,500,000	**33,500,000**	**33,500,000**	0
			Revenue	**32,500,000**	**32,500,000**	**32,500,000**	0

Total Consolidated Allocations	**1,249,953,975**	**1,249,945,113**	**1,249,945,113**	(8,862)
Total Consolidated Revenue	**1,249,953,975**	**1,249,945,113**	**1,249,945,113**	(8,862)

RESOLUTION FOR THE FY 2013-2014 BUDGET

RESOLUTION NUMBER: TC-

WHEREAS, in accordance with C.R.S. 43-1-113(2) the Transportation Commission submitted a draft budget allocation plan for moneys subject to its jurisdiction for the fiscal year beginning on July 1, 2013 to the Joint Budget Committee, the House Transportation and Energy Committee, the Senate Transportation Committee and the Governor for their review and comment; and

WHEREAS, C.R.S. 43-1-113(9)(c) requires that the Transportation Commission adopt a final budget allocation plan, which shall upon approval by the Governor constitute the budget for the Department of Transportation for Fiscal Year 2013-14; and

WHEREAS, the annual Long Appropriations bill will not yet be approved by the General Assembly prior to the adoption of this budget by the Transportation Commission and therefore minor adjustments may need to be made by staff after adoption of the FY 2013-14 budget by the Transportation Commission; and

Whereas, the Transportation Commission intends to facilitate advancement of joint ventures between the department and its Enterprise entities, the Transportation Commission herein provides for the transfer of $15,000,000 of Federal Funds to utilize as re-appropriated* spending authority to the Bridge Enterprise; and $1,000,000 of State Highway Funds as a loan to utilize as re-appropriated spending authority for utilization by the High Performance Transportation Enterprise; and

NOW THEREFORE BE IT RESOLVED, that the Colorado Department of Transportation's Budget for the period of July 1, 2013 through June 30, 2014 is approved by the Transportation Commission and forwarded to the Governor for action. Staff is authorized to make minor adjustments to the budget based on changes to the long bill. Those changes will be reported to the Transportation Commission at their next meeting following the date at which changes are made.

*Definition: In the Long Appropriations Bill, *re-appropriated funds* spending authority allows for Cash, General Fund, or Federal Fund revenue received by one State organization to be transferred, loaned, or paid to another State organization by providing budget spending authority to the receiving organization, without the State counting the receipt of funds as revenue a second time.

Resolution Number TC-XXX
FY 14 CMAQ Funding Distribution
Transportation Commission of Colorado, April 18, 2013

WHEREAS, the Congestion Mitigation and Air Quality (CMAQ) improvement program was established under the Intermodal Surface Transportation Efficiency Act (ISTEA), continued under the Transportation Equity Act for the 21st Century (TEA-21), and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and has been further continued under Moving Ahead for Progress in the 21st Century (MAP-21); and

WHEREAS, the purpose of the CMAQ program is to provide a flexible funding source for transportation projects and programs that assist non-attainment and attainment/maintenance areas in meeting National Ambient Air Quality Standards (NAAQS); and

WHEREAS, MAP-21 included "Special Rules" for the CMAQ program including eligibility for Electric Vehicle (EV) and Natural Gas Vehicle (NGV) infrastructure at any location in the state; and

WHEREAS, federal regulations provide guidance on how to administer the CMAQ Program, while allowing the state to determine how funds will be allocated; and

WHEREAS, TC-1832, approved February 18, 2010, provided for the allocation of CMAQ funds for Federal Fiscal Year (FFY) 2012 through FFY 2017; and

NOW THEREFORE BE IT RESOLVED, that based on discussions between CDOTand CMAQ eligible recipients, the Transportation Commission has determined that CMAQ funds will be allocated in the following manner:

- For FY 14:
    - Funds will be distributed to recipients in the same amount and proportion as in FY 14 Resource Allocation for CMAQ;
    - Approximately $225,000 (federal) additional CMAQ funds will be allocated to DRCOG in the first FY 14 budget supplement in order to backfill their voluntary reduction in TAP funds. This allows CDOT to allocate TAP funds to the same levels as the FY 14 Resource Allocation amounts for the former TE program to all other recipients.
    - CMAQ funds remaining after the above described allocations will be held in reserve pending further discussion between CDOT and the CMAQ recipients on the use and distribution of the funds.

- For FY 15 and subsequent years:
    - A new distribution formula for CMAQ will be developed as part of the Statewide Plan and STIP process where program distributions are identified to ensure fiscal constraint. This process will be conducted in coordination with our planning partners as required under MAP-21.

FURTHER BE IT RESOLVED that this resolution supersedes Resolution TC-1832, approved on February 18, 2010.

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Colorado Department of Transportation

C-470 & Sante Fe Drive

Colorado Transportation Commission
Proposed Budget Allocation Plan

Fiscal Year 2013-14

Governor John Hickenlooper

Colorado Department of Transportation
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Resolution for the FY 2013-2014 Budget

RESOLUTION NUMBER: TC-

WHEREAS, in accordance with C.R.S. 43-1-113 (2) the Transportation Commission formally approved and submitted a draft budget allocation plan for moneys subject to its jurisdiction for the fiscal year beginning on July 1, 2013 to the Joint Budget Committee, the House Transportation and Energy Committee, the Senate Transportation Committee and the Governor for their review and comment; and

WHEREAS, C.R.S. 43-1-113(9)(c) requires that the Transportation Commission adopt a final budget allocation plan, which shall upon approval by the Governor constitute the budget for the Department of Transportation for Fiscal Year 2013-14; and

WHEREAS, the annual Long Appropriations bill will not yet be approved by the General Assembly prior to the adoption of this budget by the Transportation Commission and therefore minor adjustments may need to be made by staff after adoption of the FY 2013-14 budget by the Transportation Commission; and

WHEREAS, the Transportation Commission intends to facilitate advancement of joint ventures between the department and its Enterprise entities, the Transportation Commission herein provides for the allocation of $15,000,000 of Federal Funds to utilize as re-appropriated* spending authority to the Bridge Enterprise; and $1,000,000 of State Highway Funds as a loan to utilize as re-appropriated spending authority for utilization by the High Performance Transportation Enterprise; and

NOW THEREFORE BE IT RESOLVED, that the Colorado Department of Transportation's Budget for the period of July 1, 2013 through June 30, 2014 is approved by the Transportation Commission and forwarded to the Governor for action. Staff is authorized to make minor adjustments to the budget based on changes to the long bill. Those changes will be reported to the Transportation Commission at their next meeting following the date at which changes are made.

*Definition: In the Long Appropriations Bill, “re-appropriated funds” spending authority allows for Cash, General Fund or Federal Fund revenue received by one State organization to be transferred or loaned to, or paid to, another State organization by providing budget spending authority to the receiving organization, without the State counting the receipt of funds as revenue a second time.

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The Colorado Department of Transportation

Budget for Fiscal Year 2013-2014

John Hickenlooper, Governor
Donald E. Hunt, Executive Director

Transportation Commission

Gary Reiff, Chairman, Englewood, District 3
Doug Aden, Vice Chairman, Grand Junction, District 7
Trey Rogers, Denver, District 1
Ed Peterson, Evergreen, District 2
Heather Barry, Westminster, District 4
Kathy Gilliland, Loveland, District 5
Kathy Connell, Steamboat Springs, District 6
Steve Parker, Durango, District 8
Les Gruen, Colorado Springs, District 9
Gilbert Ortiz, Pueblo, District 10
Steven Hofmeister, Haxtun, District 11
Herman Stockinger, Secretary

Per the attached Resolution TC- the Transportation Commission presents the Budget for the period July 1, 2013 through June 30, 2014 for approval by the Governor.

Approved: _____

Date: _____

Made pursuant to the provisions of Sections 43-1-106 and 43-1-113, C.R.S. (2012)

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Introduction

About the Department

The Colorado Department of Transportation (CDOT) is a billion-dollar per year, 3,500 employee organization dedicated to providing the best multi-modal transportation system for Colorado that most effectively and safely moves people, goods, and information.

The Department operates under the authority of the Colorado Transportation Commission, which has been in continuous operation since 1909. The Department enhances the quality of life and the environment of the citizens of Colorado by creating an integrated transportation system that focuses on safely moving people and goods by offering convenient linkages among modal choices.

The Department is responsible for a 9,106 mile highway system, including 3,559 bridges. Each year, this system handles over 28 billion vehicle miles of travel. Although the Interstate system accounts for only about 10 percent (914 miles) of the total mileage on the state system, 40 percent of all travel takes place on our Interstate highways.

CDOT's highway construction program partners with private contractors and the low (or best value) bidder is awarded the project and in turn is responsible for construction of that project. This partnership between government and business works well to maintain and improve our transportation system.

CDOT maintenance forces take care of the highway system, plowing snow and repairing pavement. Last winter, these men and women plowed 4.7 million miles of highway. They also repaired road damage and potholes, using more than 232,041 tons of asphalt and 1.2 million gallons of liquid asphalt in preservation activities.

CDOT is more than roads and bridges. The Division of Aeronautics supports aviation interests statewide, including grants to help improve local airports. CDOT's Division of Transit and Rail provides assistance to numerous transit systems in the state, and the Office of Transportation Safety helps local law enforcement agencies with special funds to apprehend drunk drivers and increase use of safety belts.

Budget Layout

This Budget Allocation Plan is organized as a compendium of one and two-page fact sheets about each of the Department's revenue sources and programs. Summary information about each program's statutory authorization and governance is displayed at the top of each fact sheet as well as a link to additional information wherever possible. The revenue source fact sheets contain background information, tax rates / fee schedules, and tables containing historical revenue data and projections; the program fact sheets contain background information, funding histories, and performance measure information as applicable.

Upon adoption by the Transportation Commission, this budget allocation plan is available for viewing at http://www.coloradodot.info/business/budget/cdot-budget.

Introduction

The FY 2013-14 Budget Allocation Plan for the Colorado Department of Transportation (CDOT) incorporates several measures to convey the Department's budgetary information in a user-friendly manner.

Introduction (continued)

A Public - Friendly Budget

State transportation departments are inherently complex operations, managing multi-year, multi-billion dollar capital budgets in a time of policy and funding uncertainty at both the state and federal levels. However, because the transportation system affects every aspect of public policy, private business, and the quality of life in Colorado, it is critically important that policymakers, transportation stakeholders, and taxpayers be as well informed about CDOT as possible. Therefore, this budget is designed as an educational tool for all who are interested in transportation.

Program Groupings

The Department's programs are organized into six general categories to convey to transportation stakeholders and the public the Transportation Commission's budgetary priorities and constraints. The categories are:

1. Maintain – Maintaining What We Have: Includes projects that take care of our existing system such as resurfacing and reconstruction of existing pavement and bridges, and maintenance activities such as roadway and structure maintenance and snow removal;

2. Maximize – Making the Most of What We Have: Includes operational upgrades and improvements like traveler information, electronic signs, projects that add safety upgrades like turn lanes and traffic safety education programs to increase seatbelt use or reduce impaired driving.

3. Expand – Increasing Capacity: Includes projects that add to our existing system such as adding new lanes to highways. Limited funding is available for this category of construction currently. However, the High Performance Transportation Enterprise, which is dedicated to increasing highway capacity through innovative finance, is expected to play a role in filling the gap in this function in the future.

4. Deliver – Program Delivery / Administration: Includes costs to manage and deliver projects including research, planning, contracting, etc.

5. Pass-through Funds / Multimodal Grants: Includes grant funding and funds mandated to go to specific programs or projects. CDOT may administer these funds for compliance of federal rules or requirements but the actual work is performed by an entity outside of CDOT such as a nonprofit group, transit agency or local government.

6. Contingency / Debt Service & Certificates of Participation: Includes funds the Transportation Commission (TC) utilizes for various emergencies and to pay debt service on outstanding bonds or similar debt programs.

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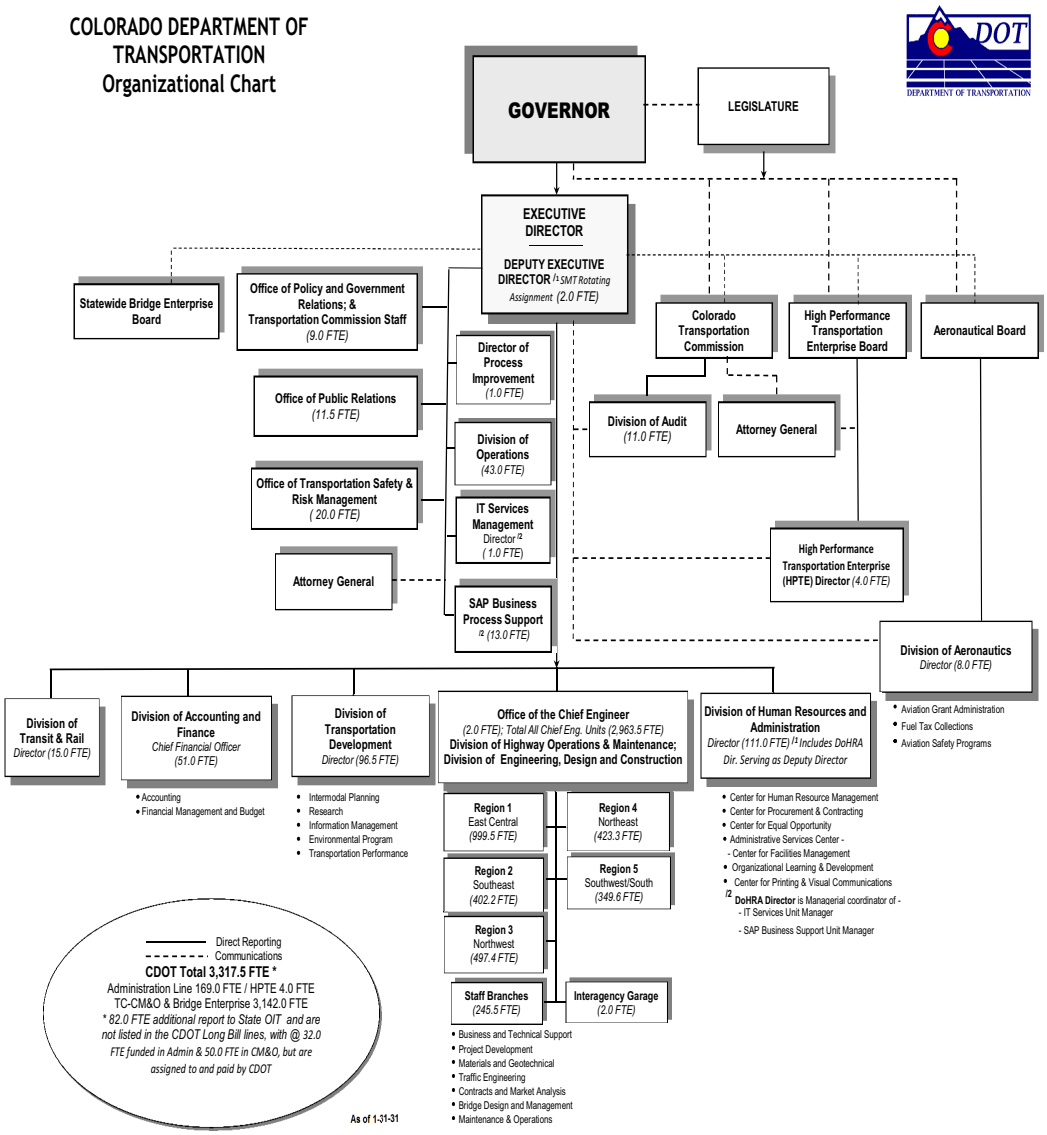
Introduction (continued)

Organizational Chart

The Department of Transportation is organized according to state statutes and the policy directives of the Colorado Transportation Commission



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Colorado Department of Transportation

Boards & Commissions

The Colorado Transportation Commission

The Colorado Transportation Commission provides oversight, policy direction, and resource allocation decisions to the Department of Transportation. The powers and duties of the Commission are set forth in Section 43-1-106, C.R.S. (2012). The Commission consists of eleven appointees of the Governor, each representing a specific geographic portion of the state and each appointed to a four-year term on a staggered schedule. The appointees are subject to confirmation by the Colorado Senate.

The members of the Transportation Commission are:

- District One: Mr. Trey Rogers
  (Denver County; appointed April 2010, term expiring July 2013)
- District Two: Mr. Ed Peterson
  (Jefferson County and a portion of Broomfield County, appointed October 2011, term expiring July 2015)
- District Three: Mr. Gary Reiff, Chairman
  (Arapahoe and Douglas counties, appointed August 2009, term expiring July 2013)
- District Four: Ms. Heather Barry
  (Adams and Boulder counties and a portion of Broomfield County; appointed July 2007, term expiring July 2015)
- District Five: Ms. Kathy Gilliland
  (Larimer, Morgan, and Weld counties and a portion of Broomfield County; appointed July 2011, term expiring July 2015)
- District Six: Ms. Kathy Connell
  (Clear Creek, Gilpin, Grand, Jackson, Moffat, Rio Blanco, and Routt counties; appointed July 2011, term expiring July 2015)
- District Seven: Mr. Doug Aden, Vice Chairman
  (Chaffee, Delta, Eagle, Garfield, Gunnison, Lake, Mesa, Montrose, Ouray, Pitkin, and Summit counties; appointed July 1997, term expiring July 2013)
- District Eight: Mr. Steve Parker
  (Alamosa, Archuleta, Conejos, Costilla, Dolores, Hinsdale, La Plata, Mineral, Montezuma, Rio Grande, Saguache, San Juan, and San Miguel counties; appointed August 2001, term expiring July 2013)
- District Nine: Mr. Les Gruen
  (El Paso, Fremont, Park, and Teller counties; appointed July 2007, term expiring July 2015)
- District Ten: Mr. Gilbert Ortiz
  (Baca, Bent, Crowley, Custer, Huerfano, Kiowa, Las Animas, Otero, Prowers, and Pueblo counties; appointed April 2009, term expiring July 2013); and
- District Eleven: Mr. Steven Hofmeister
  (Cheyenne, Elbert, Kit Carson, Lincoln, Logan, Phillips, Sedgwick, Washington, and Yuma counties

Mr. Herman Stockinger, Director of the CDOT Office of Policy and Government Relations, serves as the Secretary of the Transportation Commission.

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Boards & Commissions (continued)

Transportation Commission District Map

Boards & Commissions (continued)

The Colorado Aeronautical Board

Per Section 43-10-104, C.R.S. (2012), the seven-member Colorado Aeronautical Board provides oversight, policy direction, and resource allocation decisions for the CDOT Division of Aeronautics. The members of the board are Governor appointees and are chosen as follows:

- Four members, two from the eastern slope and two from the western slope of the state, representing local governments which operate airports, which members shall be selected by the governor from a list of nominees supplied by local governments;
- One member representing a statewide association of airport managers; one member representing a statewide association of pilots; and
- One member familiar with and supportive of the state's aviation issues, interests, and concerns.

Appointments shall be made so as to insure a balance broadly representative of the activity level of airports throughout the state. The members serve three year terms and are subject to confirmation by the Colorado Senate.

The members of the Colorado Aeronautical Board are:

- Mr. Joseph Thibodeau, Chairman
  (Pilot Organizations; appointed March 2008, term expiring December 2014))
- Mr. Dale Hancock
  (Western Slope Governments; appointed December 2004, term expiring December 2013)
- Mr. William "T" Thompson
  (Eastern Slope Governments; appointed March 2002, term expiring December 2015
- Mr. John Reams
  (Western Slope Representative; appointed December 2006 for a term expiring December 2015)
- Ms. Debra Wilcox
  (Aviation Interests-at-Large; appointed March 2008, term expiring December 2013)
- Mr. Jeffery Forrest
  (East Slope Governments; appointed March 2008, term expiring December 2015)
- Mr. Kenny Maenpa
  (Airport Management Representative; appointed December 2011, term expiring December 2014)

Mr. David Gordon, A.A.E. is the Director of the Division of Aeronautics.

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CDOT- Revenue Source Fact Sheet

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Revenue Overview*

Background

The Colorado Department of Transportation is financed by a variety of fees and taxes paid by the users of the state and national transportation systems.

Motor Fuel Taxes

- The State of Colorado levies excise taxes on gasoline, diesel fuel, and all special fuels used to propel motor vehicles and aircraft making use of public highways and airport facilities.
- The federal government levies excise taxes on gasoline, diesel fuel, and all special fuels used to propel motor vehicles on public highways.

Registration Fees

- The State of Colorado levies a variety of fees and surcharges on motor vehicles registered to use public highways; however, one tax, the specific ownership tax, is credited to local property taxing subdivisions of state government rather than to a directly transportation-related use.
- The federal government charges annual weight-based taxes on heavy vehicles registered for interstate commerce.

Other Taxes

- The State of Colorado levies a sales tax on the value of aviation fuel sold in Colorado.
- The federal government levies a tax on the value of heavy commercial vehicle sales.
- The federal government levies a weight-based excise tax on tires exceeding forty pounds.

Other User Fees

- The Department of Transportation generates revenue by selling oversize/overweight permits, access permits, bid plans, property, and excess right-of-way.

General Purpose Revenue

- Current law allows for a series of five years of conditional transfers of up to 2.0 percent of gross General Fund revenues to the Department; those transfers are dependent upon a number of triggers being met, and are not projected to occur in the near term.

**On all revenue source fact sheets, FY2010-11 and FY2011-12 are actuals; FY2012-13 is Final Budget & FY 2013-14 is Proposed Budget.*

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CDOT- Revenue Source Fact Sheet

Revenue Overview (continued)

FY 2013-14 CDOT Budget Revenue Estimates Summary

	Revenue
Highway Users Tax Fund (HUTF) Revenue	502.9
Miscellaneous State Highway Fund Revenue	28.8
Safety Education Funding	4.3
Capital Construction Fund Appropriations	0.0
Senate Bill 09-228 (Morse / Marostica)	0.0
Transit Revenue	30.0
Aeronautics Revenue	43.1
State Infrastructure Bank Interest Income	0.5
Federal Highway Revenue - The Highway Trust Fund (Highway Account)	491.3
Colorado Department of Transportation - Total Revenue	**1,100.9**

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CDOT- Revenue Source Fact Sheet

Highway Users Tax Fund (HUTF) Revenue

Statutory Authorization: Section 43-4-201, C.R.S. (2012)
Funding Type(s): Fuel taxes, registration fees, judicial fines

Background

The Highway Users Tax Fund is the principal fund in which state-levied fees and taxes associated with the operation of motor vehicles are deposited. The General Assembly annually appropriates HUTF moneys to the Departments of Revenue and Public Safety for motor vehicle-related programs, and the State Treasurer distributes the remaining HUTF proceeds among the Department of Transportation and county and municipal governments in Colorado according to statutory formulas.

Specific Funding Sources

Total HUTF for FY2013-14

Funding Source	FY 2013-14
Motor Fuel Excise Taxes	548.6
Motor Vehicle Registration	192.2
Motor Vehicle Penalty Assessments	36.2
S.B. 09-108 Road Safety Surcharges	113.9
S.B. 09-108 Daily Vehicle Rental Fees	24.3
S.B. 09-108 Late Vehicle Registration Fees	21.9
S.B. 09-108 Oversize/Overweight Surcharges	1.3
TOTAL	**938.4**

Appropriation/Distribution Methodology

The General Assembly funds the Colorado State Patrol and portions of the Department of Revenue's Motor Vehicles Division through annual appropriations from the HUTF. Section 43-4-201 (3)(a)(I), C.R.S. (2012) restricts annual HUTF appropriations to grow by no more than 6.0 percent per year and may grow to the level of 23.0 percent of the fund's total income from the previous fiscal year.

HUTF Distribution ($millions)

Entity Type	FY 2013-14
Off-the Top Appropriations	108.3
CDOT[a]	503.9
Counties	186.8
Municipalities	126.2
Other distributions	13.2
TOTAL	**938.4**

a. CDOT will loan $1 million to HPTE as an operating loan for FY 2013-14

Remaining HUTF revenues are statutorily divided into three separate funding streams. Principal first stream revenues are distributed 65% to CDOT, 26% to counties, 9% to municipalities and include:

- Proceeds of the first seven cents of the gasoline, diesel, and special fuel taxes;
- vehicle license plate, identification plate, and placard fees;

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CDOT- Revenue Source Fact Sheet

Highway Users Tax Fund (HUTF) Revenue (continued)

- driver's license, motor vehicle title and registration, and motorist insurance identification fees;
- Proceeds of the passenger-mile tax levied on operators of commercial bus services; and
- Interest earnings.

Second stream revenues include motor fuel taxes in excess of the first seven cents per gallon of gasoline, diesel, and special fuels and are distributed 60% to CDOT, 22% to counties, and 18% to municipalities.

Third stream revenues include all fees, surcharges, and fine revenues authorized by S.B. 09-108. Apart from a provision in S.B. 09-108 that redirects $5.0 million from the county and municipal shares to the State Transit and Rail Fund, the third stream revenues are distributed in the same proportions as the second stream revenues. This $5.0 million is then granted by CDOT to local government transit and rail projects.

Funding History

Highway Users Tax Fund (HUTF) Revenue to CDOT *($millions)*

Funding Source	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14
Fuel Taxes	290.0	304.9	288.8	284.9
Registration Fees	96.3	90.1	87.9	101.8
S.B. 09-108 Proceeds	101.2	96.0	99.4	96.9
All Other Revenues	18.6	14.0	23.3	20.4
Loan to HPTE	0.0	-1.0	-1.0	-1.0
TOTAL	**506.1**	**504.0**	**498.4**	**502.9**

Source: CDOT Office of Financial Management & Budget.

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Miscellaneous State Highway Fund Revenue

Funding Type(s): Sales, Fees, Interest Earnings

Background

The main source of revenue to the State Highway Fund is distributions from the Highway Users Tax Fund. However, there are several other sources of revenue to the State Highway Fund including:

- Interest on the fund's cash balance;
- Sales of overweight and oversize permits;
- Sales of bid plans and specifications
- Sales of excess right-of-way and other property
- Reimbursements for damage caused to CDOT property by motorists

Revenue History and Projection

Miscellaneous State Highway Fund Revenue *($millions)*

Funding Source	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14
Sales of Bid Plans & Specifications	1.7	0.5	0.1	0.1
Damage Awards	2.4	4.6	0.2	0.2
Interest Earned	22.6	15.9	24.5	23.9
Permits	2.0	7.1	4.7	4.6
Property Sales	1.0	0.0	0.0	0.0
Service Charges	0.2	0.0	0.0	0.0
TOTAL	**29.8**	**28.0**	**29.5**	**28.8**

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CDOT- Revenue Source Fact Sheet

Safety Education Funding

Statutory Authorization: Law Enforcement Assistance Fund: Section 43-4-401, C.R.S. (2012)
First Time Drunk Driving Offenders Account: Section 42-2-132, C.R.S. (2012)
Motorcycle Operator Safety Training Fund: Section 43-5-504, C.R.S. (2012)
National Highway Transportation Safety Administration: 49 U.S.C. 105

Funding Type(s): Fees, fines

Background

Although there is a safety component in all field work performed by CDOT and its private sector partners, certain revenue sources are dedicated in statute for specific safety education programs.

Law Enforcement Assistance Fund for the Prevention of Drunken Driving (LEAF)

Every person who is convicted of, or pleads guilty to, driving under the influence (DUI) pays a fine of $75, of which $60 is credited to the LEAF. Money is appropriated from this fund to other Departments for administration and other designated activities. The remainder is appropriated to CDOT to fund increased law enforcement presence on public highways during periods of the year known to have higher incidences of impaired driving.

First Time Drunk Driving Offenders Account

Any person whose license or other privilege to operate a motor vehicle in this state has been suspended, cancelled, or revoked must pay a restoration fee of $95 prior to the issuance of a new or restored license to operate a motor vehicle. $35 of this fee is credited to the First Time Drunk Driving Offenders Account, which supports a legislative mandate of twelve enhanced drunk driving enforcement periods per year.

Motorcycle Operator Safety Training (MOST) Fund

Every driver's license or provisional driver's license that is issued with a motorcycle endorsement incurs a $2 surcharge credited to the MOST fund to subsidize motorcycle operator safety training courses.

National Highway Transportation Safety Administration (NHTSA) Funding

Federal highway funds support programs for state and community highway safety, traffic safety information systems, alcohol-impaired driving countermeasures, and motorcyclist safety.

Revenue History and Projection

Safety Education Funding *($millions)*

Funding Source	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14
Law Enforcement Assistance Fund	0.0	0.7	0.5	0.3
First Time Drunk Driving Offenders Account	1.0	1.0	1.5	1.5
Motorcycle Operator Safety Training Fund	0.8	0.8	0.8	0.8
NHTSA Apportionments	1.6	1.6	1.6	1.7
Fund Transfer from Dept. of Public Safety	0.8	1.1	0.0	0.0
TOTAL	**4.2**	**5.2**	**4.4**	**4.3**

Note: In FY 2009-10 through FY 2011-12, CDOT activities typically funded by LEAF were supported by a transfer of funds from the Department of Public Safety.

Source: CDOT Office of Financial Management & Budget

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Capital Construction Fund Appropriations

Statutory Authorization: Section 43-1-113 (2.5), C.R.S. (2012)
Funding Type(s): State General Funds

Background

In 1995 the General Assembly enacted House Bill 95-1174 (Faatz/Mutzebaugh), which:

- Amended the statutory definition of "capital construction" to include the construction and maintenance of state highways;
- Requires the Transportation Commission to present a prioritized budget request to the Capital Development Committee for spending authority from the Capital Construction Fund for state highway reconstruction, repair, and maintenance on or before October 1, annually; and
- Requires the Capital Development Committee to study the funding request and associated prioritized list of projects and make a recommendation to the Joint Budget Committee as to the amount of funds transferred into the Capital Construction Fund for state highway purposes.

Specific Funding Sources

The Capital Construction Fund derives its revenue from statutory transfers of General Fund revenue. The General Fund is comprised mainly of the proceeds of general purpose taxation such as:

- Income taxes;
- Sales and Use taxes;
- Insurance premium taxes;
- Cigarette taxes;
- Liquor taxes;
- Gaming taxes;

Funding History and Projection

Capital Construction Fund Appropriations *($millions)*

Funding Source	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14
Transfers/Appropriations	0.0	0.5	0.5	0.0
TOTAL	**0.0**	**0.5**	**0.5**	**0.0**

Source: CDOT Office of Financial Management & Budget

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CDOT- Revenue Source Fact Sheet

Senate Bill 09-228 (Morse / Marostica)

Web Page: http://bit.ly/ColoradoSenateBill09-228
Statutory Authorization: Section 24-75-219, C.R.S. (2012)
Funding Type(s): General Purpose Revenue

Description

Concerning an Increase in the Flexibility of the General Assembly to Determine the Appropriate Use of State Revenues; http://bit.ly/ColoradoSenateBill09-228

Background

In 2009 the General Assembly enacted Senate Bill 09-228, which:

- Repealed a statutory limit on the annual growth of certain appropriations from the General Fund;
- Repealed S.B. 97-001, a conditional transfer of General Fund revenue of up to 10.355% of state sales and use tax receipts to the State Highway Fund;
- Repealed H.B. 02-1310, a conditional transfer of excess general revenue above the General Fund appropriations limit to the State Highway Fund and the Capital Construction Fund;
- Increased the statutory General Fund reserve contingent upon economic and fiscal conditions; and
- Authorized a five-year sequence of General Fund transfers to the State Highway Fund and the Capital Construction Fund contingent upon economic and fiscal conditions.

Contingent General Fund Transfers to Transportation

The bill authorized a five-year sequence of General Fund transfers to the State Highway Fund of up to 2.0% of gross General Fund revenues, with the following conditions:

- Transfers do not begin until the second fiscal year after the first calendar year in which statewide personal income grows by at least 5.0%, as measured by the U.S. Bureau of Labor Statistics;
- In the event of a tax refund pursuant to Article X, Section 20 of the Colorado Constitution:

Revenue History and Projection

The Governor's Office of State Planning & Budgeting presently projects that the first year of S.B. 09-228 transfers will be FY 2015-16.

Senate Bill 09-228 (Morse / Marostica) ***($millions)***

Funding Source	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14
Projected Transfer	0.0	0.0	0.0	0.0
TOTAL	**0.0**	**0.0**	**0.0**	**0.0**

Source: CDOT Office of Financial Management & Budget

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CDOT- Revenue Source Fact Sheet

Transit Revenue

Web Page: http://www.coloradodot.info/programs/transitandrail/transit
Statutory Authorization: 26 U.S.C. 9503 (e) The Mass Transit Account of the Highway Trust Fund
Section 43-4-811, C.R.S. (2012) State Funding for Local Transit Grants
Funding Type(s): Taxes, Fees

Background

The 1982 Surface Transportation Assistance Act increased federal motor fuel taxes from eight to nine cents per gallon and dedicated the revenue from the incremental tax to a new Mass Transit Account in the Highway Trust Fund. The current rates for taxes supporting the Mass Transit Account are noted in Table 14 below. Funds in the Mass Transit Account are apportioned to states and transit providers by formula.

User Taxes

The following federal user taxes fund the Mass Transit Account:

State-levied sources of revenue for transit include local funds to match Federal Transit Administration (FTA) apportionments as well as a statutory set-aside of $5.0 million of Senate Bill 09-108 revenues from what would otherwise be distributed to local governments through the regular HUTF distribution.

Excise Taxes Supporting the Mass Transit Account

Tax Type	Tax Rate
Gasoline	2.86 cents per gallon
Diesel	2.86 cents per gallon
Gasohol (10% ethanol)	2.86 cents per gallon
Special Fuels	
General rate	2.86 cents per gallon
Liquefied petroleum gas	2.13 cents per gallon
Liquefied natural gas	1.86 cents per gallon
M85 (from natural gas)	1.43 cents per gallon
Compressed natural gas	9.71 cents per thousand cubic feet

Revenue History and Projection

Under the previous authorization (SAFETEA-LU), Colorado received less than 2.0 percent of all transit apportionments to the states. Of Colorado's roughly $89.0 million apportionment last year, CDOT administered roughly $13 million or 14.6 percent; the majority is distributed directly to transit providers in Colorado. The revenue projections and distributions under the new MAP-21 authorization will be similar to previous fiscal years.

Transit Revenue *($millions)*

Funding Source	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14
Senate Bill 09-108 Local Transit Grants	5.0	5.0	5.0	5.0
Federal Transit Administration Funding	13.3	12.8	13.0	16.0
Federal Transit Administration Local Match	7.9	7.5	7.6	9.0
TOTAL	**26.2**	**25.3**	**25.6**	**30.0**

Source: The Federal Transit Administration

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CDOT- Revenue Source Fact Sheet

Aeronautics Revenue

Web Page: http://www.coloradodot.info/programs/aeronautics
Statutory Authorization: Aviation Fuel Excise Taxes: Section 39-27-102 (1) (a) (IV) (A), C.R.S (2012)
Aviation Fuel Sales Tax: Section 39-26-106, C.R.S. (2012)
Funding Type(s): Taxes

Background
The maintenance and operation of aeronautical facilities in Colorado is supported by several fuel taxes which act as user fees.

Gasoline Excise Taxes
Pursuant to Section 39-27-102 (1) (a) (IV) (A), C.R.S (2012), the state collects a tax of $0.06 per gallon of gasoline used to propel non-turbo-propeller and non-jet aircraft and a tax of $0.04 per gallon of gasoline used to propel turbo-propeller and jet aircraft.

Aviation Fuel Sales Tax
Pursuant to Section 39-26-106, C.R.S. (2012), the state assesses a sales tax of 2.9 percent of the value of all aviation fuel sold in Colorado.

Federal Aviation Administration (FAA) Grant
The Division receives a $250,000 grant annually from the Federal Aviation Administration (FAA). The FAA funds are used to assist in the statewide planning process for federally eligible airports. The Division's efforts are focused on updating capital improvement plans, Pavement Condition Indexing, assisting with individual airport planning efforts and other special projects including the State Aviation System Plan and Economic Impact Study.

Revenue History and Projection
Pursuant to Section 43-10-110, C.R.S. (2012), airports are disbursed an amount equal to $0.04 for each taxable gallon of gasoline sold at each airport and an amount equal to 65.0 percent of the sales and use taxes generated at each airport by sales of aviation fuel used by turbo-propeller or jet-engined aircraft. These formula allocations are made monthly by the CDOT Division of Aeronautics; remaining funds support a discretionary grant program for airport improvements.

Aeronautics Revenue *($millions)*

Funding Source	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14
State Aviation Funding	36.6	41.0	41.7	42.8
FAA Funding	0.3	0.2	0.3	0.3
TOTAL	**36.9**	**41.2**	**42.0**	**43.1**

Source: CDOT Office of Financial Management & Budget

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State Infrastructure Bank Interest Income

Statutory Authorization: Transportation Infrastructure Revolving Fund, Section 43-1-113.5, C.R.S. (2012)
Funding Type(s): Interest Income

Background

The Colorado State Infrastructure Bank (SIB) is a revolving fund created by the State Legislature that is authorized to make loans to public and private entities to facilitate the financing of public transportation projects within the state. The fund contains the following four accounts specified in the enabling legislation:

- A highway account;
- A transit account (currently inactive);
- An aviation account; and
- A rail account (currently inactive).

The highway account is capitalized through the Transportation Commission's transfer of funds derived from highway user fees and taxes in the State Highway Fund. The aviation account is capitalized through the Transportation Commission's transfer of funds derived from aviation fuel and sales taxes in the State Aviation Fund.

Funding Sources

The fund's principal sources of income are:

- Interest income from the fund's loan portfolio; and
- Interest income from the fund's cash balance.

Revenue History and Projection

State Infrastructure Bank Interest Income *($millions)*

Funding Source	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14
Interest on Loans	0.5	0.5	0.4	0.4
Interest on Deposits	0.2	0.1	0.1	0.1
TOTAL	**0.7**	**0.6**	**0.5**	**0.5**

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CDOT- Revenue Source Fact Sheet

Federal Highway Revenue - The Highway Trust Fund (Highway Account)

Web Page: http;//www.fhwa.dot.gov/map21/htf.cfm
Statutory Authorization: 26 U.S.C. Section 9503
Funding Type(s): Taxes, Fees

Background

The Highway Trust Fund (HTF) was established in 1956 at the time that congressional authorizations for interstate highway construction began to increase in magnitude. The Federal-Aid Highway Act of 1956, coupled with the Highway Revenue Act of that same year, increased authorizations for the Federal-aid Primary and Secondary Systems, authorized significant funding of the Interstate System, and established the HTF as a mechanism for financing the accelerated highway program. To finance the increased authorizations, the Revenue Act increased some of the existing highway-related taxes, established new ones, and provided that most of the revenues from these taxes should be credited to the HTF. Revenues accruing to the HTF were dedicated to the financing of Federal-aid highways.

The following user taxes fund the Highway Account of the Highway Trust Fund:

Excise and Sales Taxes Supporting the Federal Aid Highway Program

Tax Type	Gross Tax Rate	Net to the Highway Account
Fuel Taxes (Proceeds to Highway and Mass Transit Accounts		
Gasoline	18.4 cents per gallon	15.44 cents per gallon
Diesel	24.4 cents per gallon	21.44 cents per gallon
Gasohol (10% ethanol)	18.4 cents per gallon	10.14 cents per gallon
Special Fuels:		
General rate	18.4 cents per gallon	15.44 cents per gallon
Liquefied petroleum gas	18.3 cents per gallon	16.2 cents per gallon
Liquefied natural gas	24.3 cents per gallon	22.4 cents per gallon
M85 (from natural gas)	9.25 cents per gallon	7.72 cents per gallon
Compressed natural gas	48.54 cents per thousand cubic feet	38.83 cents per thousand cubic feet
Non-fuel Taxes (All proceeds to the Highway Account)		
Tires:		
0-40 pounds	No Tax	
Over 40 pounds to 70 pounds	15 cents per pound in excess of 40 pounds	
Over 70 pounds to 90 pounds	$4.50 plus 30 cents per pound in excess of 70 pounds	
Over 90 pounds	$10.50 plus 50 cents per pound in excess of 90 pounds	
Truck and Trailer Sales	12.0 percent of retailer's sales price for tractors and trucks over 33,000 lbs. gross vehicle weight (GVW) and trailers over 26,000 lbs. GVW	
Heavy Vehicle Use	Annual tax: Trucks 55,000 lbs. and over GVW, $100 plus $22 for each 1,000 lbs. (or fraction thereof) in excess of 55,000 lbs. (maximum tax of $550)	

Revenue History and Projection

On July 6, 2012 the Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed by President Obama. This is the first long-term highway authorization enacted since 2005. MAP-21 provides funding for fiscal years 2013 and 2014 and guarantees that 95% of contributions to the Highway Trust Fund are returned to the States. In addition

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CDOT- Revenue Source Fact Sheet

Federal Highway Revenue - The Highway Trust Fund (Highway Account) (continued)

to the two years of federal authorization, MAP-21 extends the HTF and tax collections through FY2016. This will provide CDOT with additional stability that has been absent for the past several years.

Federal Highway Revenue - The Highway Trust Fund (Highway Account) ***($millions)***

Funding Source	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14
Net Appropriations Available to CDOT	526.3	490.9	487.4	486.4
Local Matching Funds	22.5	20.6	21.0	19.9
Allocation Federal Funds to Bridge Enterprise	-15.0	-15.0	-15.0	-15.0
TOTAL	**533.8**	**496.5**	**493.4**	**491.3**

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CDOT- Program Fact Sheet

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CDOT- Program Fact Sheet

Program Summary *

Background

The Department of Transportation administers a variety of highway, aviation, transit, and rail programs pursuant to state laws, federal laws, and the policies of the Colorado Transportation Commission. Safety is a CDOT core value, and is integrated into all the following categories. To increase accountability and explain to transportation stakeholders and the public how the Department is organized and funded, the Department uses the following six logical categorical groupings:

1. Maintain – Maintaining What We Have: Includes projects that take care of our existing system such as resurfacing and reconstruction of existing pavement and bridges, and maintenance activities such as roadway and structure maintenance and snow removal;

2. Maximize – Making the Most of What We Have: Includes operational upgrades and improvements like traveler information, electronic signs, projects that add safety upgrades like turn lanes and traffic safety education programs to increase seatbelt use or reduce impaired driving.

3. Expand – Increasing Capacity: Includes projects that add to our existing system such as adding new lanes to highways. Limited funding is available for this category of construction currently. However, the High Performance Transportation Enterprise, which is dedicated to increasing highway capacity through innovative finance, is expected to play a role in filling the gap in this function in the future.

4. Deliver – Program Delivery / Administration: Includes costs to manage and deliver projects including research, planning, contracting, etc.

5. Pass-through Funds / Multimodal Grants: Includes grant funding and funds mandated to go to specific programs or projects. CDOT may administer these funds for compliance of federal rules or requirements but the actual work is performed by an entity outside of CDOT such as a nonprofit group, transit agency or local government.

6. Contingency / Debt Service & Certificates of Participation: Includes funds the Transportation Commission (TC) utilizes for various emergencies and to pay debt service on outstanding bonds or similar debt programs.

*****_On all program fact sheets, FY2010-11 and FY2011-12 are actuals; FY2012-13 is Final Budget & FY 2013-14 is Proposed Budget._

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CDOT- Program Fact Sheet
(continued)

Summary of FY 2013-14 Budget Program Allocations

Colorado Department of Transportation
Fiscal Year 2014 Draft Budget

Maintain - Maintaining What We Have

Program Area	Budget
CDOT Performed Work	
Planning and Scheduling	12,453,863
Roadway Surface	48,811,115
Roadside Facilities	21,146,040
Roadside Appearance	8,543,201
Traffic Services	64,016,924
Structure Maintenance	11,157,724
Snow and Ice Control	59,667,425
Material, Equipment and Buildings	15,746,070
Tunnel Activities	7,486,970
Total CDOT Performed Work	**249,029,332**
Contracted Out Work	
Surface Treatment	150,690,472
Bridge On-System Construction	20,248,610
Bridge Inspection and Management	10,603,687
Rockfall Mitigation	5,174,164
Highway Safety Investment Program	29,507,907
Railway-Highway Crossings Program	3,162,127
Hot Spots	2,167,154
Traffic Signals	1,472,823
FASTER - Safety Projects	86,900,000
Tunnel Inspection	0
Total Contracted Out Work	**309,926,944**
Capital Expenditure	
Road Equipment	14,191,591
Capitalized Operating Equipment	5,530,258
Property	6,948,491
Total Capital Expenditure	**26,670,340**
Total Maintain - Maintaining What We Have	**585,626,616**

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Maximize - Making the Most of What We Have

Program Area	Budget
Contracted Out Work	
Safety Education	4,490,000
ITS Maintenance	11,185,068
Congestion Relief	4,000,000
Regional Priority Program	10,000,000
Total Contracted Out Work	**29,675,068**
Capital Expenditure	
ITS Investments	10,000,000
Total Capital Expenditure	**10,000,000**
Total Maximize - Making the Most of What We Have	**39,675,068**

Expand - Increasing Capacity

Program Area	Budget
CDOT Performed Work	
	-
Total CDOT Performed Work	**-**
Contracted Out Work	
Strategic Projects	0
Total Contracted Out Work	**0**
Total Expand - Increasing Capacity	**0**

Deliver - Program Delivery/Administration

Program Area	Budget
Operations [including maintenance support]	28,055,156
DTD Planning and Research - SPR	12,850,474
Administration (Appropriated)	22,916,356
Total Deliver - Program Delivery/Administration	**63,821,986**

Pass-Through Funds/Multi-modal Grants

Program Area	Budget
Aeronautics	
Division of Aeronautics to Airports	42,200,000
Division of Aeronautics Administration	900,000
Total Aeronautics	**43,100,000**

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CDOT- Program Fact Sheet
(continued)

Pass-Through Funds/Multi-modal Grants (Continued)

Program Area	Budget
Highway	
Recreational Trails	1,591,652
Transportation Alternatives Program	11,717,983
STP-Metro	47,615,135
Congestion Mitigation/Air Quality	45,074,397
Metropolitan Planning	7,678,040
Bridge Off-System - TC Directed	3,164,139
Bridge Off-System - Federal Program	6,285,229
Total Highway	**123,126,575**
Transit	
Federal Transit	23,050,856
Strategic Projects -Transit	0
Transit and Rail Local Grants	5,000,000
Transit and Rail Statewide Grants	8,800,000
Transit Administration and Operations	1,200,000
Total Transit	**38,050,856**
Infrastructure Bank	
Infrastructure Bank	500,000
Total Infrastructure Bank	**500,000**
Total Pass-Through Funds/Multi-modal Grants	**204,777,431**

Transportation Commission Contingency / Debt Service

Program Area	Budget
Contingency	
TC Contingency	25,890,107
Snow & Ice Reserve	10,000,000
Total Contingency	**35,890,107**
Debt Service	
Strategic Projects - Debt Service	167,840,475
Certificates of Participation-Property	2,277,530
Certificates of Participation-Energy	1,054,000
Total Debt Service	**171,172,005**
Total Transportation Commission Contingency / Debt Service	**207,062,112**
Colorado Department of Transportation - Total Budget	**1,100,963,213**

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CDOT- Program Fact Sheet

Maintenance

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2012)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2012)
Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2012)
Budget Category Maintain - Maintaining What We Have

Background

The Maintenance Program is designed to keep the 9,146 centerline-mile (27,110 lane mile) State highway system open and safe for the traveling public. This involves all activities from the centerline of the highway to the right-of-way fence on both sides of the highway, including:

- Patching by hand or machine, sealing of pavement cracks and joints, and seal coating;
- Blading unpaved surfaces and shoulders;
- Cleaning drainage structures;
- Maintenance and repair of ditches, slopes, and stream beds;
- Sweeping the road surface, litter removal, and vegetation control;
- Maintaining guardrail, roadway signs and lighting;
- Bridge repair and painting bridges;
- Tunnel maintenance;
- Rest area maintenance;
- Snow plowing and ice control, removing of snow and sanding, and controlling avalanches.

In an effort to provide statewide consistency in service, CDOT uses a performance budgeting system for the maintenance program. The Maintenance Levels of Service (MLOS) system includes an annual physical rating and/or survey to observe results or conditions for approximately one hundred and one activity or system items. The measured items are then categorized into nine Maintenance Program Areas (MPAs), which are:

- Planning and Scheduling;
- Roadway Surface;
- Roadside Facilities;
- Roadside Appearance;
- Traffic Services;
- Structure Maintenance;
- Snow and Ice Control;
- Material, Equipment, and Buildings;
- Tunnel Activities.

There are nine service levels established for each MPA, with calculations translated to a scale of A+ through F-, with A+ being the highest service level and F- being the lowest.

Funding History and Projection

The main source of funding to the CDOT Maintenance program is the State Highway Fund.

Maintenance Funding History *($millions)*

Allocation	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14
Maintenance Budget	239.8	242.4	242.5	249.0
TOTAL	**239.8**	**242.4**	**242.5**	**249.0**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

Related Performance Measure: Maintenance Level of Service by Program Area

Description	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Forecast	FY 2015 Forecast
Planning, Training and Scheduling Maintenance Level of Service	C	C	C	C-	C
Roadway Surface Maintenance Level of Service	B	B	B+	B-	B+
Roadside Facilities Maintenance Level of Service	A-	B+	C	B-	C
Roadside Appearance Maintenance Level of Service	B+	B	C	B-	C
Traffic Services Maintenance Level of Service	B-	C+	C	C+	C
Bridges & Structures Maintenance Level of Service	C	C+	C+	C	C+
Snow & Ice Control Maintenance Level of Service	B	B	B	B	B
Equipment, Buildings & Grounds Maintenance Level of Service	B-	B-	C	C	C
Tunnel Maintenance Level of Service	C+	C+	C+	C+	C+

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CDOT- Program Fact Sheet

Surface Treatment

Web Page: http;//www.fhwa.dot.gov/map21/stp.cfm
Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2012)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2012)
Primary Funding Source State Highway Fund, Section 43-1-113, C.R.S. (2012)
The Highway Trust Fund, 26 U.S.C. Section 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, funds are allocated to mitigate safety issues discovered during the project 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 project for the safety issue.

Department staff utilizes pavement management software and exhaustive 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; and
- Federal reimbursement for eligible expenditures.

Related Performance Measures / Workload Indicators

Surface Treatment Funding History *($millions)*

Allocation	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14
Surface Treatment Budget	106.9	152.2	86.9	116.7
Indirect Cost Allocation	0.0	0.0	26.0	27.1
Construction Engineering Allocation	0.0	0.0	6.6	6.9
TOTAL	**106.9**	**152.2**	**119.5**	**150.7**

Source: CDOT Office of Financial Management & Budget
Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations.

Related Performance Measure: Percent of Pavement in Good or Fair Condition (by Year)

Description	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Forecast	FY 2015 Forecast
Percent of Pavement in Good or Fair Condition	48%	47.23%	44.36%	43.29%	40.67%

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CDOT- Program Fact Sheet

Bridge On-System Program

Web Page: http://www.coloradodot.info/library/bridge
Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2012)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2012)
Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2012)
The Highway Trust Fund, 26 U.S.C. Section 9503
Budget Category Maintain - Maintaining What We Have

Background

The Bridge Program provides:

- Bridge preventative maintenance;
- Essential bridge repairs;
- Essential culvert repairs;
- Overhead sign, signal, and high-mast-light inspection and inventory;
- Culvert and minor bridge inspection and inventory;
- Bridge inspection, inventory, and asset management;
- Local agency bridge inspection and inventory.

Funding

CDOT conducts inspections of all state, city, and county bridges in accordance with the National Bridge Inspection Standards (NBIS) and reports the conditions of the bridges annually to the Federal Highway Administration (FHWA). Those bridges that are either structurally deficient or functionally obsolete and have a Sufficiency Rating of eighty or less are placed on the Select List. CDOT Bridge-On System program is funded through TC directed funds.

The main sources of funding for the Bridge program are:

- The State Highway Fund
- Federal reimbursement for eligible expenditures

Bridge On-System Program Funding History *($millions)*

Allocation	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14
Bridge On-System Construction	57.8	35.8	34.5	15.7
Bridge Inspection and Management	0.0	0.0	0.0	10.6
Indirect Cost Allocation	0.0	0.0	10.3	3.7
Construction Engineering Allocation	0.0	0.0	2.6	0.9
TOTAL	**57.8**	**35.8**	**47.4**	**30.9**

Source: CDOT Office of Financial Management & Budget
Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations.

Related Performance Measure: Bridge Deck Areas in Good or Fair Condition (by Year)

Description	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Forecast	FY 2015 Forecast
Percent of Bridge Deck Area in Good/Fair Condition	94.5%	96.42%	96.23%	96.51%	96.12%

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CDOT- Program Fact Sheet

Rockfall Mitigation

Web Page: http://www.coloradodot.info/programs/geotech/rockfall
Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2012)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2012)
Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2012)
Budget Category Maintain - Maintaining What We Have

Background

Rockfall is a significant natural hazard that affects the highway system. There are over 750 locations statewide that are recognized as having chronic rockfall hazards. The Rockfall Program uses the Colorado Rockfall Hazard Rating System (CRHRS) to evaluate and prioritize these locations for mitigation. The CRHRS combines geologic and climate information with traffic and slope data to rank rockfall hazards according to the severity of the rockfall risk. CDOT prioritizes sites for mitigation based on this system.

The Rockfall Program provides internal mitigation design and design review for projects funded with the annual rockfall mitigation budget and performs site inspections during the construction of these projects. In addition to overseeing these planned projects, Rockfall Program personnel are designated as first responders during rockfall related emergencies.

Other rockfall response and evaluation needs relate to CDOT's Maintenance sections. Maintenance crews regularly patrol highways known to have rockfall hazards. In cases where additional investigation is warranted, assistance is provided through engineering personnel and eventually by the Rockfall Program. When the hazard in question is considered imminent, an immediate response is made through CDOT's Maintenance section and, if needed, by a contractor specializing in rockfall mitigation.

For more information about rockfall throughout Colorado, see the Colorado Geological Survey's Rock Talk newsletter: http://geosurvey.state.co.us/pubs/Documents/rtv11n2.pdf

Funding

The main source of revenue to the Rockfall Mitigation program is the State Highway Fund.

Rockfall Mitigation Funding History *($millions)*

Allocation	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14
Rockfall Mitigation Budget	4.2	5.2	3.8	4.0
Indirect Cost Allocation	0.0	0.0	1.1	1.0
Construction Engineering Allocation	0.0	0.0	0.3	0.2
TOTAL	**4.2**	**5.2**	**5.2**	**5.2**

Source: CDOT Office of Financial Management & Budget
Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations.

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CDOT- Program Fact Sheet

Highway Safety Improvement Program

Web Page: http;//www.safety.fhwa.dot.gov/hsip
Statutory Authorization: 23 U.S.C. Section 148
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2012)
Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2012)
The Highway Trust Fund 26 U.S.C. Section 9503
Budget Category Maintain - Maintaining What We Have

Background

This is a new program under Section 1112 of MAP-21, replacing a similar program called Hazard Elimination. The primary goal of HSIP is to achieve a significant reduction in fatalities and injuries on all publicly maintained roads. This includes public roads not owned by the State and roads on tribal lands. To comply with this program, CDOT is required to:

- Develop a strategic highway safety plan (SHSP) that identifies and analyzes highway safety problems and opportunities
- Create projects to reduce the identified safety problems
- Evaluate and update the SHSP on a regular basis

Funding

- The State Highway Fund
- Federal reimbursement for eligible expenditures

Highway Safety Improvement Program Funding History *($millions)*

Allocation	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14
Highway Safety Improvement Program Budget	21.7	16.8	14.6	22.9
Indirect Cost Allocation	0.0	0.0	4.4	5.3
Construction Engineering Allocation	0.0	0.0	1.1	1.3
TOTAL	**21.7**	**16.8**	**20.1**	**29.5**

Related Performance Measures / Workload Indicators (by Year)

Description	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Forecast	FY 2015 Forecast
Number of Fatalities per 100 Million Vehicle Miles Traveled	1	1	<1	<1	<1
Number of Fatalities Caused By Alcohol-Related Accidents	180	169	<150	<150	<150
Number of Motorcyclist Fatalities	87	77	n/a	n/a	n/a

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CDOT- Program Fact Sheet

Railroad Crossings

Web Page: http://www.fhwa.dot.gov/map21/rhc.cfm
Statutory Authorization: 23 U.S.C. Section 130
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2012)
Primary Funding Source: The Highway Trust Fund, 26 U.S.C. Section 9503
Budget Category Maintain - Maintaining What We Have

Background

The Railroad Crossings program is a federally mandated program whose objective is to reduce the number of fatalities and injuries at public highway-rail grade crossings through the elimination of hazards and/or the installation/upgrade of protective devices at crossings.

Funding

The main sources of revenue to the Railroad Crossings program are:

- Federal highway funds (percentage based on particular activity); and
- Local match (percentage based on particular activity)

Tunnel Inspection Funding History *($millions)*

Allocation	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14
Railroad Crossings	3.3	2.4	2.7	2.5
Indirect Cost Allocation	0.0	0.0	0.0	0.6
Construction Engineering Allocation	0.0	0.0	0.0	0.1
TOTAL	**3.3**	**2.4**	**2.7**	**3.2**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

Hot Spots

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2012)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2012)
Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2012)
Budget Category Maintain - Maintaining What We Have

Background

Hot Spots is a CDOT Safety program that is funded equally in each CDOT Engineering Region. The purpose of the Hot Spots program is:

- To mitigate small unforeseen safety issues that need immediate attention; and
- To add money to an ongoing project to mitigate unforeseen safety issues discovered during the project process.

Funding

The main sources of revenue for the Hot Spots program are:

- The State Highway Fund; and
- Federal reimbursement for eligible expenditures.

Hot Spots Funding History *($millions)*

Allocation	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14
Hot Spots Budget	1.6	2.2	1.6	1.7
Indirect Cost Allocation	0.0	0.0	0.5	0.4
Construction Engineering Allocation	0.0	0.0	0.1	0.1
TOTAL	**1.6**	**2.2**	**2.2**	**2.2**

Source: CDOT Office of Financial Management & Budget
Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations.

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CDOT- Program Fact Sheet

Traffic Signals

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2012)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2012)
Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2012)
Budget Category Maintain - Maintaining What We Have

Background

The purpose of the CDOT Traffic Signals program is to install and upgrade traffic signals on state highways. When a new traffic signal is requested, a traffic study is conducted and specific criteria must be met to warrant installation of a traffic signal.

Funding

The main source of revenue for the Traffic Signals program is the State Highway Fund.

Traffic Signals Funding History *($millions)*

Allocation	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14
Traffic Signals Budget	1.1	1.5	1.1	1.1
Indirect Cost Allocation	0.0	0.0	0.3	0.3
Construction Engineering Allocation	0.0	0.0	0.1	0.1
TOTAL	**1.1**	**1.1**	**1.5**	**1.5**

Source: CDOT Office of Financial Management & Budget
Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations.

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CDOT- Program Fact Sheet

FASTER - Safety Projects

Statutory Authorization: Section 43-1-106 (8) (h), and 43-4-803(21) C.R.S. (2012)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2012)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2012)
Budget Category Maintain - Maintaining What We Have

Background

In 2009 the General Assembly created new funding sources to aid the Department and local governments in funding road safety projects. Per Section 43-4-803 (21), C.R.S. (2012), a "Road Safety Project" means a construction, reconstruction, or maintenance project that:

- The Transportation Commission determines is needed to enhance the safety of a state highway;
- A county determines is needed to enhance the safety of a county road; or
- A municipality determines is needed to enhance the safety of a city street.

The Transportation Commission allocates road safety funding to the six CDOT Engineering Regions for allocations to projects incorporating safety improvements to state highways.

Funding

Road Safety Projects are funded through distributions of revenue generated by S.B. 09-108 and credited to the Highway Users Tax Fund.

FASTER - Safety Projects Funding History *($millions)*

Allocation	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14
FASTER - Safety Projects Budget	86.0	82.2	65.1	67.6
Indirect Cost Allocation	0.0	0.0	19.4	15.4
Construction Engineering Allocation	0.0	0.0	4.9	3.9
TOTAL	**86.0**	**82.2**	**89.4**	**86.9**

Source: CDOT Office of Financial Management & Budget
Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations.

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CDOT- Program Fact Sheet

Capital Expenditure

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2012)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2012)
Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2012)
Budget Category Maintain - Maintaining What We Have

Background

To maintain the state's single largest capital asset (the state highway system), the Department invests money in mobile and fixed capital equipment such as:

- Road equipment;
- Capitalized Operating Equipment;
- Property; and
- Investments in Intelligent Transportation Systems

Funding

The main sources of revenue for the Department's capital expenditures are

- The State Highway Fund; and
- Federal reimbursement for qualifying expenditures

Capital Expenditure Funding History *($millions)*

Allocation	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14
Road Equipment	18.9	14.1	14.2	14.2
Capitalized Operating Equipment	5.5	5.5	5.5	5.5
Property	8.0	8.0	7.0	7.0
TOTAL	**32.4**	**27.6**	**26.7**	**26.7**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

Highway Safety Education

Web site	http://www.coloradodot.info/programs/overview.html/2/2/alcohol-impaired-driving.html
Web site	http://www.coloradodot.info/programs/live-to-ride
Statutory Authorization:	Section 24-42-101, C.R.S. (2012)
Governance:	Colorado Transportation Commission, Section 43-1-106, C.R.S. (2012)
Primary Funding Sources:	Law Enforcement Assistance Fund: Section 43-4-401, C.R.S. (2012)
	First Time Drunk Driving Offenders Account:Section 42-2-132, C.R.S. (2012)
	Motorcycle Operator Safety Training Fund:Section 43-5-504, C.R.S. (2012)
	National Highway Transportation Safety Administration: 49 U.S.C. Section 105
Budget Category	Maximize - Making the Most of What We Have

Background

The Department oversees several state and federally funded programs to reduce the incidence and severity of motor vehicle crashes and associated economic losses.

Enhanced Drunk Driving Enforcement

The Department's "The Heat is On!" campaign is a collaboration with law enforcement agencies to increase efforts to combat driving under the influence (DUI) during times of the year when the incidence of intoxicated drivers is known to be high. The Department reimburses law enforcement agencies for qualifying expenses from the following sources:

- The Law Enforcement Assistance Fund; and
- The First Time Drunk Driving Offenders Account.

Since its inception, law enforcement agencies in Colorado have made 78,166 DUI arrests while participating in The Heat is On enforcement periods

Motorcycle Operator Safety Training (MOST)

To promote the safe operation of motorcycles in Colorado, the MOST program provides a $70 per-student subsidy to take motorcycle safety courses at private motorcycle safety training schools around the state. Contractors received subsidies for about 9,100 individuals in Fiscal Year 2011.

State and Community Highway Safety Programs (23 U.S.C § 402)

Federal Section 402 funds are used for the implementation of programs that address a wide range of highway safety problems that are related to human factors and the roadway environment and that contribute to the reduction of crashes, deaths, and injuries resulting thereof.

State Traffic Safety Information System Improvements (23 U.S.C. § 408)

Federal Section 408 encourages States to adopt, implement, and evaluate effective programs to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of State data that is needed to identify priorities for national, State, and local highway and traffic safety programs;

Alcohol Impaired Driving Countermeasures (23 U.S.C. § 410)

Federal Section 410 encourages States to adopt and implement effective programs to reduce traffic safety problems resulting from individuals driving while under the influence of alcohol.

Section 2010 - Motorcyclist Safety Grants (P. L. 109-59, Section 2010)

Federal Section 2010 encourages States to adopt and implement effective programs to reduce the number of single and multi-vehicle crashes involving motorcyclists. A State may use these grants funds only for motorcyclist safety training and motorcyclist awareness programs, including improvement of training curricula, delivery of training, recruitment or retention of motorcyclist safety instructors, and public awareness and outreach programs

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CDOT- Program Fact Sheet
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Funding

The main sources of revenue for the Department's capital expenditures are

- Federal funding from the National Highway Transportation Safety Administration (NHTSA);
- penalties for DUI convictions and guilty pleas;
- fees for drivers' license reinstatement; and
- surcharges on driver's license fees for licenses with motorcycle qualifications.

Highway Safety Education Funding History *($millions)*

Allocation	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14
Highway Safety Education	4.2	5.9	3.3	3.5
Indirect Cost Allocation	0.0	0.0	1.0	0.8
Construction Engineering	0.0	0.0	0.2	0.2
TOTAL	**4.2**	**5.9**	**4.5**	**4.5**

Source: CDOT Office of Financial Management & Budget

Related Performance Measure: Number of Fatal and Injury Crashes Involving Motorcycles Investigated by the Colorado State Patrol During the Grant Period

FFY 2010	FFY2011	FFY2012	FFY2013	FFY2014
Actual	Actual	Estimate	Target	Target
904	773	559	743	728

:Related Performance Measure: Number of Alcohol-Related Fatalities

CY 2010	CY 2011	CY2012	CY2013	CY 2014
Actual	Actual	Estimate	Target	Target
158	150	109	<150	<150

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CDOT- Program Fact Sheet

Intelligent Transportation Systems

Web Page:	http://www.cotrip.org/its/
Statutory Authorization:	Section 43-1-106 (8) (h), C.R.S. (2012)
Governance:	Colorado Transportation Commission, Section 43-1-106, C.R.S. (2012)
Primary Funding Source:	State Highway Fund, Section 43-1-113, C.R.S. (2012)
Budget Category	Maximize - Making the Most of What We Have

Background

The Colorado Department of Transportation leverages information technology systems to maintain safe and free-flowing state highways and to inform motorists in Colorado about traffic conditions. Travel information is provided to the public by a variety of methods including:

- Closed Circuit Televisions (CCTV) using statewide and local media outlets;
- Variable Message Signs providing travel messages including; closures, alternative routes, road condition information, special events and real-time trip travel time information;
- 511 Interactive Voice Response (IVR) system providing up-to-date road and weather conditions; construction, special events, travel times and transfers to bordering states and other transportation providers;
- The COTrip website displaying CCTV camera images, speed maps and travel times, weather conditions, construction information, alerts (including Amber Alerts) and more; and
- Automated email and text messages using GovDelivery as third party provider.

Information and video is shared with CDOT Regions and partners across the state, including:

- The City and County of Denver;
- Various Metro Denver Cities and Counties;
- Hanging Lake Tunnels Management Center, Eisenhower Johnson Tunnels Management Center and Colorado Springs Traffic Management Center;
- Colorado State Patrol and other law enforcement agencies;
- Various statewide emergency responders (fire, police, military); and
- Local media partners.

Information is gathered using a variety of sources deployed across the state, including:

- Close-circuit television (CCTV);
- Road Weather Information Systems (RWIS);
- Ramp meters;
- Travel time readers (using toll-tag transponders);
- Radar devices;
- Fog detection devices;
- Wild animal detection devices;
- CDOT Maintenance forces, the Colorado State Patrol, and the Ports of Entry;
- Media Sources; and
- Automated Traffic Recorders.

In calendar year 2010, 16 million persons visited the COTrip web site requesting 258 million pages of information and the web site transmitted 18 terabytes of information. Additionally, the 511 IVR System took 2.3 million calls. These numbers represent significant increases over the past year, and attest to both the demand for information and the value that travelers place on it. The ITS Branch is committed to providing the most up-to-date, accurate and timely traveler information to improve and enhance traveler's ability to make informed decisions regarding their travel choices and to improve the overall mobility and safety of Colorado's transportation system. For allocation purposes, Intelligent Transportation Systems (ITS) is split into two programs: ITS Investments, which is for the purchase

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of new ITS equipment, and ITS Maintenance, which is for the upkeep or replacement of currently owned ITS equipment.

Funding

The main sources of funding for Intelligent Transportation Systems are:

- The State Highway Fund
- Federal reimbursement for eligible expenditures

Related Performance Measures / Workload Indicators

Intelligent Transportation Systems Funding History *($millions)*

Allocation	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14
Intelligent Transportation Systems Budget	9.8	14.7	11.8	8.7
Intelligent Transportation Systems Investments	0.0	0.0	0.0	10.0
Indirect Cost Allocation	0.0	0.0	2.0	2.0
Construction Engineering Allocation	0.0	0.0	0.5	0.5
TOTAL	**9.8**	**14.7**	**14.3**	**21.2**

Source: CDOT Office of Financial Management & Budget
Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations.

Related Performance Measures / Workload Indicators (by Year)

Description	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Forecast	FY 2015 Forecast
Number of Visitor Hits to COTRIP.org Website	2 billion	1.8 billion	n/a	n/a	n/a
Percent of Congested Corridors Where ITS Is Implemented	50	50	n/a	n/a	n/a

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CDOT- Program Fact Sheet

Congestion Relief

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2012)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2012)
Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2012)
Budget Category Maximize - Making the Most of What We Have

Background

Beginning as a pilot project in 1993, Colorado Department of Transportation continues to support the Courtesy Patrol in the Denver metropolitan area and I-70 corridor. The primary purpose of the patrol is immediate incident management such as removal of minor accidents and stalls to facilitate smoother and faster rush-hours. Patrol vehicles are equipped to handle minor problems including flats and stalls, and they carry spare fuel for stranded drivers. The Courtesy Patrol dispatches via two-way radio by ATMs operators, which are composed of recovery vehicles patrolling key areas of I-25, I-70, I-225, and 6th Avenue during morning and afternoon rush hours, and heavy mountain traffic weekends.

The Department contracts with private towing services to patrol the following highway segments:

- I-25 from 120th Avenue to Lincoln;
- US 36 from I-25 to Wadsworth;
- I-70 from Sheridan Boulevard to Pena Boulevard;
- I-70 from east of Dotsero east to Youngfield Street, mile posts 135-265;
- I-70 in Vail from mile posts 178-190;
- I-225 from I-70 to I-25;
- US 6 (6th Avenue) from I-70 to Kalamath;
- C-470 from I-25 to Wadsworth Boulevard; and
- HOT/HOV Lane: I-25 from 84th to 20th Street and US-36 from Pecos to I-25

To remove disabled vehicles from heavily traveled segments of the state highway system in the Denver metropolitan area, improving mobility and safety for all travelers.

Funding

The main source of revenue for the Department's congestion relief efforts is the State Highway Fund.

Congestion Relief Funding History *($millions)*

Allocation	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14
Congestion Relief Budget	5.8	4.0	2.9	3.1
Indirect Cost Allocation	0.0	0.0	0.9	0.7
Construction Engineering Allocation	0.0	0.0	0.2	0.2
TOTAL	**5.8**	**4.0**	**4.0**	**4.0**

Source: CDOT Office of Financial Management & Budget
Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations.

Related Performance Measure: Average Travel Delay in Congested Corridors (minutes)

Description	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Forecast	FY 2015 Forecast
Average Minutes of Travel Delay in Congested Corridors Per Traveler	17	14	15	16	16

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CDOT- Program Fact Sheet

Regional Priority Program Allocation

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2012)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2012)
Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2012)
The Highway Trust Fund, 26 U.S.C. Section 9503
Budget Category Maximize - Making the Most of What We Have

Background

The objective of the Regional Priority Program is to supplement the formula-driven funding allocations to the six CDOT engineering regions with flexible funding for use at the discretion of each Regional Transportation Director in consultation with local elected officials and other stakeholders in each region through the transportation planning process.

Funding

The RPP is funded through annual Transportation Commission allocations of state highway funds with federal reimbursement for eligible expenditures. In recent lean budget years, the program has been minimally funded.

Regional Priority Program Allocation Funding History *($millions)*

Allocation	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14
Total Regional Priority Allocation Budget	0.0	10.0	7.3	7.8
Indirect Cost Allocation	0.0	0.0	2.2	1.8
Construction Engineering Allocation	0.0	0.0	0.5	0.4
TOTAL	**0.0**	**10.0**	**10.0**	**10.0**

Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations.
Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

Strategic Projects Program

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2012)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2012)
Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2012)
Budget Category Expand- Increasing Capacity

Background

On August 15, 1996, the Transportation Commission adopted the Strategic Transportation Project Investment Program. This program identified 28 high priority projects of statewide significance based on the overall visibility, cost and return on investment of the project in addressing on-going needs of safety, mobility and reconstruction for the public. The primary objectives of the Strategic Projects were to expedite the completion of these transportation projects, to establish a minimum annual level of funding for these projects, and provide a process for monitoring and reporting project progress. To date, 22 of the 28 projects have been either completed or funded to the initial Transportation Commission target.

This program focuses transportation resources on a series of project corridors of statewide significance. These projects address high priority needs in mobility, reconstruction and/or safety; they have high statewide and/or regional priority; and, they are contained in the approved 20-Year Statewide Transportation Long Range Plan and the approved Statewide Transportation Improvement Program.

Funding

When revenues for this program were lost due to the repeal of Senate Bill 97-001, remaining projects were unable to be funded on an ongoing basis. Although funds are budgeted into these projects occasionally, the primary focus of the program is to make debt service payments on the Transportation Revenue Anticipation Notes (TRANs).

The Commission annually budgets about $168 million from its available state and federal revenues to meet debt service obligations on the TRANs bonds.

Strategic Projects Program Funding History *($millions)*

Allocation	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14
Strategic Projects Program Budget	0.0	0.0	0.0	0.0
Indirect Cost Allocation	0.0	0.0	0.0	0.0
Construction Engineering Allocation	0.0	0.0	0.0	0.0
TOTAL	**0.0**	**0.0**	**0.0**	**0.0**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

Project Support - Operations, State Planning and Research (SPR)

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2012)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2012)
Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2012)
Budget Category Deliver - Program Delivery/Administration

Background

Project Support is responsible for evaluation of the current condition of the State's highway system and planning and researching future transportation needs in Colorado pursuant to state and federal law, involving a multitude of activities in preparation for, and construction of, highway projects. Activities include but are not limited to:

- Preparing project plans (design work);
- Obtaining right-of-ways, clearing utilities, and obtaining environmental clearances;
- Conducting chemical and physical properties tests and analyses on various materials used in construction;
- Publishing and maintaining policies and procedures necessary to the administration of highway construction contracts;
- Conducting training on policies and procedures;
- Assuring that contracts are awarded to the lowest responsible bidder; and
- Supervising construction activities and inspecting construction related mechanical aspects.

Funding

The main sources of revenue to the Department's project support programs are

- Federal funding for SPR (80%);
- State Highway Funds for SPR match (20%);
- The State Highway Fund for Operations; and
- Federal reimbursement for qualifying expenditures.

Project Support - Engineering, Planning and Research (SPR) Funding History *($millions)*

Allocation	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14
Operations (including Maintenance Support)	30.7	20.1	28.0	28.1
Project Support - Engineering, Planning and Research (SPR) Budget	19.0	12.7	13.2	12.8
TOTAL	**49.7**	**32.8**	**41.2**	**40.9**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

Administration (Appropriated)

Statutory Authorization: Section 43-1-113 (2) (c) (III), C.R.S. (2012)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2012)
Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2012)
Budget Category Deliver - Program Delivery/Administration

Background

The Department's Administration is composed of the staff of several CDOT offices meeting criteria set forth in Section 43-1-113 (2) (c) (III), C.R.S. (2012). Unlike the majority of CDOT's budget, funding for Administration is appropriated annually and may not exceed 5.0 percent of the Department's budget. This appropriation of funds is not an increase in funding to CDOT, but rather a ceiling set by the legislature on how much of the funding CDOT receives that can be spent on administering the department. The CDOT Administration includes the following offices, in whole or in part:

- the Transportation Commission;
- the Office of the Executive Director
- the Division of Accounting & Finance;
- the Division of Audit;
- the Office of the Chief Highway Engineer;
- the Division of Human Resources & Administration;
- the Office of Policy and Government Relations;
- the Office of Public Relations;
- the Offices of the Regional Transportation Directors; and
- the Interagency Fleet Vehicle Garage.

Funding

The CDOT's Administration is a single line item in the annual Long Appropriations Bill. Its sources of funding are the State Highway Fund and an internal service fund. Administration activities are not supported by General Funds or federal funds. Several statewide common policies are paid in whole or in part from the Administration line item, including legal services, property & liability insurance, workers compensation, and information technology services.

Recent Legislation

Senate Bill 08-155 consolidated most information technology services under the Governor's Office of Information Technology (OIT). This bill transferred 30.7 full time equivalent (FTE) positions from the CDOT Administration to the OIT. However, the Administration budget continues to fund these employees through OIT service charges.

Administration (Appropriated) Funding History *($millions)*

Allocation	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14
Administration (Appropriated) Budget	21.6	23.6	22.0	22.9
TOTAL	**21.6**	**23.6**	**22.0**	**22.9**

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CDOT- Program Fact Sheet

Division of Aeronautics

Web Page:	http://www.coloradodot.info/programs/aeronautics
Statutory Authorization:	Section 43-10-103, C.R.S. (2012)
Governance:	Colorado Aeronautical Board, Section 43-10-104, C.R.S. (2012)
Primary Funding Source:	State Aviation Fund, Section 43-10-109, C.R.S.(2011)
Budget Category	Pass-through Funds /Multimodal Grants

Background

The Division of Aeronautics promotes the safe operation and accessibility of general aviation and intrastate commercial aviation in Colorado. The objectives of the Division are to:

- Set priorities for improving the State's air transportation system;
- Provide financial assistance to maintain and enhance Colorado's seventy-six public use airports;
- Deliver technical assistance to airport operators and aviation users who are unable to meet their needs with local resources;
- Enhance aviation safety through education; and
- Promote economic development through the development, operation and maintenance of the state aviation system.

Funding

The Division administers the State Aviation Fund with direction and oversight from the seven-member Governor-appointed Colorado Aeronautical Board. The main sources of revenue to the State Aviation Fund are:

- An excise tax of $0.04 per gallon on wholesale non-commercial jet fuel transactions;
- An excise tax of $0.06 per gallon on aviation fuel sales;
- A sales tax of 2.9 percent on the sale of all aviation fuels; and
- Grant funding from the Federal Aviation Administration

Article X, Section 18 of the Colorado Constitution requires the proceeds of taxes on aviation fuel to be used exclusively for aviation purposes. Section 43-10-109 (3), C.R.S. (2012) continuously appropriates the State Aviation Fund to the Division and restricts administrative expenses to a maximum of 5.0 percent of prior year revenues. Actual administrative expenses in FY 2010-11 were 1.9 percent of FY 2009-10 revenues.

Recent Legislation

H.B. 09-1066 (Vaad / Gibbs) "Concerning the Codification of Existing Practices of the Division of Aeronautics" clarified the authority of the Division. The bill:

- eliminated the requirement that the Division provide other governmental entities with aircraft registration information;
- eliminated the requirement that the Division deploy remote weather systems;
- permitted the Division, with approval of the Colorado Aeronautical Board, to transfer moneys from the Aviation Fund to the Aviation Account of the Transportation Infrastructure Revolving Fund;
- required the Board to provide statewide aviation needs as part of the statewide transportation plan;
- clarified that a governmental or airport entity operating a public-use airport is entitled to disbursements from the Aviation Fund based on the gasoline and fuel sold at the airport;
- made the City and County of Denver eligible for state aviation grants;
- made the Division of Aeronautics eligible for state aviation grants;
- required the City and County of Denver to convey to the division at a reasonable cost unneeded airport-related equipment for equitable distribution; and
- repealed obsolete provisions related to the Division's 1991 transfer to the Department of Transportation from the Department of Military and Veterans Affairs

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CDOT- Program Fact Sheet
(continued)

Related Goals

Pavement Condition Indexing (PCI): The Division conducts an inspection and analysis of airport pavements that is required by the Federal Aviation Administration (FAA) for airports to be eligible for federal funds. PCI results are an important planning tool for each airport's pavement maintenance and capital improvement programs. This information is used by the Division and the FAA to determine priority distribution of state and federal pavement maintenance funds. The Division's goal is to maintain Colorado's primary airport pavements at an average PCI score at or above 75/100. For more information about pavement condition indexing, please refer to page 8 of the Division's 2010 Annual Report: http://www.coloradodot.info/programs/aeronautics/PDF_Files/AnnualReports/10AnnualReport.

Related Performance Measures / Workload Indicators

Division of Aeronautics Funding History *($millions)*

Allocation	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14
Division of Aeronautics Budget	32.1	27.8	42.0	43.1
TOTAL	**32.1**	**27.8**	**42.0**	**43.1**

Source: CDOT Office of Financial Management & Budget

Related Performance Measure: Average Primary Airport Pavement PCI Rating (by Year)

Description	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Forecast	FY 2015 Forecast
Average Primary Airport Pavement PCI Rating	82	79	75	75	75

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CDOT- Program Fact Sheet

Transportation Alternatives

Web Page: http://www.fhwa.dot.gov/map21/tap.cfm
Statutory Authorization: 23 USC Section 213
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2012)
Primary Funding Source: Federal Highway Trust Fund, 26 U.S.C. Section 9503
Budget Category Pass-Through Funds/Multimodal Grants

Background

This is a new program established under Section 1122 of MAP-21. It provides funding for projects defined as transportation alternatives, including transportation enhancements and safe routes to school. Eligible activities include but are not limited to:

- Construction and design of trail facilities, sidewalks, safety infrastructure, and ADA-compliance transportation projects
- Construction and design of projects that provide safe routes for non-drivers, including children and individuals with disabilities
- Construction and design of Safe Routes to Schools projects
- The Recreational Trails program is an off-the-top deduction from the Transportation Alternatives allocation

Funding

- Federal highway funding (80%)
- Local matching funds (20%)

Transportation Alternatives Funding History *($millions)*

Allocation	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14
Transportation Alternatives Budget	19.4	16.8	17.6	11.7
Recreational Trails				1.6
TOTAL	**19.4**	**16.8**	**17.6**	**13.3**

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CDOT- Program Fact Sheet

STP-Metro

Web Page: http://www.fhwa.dot.gov/map21/stp.cfm
Statutory Authorization: 23 U.S.C. 133 (d) (3)
Governance: Transportation Management Areas (TMAs) in Colorado
Primary Funding Source: Federal Highway Trust Fund, 26 U.S.C. Section 9503
Budget Category Pass-Through Funds/Multimodal Grants

Background

The STP-Metro program is a federally mandated program. The objective of the STP-Metro program is to fund transportation improvements in urban areas with populations greater than 200,000, with project selection by federally designated regional Transportation Management Areas (TMAs) comprised of local governments. In Colorado, the Denver Regional Council of Governments (DRCOG), the Pikes Peak Area Council of Governments (PPACG), and the North Front Range Metropolitan Planning Organization (NFRMPO) select projects and the member governments that receive funding contribute matching funds. Project finance is administered by CDOT. In addition, a minimal number of CDOT projects receive STP-Metro funding matched by State highway Fund allocations.

Funding

The main sources of revenue to the STP-Metro program are:

- Federal highway funds equal to the estimated net revenue amount of the STP apportionment set-aside for urban areas with populations exceeding 200,000 (82.79%);
- Required local match (17.21%); and
- Additional local funds in excess of the required matching amounts.

The annual apportionment of federal spending authority for the STP-Metro is available for four fiscal years after expiration of the federal legislation under which they are authorized and are subject to the overall obligation limitation on federal highway funding.

STP-Metro Funding History *($millions)*

Allocation	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14
STP-Metro Budget	53.4	38.4	50.5	47.6
TOTAL	**53.4**	**38.4**	**50.5**	**47.6**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

Congestion Mitigation/Air Quality

Web Page: http://www.fhwa.dot.gov/map21/cmaq.cfm
Statutory Authorization: 23 U.S.C. Section 149
Governance: Metropolitan Planning Organizations (MPOs) in Colorado
Primary Funding Source: Highway Trust Fund, 26 U.S.C. Section 9503
Budget Category Pass-Through Funds/Multimodal Grants

Background

CMAQ is a federally mandated program whose objective is to improve air quality in non-attainment and maintenance areas for ozone, carbon monoxide, and particulate matter, including the municipalities of the North Front Range Metropolitan Planning Organization, the Denver Regional Council of Governments, the Pike's Peak Area Council of Governments, Aspen, Cañon City, Pagosa Springs, Steamboat Springs, and Telluride. Priority is given to diesel retrofits and other cost-effective emission reduction activities including programs and projects that:

- Establish or operate advanced truck stop electrification systems;
- Improve transportation systems management and operations that mitigate congestion and improve air quality;
- Involve the purchase of integrated, interoperable emergency communications equipment;
- Involve the purchase of diesel retrofits that are for motor vehicles or non-road vehicles and non-road engines used in construction projects located in ozone or particulate matter non-attainment or maintenance areas and funded under 26 U.S.C.; and
- Conduct outreach activities that provide assistance to diesel equipment and vehicle owners and operators regarding the purchase and installation of diesel retrofits.

Funding

The main sources of revenue to the CMAQ program are:

- Federal highway funds (82.79%)
- Required local matching funds (17.21%)
- Additional local funds in excess of the matching requirement.

Federal Funds are apportioned according to a formula based on population and severity of pollution in ozone and carbon monoxide areas. These funds remain available for four years after expiration of the federal legislation under which they are authorized and are subject to the overall obligation limitation on federal highway funding.

Congestion Mitigation/Air Quality Funding History *($millions)*

Allocation	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14
Congestion Mitigation/Air Quality Budget	49.9	45.5	47.2	45.1
TOTAL	**49.9**	**45.5**	**47.2**	**45.1**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

Metropolitan Planning

Web Page: http://www.fhwa.dot.gov/map21/mp.cfm
Statutory Authorization: 23 U.S.C. Section 134
Governance: Metropolitan Planning Organizations (MPOs) in Colorado
Primary Funding Source: The Highway Trust Fund,, 26 U.S.C. Section 9503
Budget Category Pass-Through Funds/Multimodal Grants

Background

The Metropolitan Planning program is a federally mandated program whose purpose is to fund transportation planning processes at federally designated Metropolitan Planning Organizations (MPOs). This planning process establishes a cooperative, continuous and comprehensive framework for making transportation investment decisions in metropolitan areas with populations exceeding 50,000.

Funding

The main sources of revenue to the Metropolitan Planning program are:

- Federal funds (Federal Highways Administration and Federal Transit Authority) (82.79%)
- Required local matching funds (17.21%)

These funds remain available for four years after expiration of the federal legislation under which they are authorized and are subject to the overall obligation limitation on federal highway funding.

Metropolitan Planning Funding History *($millions)*

Allocation	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14
Metropolitan Planning Budget	8.4	6.8	7.3	7.7
TOTAL	**8.4**	**6.8**	**7.3**	**7.7**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

Bridge Off - System Program

Statutory Authorization: 23 USC Section 129
Governance Transportation Commission and Federal Program
Primary Funding Source: The Highway Trust Fund, 26 U.S.C. Section 133 (g)
Budget Category Pass-Through Funds/Multimodal Grants

Background

The Department administers the local agency bridge program. This program provides bridge inspection and inventory services to the cities and counties as well as grants for bridge replacement projects. The Department maintains a select list for local agency bridges to determine eligibility for bridge replacement and major rehabilitation grants.

The Code of Federal Regulations (CFR) stipulates that at least 15 percent of the FY 2009 Federal Highway Bridge Program funds be used for "off-system" bridges located on public roads, other than those on a Federal-aid system; i.e., city and county bridges.

Funding

CDOT Bridge-Off System program is funded partially through a federal reimbursement program and partially through TC directed funds.

Bridge Off - System Program Funding History *($millions)*

Allocation	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14
Bridge Off - System Program Budget	8.6	11.1	9.7	9.4
TOTAL	**8.6**	**11.1**	**9.7**	**9.4**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

Transit Programs

Web Page: http://www.coloradodot.info/programs/transitandrail
Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2012)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2012)
Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2012)
The Highway Trust Fund Mass Transit Account, 26 U.S.C. Section 9503(e)
Budget Category Pass-Through Funds/Multimodal Grants

Background

The CDOT Transit and Rail Division was created under Senate Bill 09-094 to plan, develop, finance, operate, and integrate transit and rail services. CDOT's program works in coordination with other transit and rail providers to plan, promote, and implement investments in transit and rail services statewide.

The objectives of the Division include:

- Managing Federal Transit Administration grants for rural and specialized transit operations;
- Creating policy and priorities for S.B. 09-108 transit-related funding;
- Working with Regional Transportation Authorities (RTAs) and Transportation Planning Regions (TPRs) on transit service and policy issues;
- Identifying gaps in services and missing connections;
- Creating a state rail plan using Context Sensitive Solutions (CSS) principles;
- Conducting feasibility studies of potential new services;
- Pursuing high-speed rail for Colorado;
- Developing state financing mechanisms; and
- Integrating transit, passenger rail, and freight rail into the statewide transportation plan.

Funding

The main sources of revenue to the Division are:

- Federal grants and apportionments;
- State FASTER transfer of $10 million; and
- Local matching funds.

Transit Programs Funding History *($millions)*

Allocation	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14
Transit Programs Budget	19.9	15.1	22.3	38.1
TOTAL	**19.9**	**15.1**	**22.3**	**38.1**

Source: CDOT Office of Financial Management & Budget

Statewide Total Unlinked Transit Passenger Trips (millions)

Description	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Forecast	FY 2015 Forecast
Unlinked Transit Passenger Trips	117.5	115.3	n/a	n/a	n/a

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CDOT- Program Fact Sheet

Infrastructure Bank

Web Page: http://www.coloradodot.info/business/budget/colorado-state-infrastructure-bank-co-sib.html
Statutory Authorization: Section 43-1-113.5 C.R.S. (2012)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2012)
Primary Funding Source: Transportation Infrastructure Revolving Fund, Section 43-1-113.5, C.R.S. (2012)
Budget Category Pass-Through Funds/Multimodal Grants

Background

House Bill 98-1001 (May / Mutzebaugh) created the Transportation Infrastructure Revolving Fund, otherwise known as the State Infrastructure Bank (SIB).

The SIB makes loans to provide assistance to public and private entities for the acquisition, improvement, or construction of highways, multimodal transportation, and intermodal transportation facilities in the state. Such assistance includes, but is not limited to, the making of loans and other forms of financial assistance for qualified projects.

Federal legislation also supports the existence of the SIB and it initially received some federal funding. While the statutes provide the overall framework for the SIB, the Transportation Commission is authorized to promulgate rules specifying the details regarding the eligibility requirements, disbursement of funds, interest rates, and repayments of loans from the bank.

The overall objective the SIB is to seek loan applications for transportation projects that can both benefit from SIB assistance and meet the terms for loan repayments. While all elements of the state's transportation system have projects that merit assistance, aviation is unique in its capacity to generate steady revenues that meet or exceed the cost of operating its facilities over time and is willing to ultimately pay for the full cost of its infrastructure improvements.

The fund has separate accounts for:

- Aeronautics;
- Highways;
- Transit; and
- Rail.

Funding

The main source of revenue to the State Infrastructure Bank is interest earnings on loans from, and cash balances of, the Transportation Infrastructure Revolving Fund.

Infrastructure Bank Funding History *($millions)*

Allocation	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14
Infrastructure Bank Budget	0.9	0	0.5	0.5
TOTAL	**0.9**	**0.0**	**0.5**	**0.5**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

State Highway Fund Contingencies

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2012)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2012)
Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2012)
Budget Category Transportation Commission Contingency /Debt Service

Background

Every year, the Transportation Commission allocates funds to contingency reserves for the State Highway Fund to be prepared for unforeseen events that arise throughout the year.

Some examples of when contingency reserves are necessary include:

- Winters with unusually heavy snowfall, necessitating higher expenditures on snow and ice removal to attain the Transportation Commission's Maintenance Levels of Service goals
- Large rockfall events that necessitate emergency funding outlays to repair state highways as soon as possible
- Emergency repairs in the case of floods or other natural disasters
- To the extent that revenues at year-end exceed budgetary expectation, or if actual expenditures on annual budget items are lower than approved allocations, the balances revert to contingency until the Transportation Commission determines their most effective use.

Funding

The main sources of revenue for the Department's capital expenditures are

- The State Highway Fund

State Highway Fund and Bridge Enterprise Fund Contingencies Funding History *($millions)*

Allocation	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14
State Highway Fund Contingencies Budget	122.8	20.0	77.3	35.9
TOTAL	**122.8**	**20.0**	**77.3**	**35.9**

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CDOT- Program Fact Sheet

Debt Service & Certificates of Participation

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2012)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2012)
Primary Funding Source: Federal Highway Trust Fund, Highways Account, 23 U.S.C. Section 9503
State Highway Fund, Section 43-1-113, C.R.S. (2012)
Budget Category Transportation Commission Contingency /Debt Service

Background

The Department currently makes debt service payments on a series of bond issuances known as Transportation Revenue Anticipation Notes (TRANs), and the State Bridge Enterprise pays debt service on its federally subsidized Build America Bonds. In addition to these payments, the Department also makes lease payments on some of its properties through a Certificates of Participation (COP) program.

Funding

The main sources of funds for the Department's debt service and lease payments are

- The State Highway Fund (TRANs, COPs and Energy);
- Federal highway funding (TRANs);

Debt Service & Certificates of Participation Funding History *($millions)*

Allocation	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14
Strategic Projects - Debt Service Budget	168.0	168.0	168.0	167.8
Certification of Participation - Debt Service Budget	1.1	1.1	1.1	3.3
TOTAL	**169.1**	**169.1**	**169.1**	**171.1**

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Bridge Enterprise

Boards & Commissions

The Colorado Bridge Enterprise Board

The Colorado Bridge Enterprise was created pursuant to Senate Bill 09-108. Pursuant to Section 43-4-805 (2) (a) (I), C.R.S. (2012), the Transportation Commission serves as the Colorado Bridge Enterprise Board. The members are:

- District One: Mr. Trey Rogers
  (Denver County; appointed April 2010, term expiring July 2013)
- District Two: Mr. Ed Peterson
  (Jefferson County and a portion of Broomfield County, appointed October 2011, term expiring July 2015)
- District Three: Mr. Gary Reiff
  (Arapahoe and Douglas counties, appointed August 2009, term expiring July 2013)
- District Four: Ms. Heather Barry
  (Adams and Boulder counties and a portion of Broomfield County; appointed July 2007, term expiring July 2015)
- District Five: Ms. Kathy Gilliland
  (Larimer, Morgan, and Weld counties and a portion of Broomfield County; appointed July 2011, term expiring July 2015)
- District Six: Ms. Kathy Connell
  (Clear Creek, Gilpin, Grand, Jackson, Moffat, Rio Blanco, and Routt counties; appointed July 2011, term expiring July 2015)
- District Seven: Mr. Doug Aden
  (Chaffee, Delta, Eagle, Garfield, Gunnison, Lake, Mesa, Montrose, Ouray, Pitkin, and Summit counties; appointed July 1997, term expiring July 2013)
- District Eight: Mr. Steve Parker
  (Alamosa, Archuleta, Conejos, Costilla, Dolores, Hinsdale, La Plata, Mineral, Montezuma, Rio Grande, Saguache, San Juan, and San Miguel counties; appointed August 2001, term expiring July 2013)
- District Nine: Mr. Les Gruen
  (El Paso, Fremont, Park, and Teller counties; appointed July 2007, term expiring July 2015)
- District Ten: Mr. Gilbert Ortiz
  (Baca, Bent, Crowley, Custer, Huerfano, Kiowa, Las Animas, Otero, Prowers, and Pueblo counties; appointed April 2009, term expiring July 2013); and
- District Eleven: Mr. Steven Hofmeister
  (Cheyenne, Elbert, Kit Carson, Lincoln, Logan, Phillips, Sedgwick, Washington, and Yuma counties; appointed January 2005, term expiring July 2015)

Mr. Gary Reiff is the chairman of the board, and Mr. Doug Aden is the vice chairman. Mr. Don Hunt, Executive Director of the Department, is also the Director of the Enterprise.

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BE - Revenue Sheets

FY 2013-14 Bridge Enterprise Revenue Estimates (in millions)

	Revenue
State Bridge Safety Surcharge pursuant to SB09-109	91.6
Interest Income	2.5
FHWA Build America Bonds Credit	6.4
Allocation of Federal Funds	15.0
Bridge Enterprise - Total Revenue	**115.5**

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State Bridge Enterprise Revenue

Web Page http://www.coloradodot.info/programs/BridgeEnterprise
Statutory Authorization: Section 43-4-802, et seq., C.R.S. (2012)
Funding Type(s): Registration Surcharges

Description

Funding Advancement for Surface Transportation and Economic Recovery (FASTER)

Background

In 2009 the General Assembly enacted Senate Bill 09-108, which created a new Enterprise tasked with the repair, rehabilitation, and replacement of those bridges identified as "poor" per federal guidelines and either structurally deficient or functionally obsolete. The board of the Bridge Enterprise consists of the members of the Transportation Commission.

The Bridge Enterprise is authorized to issue revenue bonds backed by their revenues. To accelerate the replacement of Colorado's poor bridges, the Bridge Enterprise issued $300.0 million of federally subsidized Build America Bonds (see http://1.usa.gov/BuildAmericaBonds) in December 2010.

For more information, see http://www.coloradodot.info/programs/BridgeEnterprise.

Revenue History and Projection

Bridge Safety Registration Surcharge *($millions)*

Funding Source	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14
Bridge Safety Registration Surcharge	72.1	102.2	93.0	91.6
Interest Income	0.7	0.8	0.7	2.5
Build America Bonds Credit	2.9	6.4	6.4	6.4
Allocation of Federal Funds	15.0	15.0	15.0	15.0
TOTAL	**90.7**	**124.4**	**115.1**	**115.5**

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BE - Program Sheets

Summary of FY 2013-14 Budget Program Allocations

State Bridge Enterprise
Fiscal Year 2014 Draft Budget

Maintain - Maintaining What We Have

Program Area	Budget
CDOT Performed Work	
Maintenance	350,000
Scoping Pools	375,000
Total CDOT Performed Work	**725,000**
Contracted Out Work	
Bridge Enterprise Projects	94,811,700
Maintain-Related Indirects	-
Maintain-Related CDOT Construction Engineering	-
Total Contracted Out Work	**94,811,700**
Total Maintain - Maintaining What We Have	**95,536,700**

Maximize - Making the Most of What We Have

Program Area	Budget
CDOT Performed Work	
Total CDOT Performed Work	
Contracted Out Work	
Total Contracted Out Work	
Total Maximize - Making the Most of What We Have	**-**

Expand - Increasing Capacity

Program Area	Budget
CDOT Performed Work	
Total CDOT Performed Work	
Contracted Out Work	
Total Contracted Out Work	
Total Expand - Increasing Capacity	**-**

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BE - Program Sheets

Deliver - Program Delivery/Administration

Program Area	Budget
Administration	1,711,200
Total Deliver - Program Delivery/Administration	**1,711,200**

Pass-Through Funds/Multi-modal Grants

Program Area	Budget
Highway	
Total Highway	
Total Pass-Through Funds/Multi-modal Grants	**-**

Transportation Commission Contingency / Debt Service

Program Area	Budget
Contingency	
Bridge Enterprise - Contingency	-
Total Contingency	**-**
Debt Service	
Bridge Enterprise - Debt Service	18,234,000
Total Debt Service	**18,234,000**
Total Transportation Commission Contingency / Debt Service	**18,234,000**
Bridge Enterprise - Total Budget	**115,481,900**

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State Bridge Enterprise Allocations

Web Page: http://www.coloradodot.info/programs/BridgeEnterprise
Statutory Authorization: Section 43-4-802 C.R.S. (2012)
Governance: Bridge Enterprise Board, Section 43-4-805 C.R.S.(2012)
Primary Funding Source: Statewide Bridge Enterprise Special Revenue Fund, Section 43-4-805(g), C.R.S. (2012)
Budget Category Maintain - Maintaining What We Have / Deliver - Program Delivery/Administration

Background

Senate Bill 09-108 created Statewide Bridge Enterprise, a government-owned business entity within the Department. The Enterprise is empowered to finance the design, repair or reconstruction of bridges on the state highway system using revenues from an annual bridge safety surcharge on vehicle registrations. To qualify for the Bridge Enterprise, the bridges must be either structurally deficient or functionally obsolete, and rated below 50/100 according to federal bridge sufficiency guidelines to be selected by the Enterprise Board for funding. In addition to repair and replacement, the Enterprise funds future maintenance costs for all bridges transferred to its ownership.

Since the inception of the Bridge Enterprise in July 2009, 167 FASTER eligible bridges have been identified as structurally deficient or functionally obsolete with a "poor" sufficiency rating that may be programmed for replacement or reconstruction by the Bridge Enterprise. As of October 2012, 60 of these bridges have been replaced or repaired, 29 are in construction, 40 are in design or the design is complete, and 31 bridges are yet to be programmed. In December of 2010 the Enterprise issued $300 million in bonds to accelerate the replacement and/or reconstruction of poor bridges; 86 of the FASTER eligible bridges are currently partially or fully funded with bond proceeds.

Funding

The main sources of revenue to the Enterprise are the Bridge Safety Surcharge and bond proceeds.

State Bridge Enterprise Funding History *($millions)*

Allocation	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14
State Bridge Enterprise Budget	90.7	106.2	79.1	76.2
Bridge Enterprise - Debt Service	0	18.2	18.2	18.2
Indirect Cost Allocation	0.0	0.0	14.2	16.8
Construction Engineering Allocation	0.0	0.0	3.6	4.3
TOTAL	**90.7**	**124.4**	**115.1**	**115.5**

Source: CDOT Office of Financial Management & Budget
Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations.

Related Performance Measures / Workload Indicators (by Year)

Description	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Forecast	FY 2015 Forecast
Percent of On-System Bridges Rated Poor	0	3.5	3.8	3.5	3.9

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High Performance Transportation Enterprise

Boards & Commissions

The High Performance Transportation Enterprise Board

The High Performance Transportation Enterprise (HPTE) board supervises and advises the Enterprise's Director and is authorized to enter into agreements with the Transportation Commission and private industry to finance, build, operate, and maintain transportation infrastructure using innovative financing and contracting methods. The board is also authorized to issue revenue bonds payable from user fees generated by transportation facilities owned by the Enterprise.

Of the seven HPTE Board members, three are from the Transportation Commission and four are selected by the Governor and are required to have expertise in transportation planning or development, local government, design-build contracting, public or private finance, engineering, environmental issues, or any other area that the governor believes will benefit the board in the execution of its powers and performance of its duties.

The Governor's appointees must also fall into the following geographical distribution:

- One member who resides within the planning area of the Denver Regional Council of Governments;
- One member who resides within the planning area of the Pikes Peak Area Council of Governments,
- One member who resides within the planning area of the North Front Range Metropolitan Planning Organization, and
- One member who resides within the Interstate 70 mountain corridor.

The Governor's appointees serve at his pleasure, and the members who are Transportation Commissioners serve by resolution of the Transportation Commission. Appointments are not subject to confirmation by the Colorado Senate. The board members are:

- Ms. Charlotte Robinson: Denver Metropolitan Area Appointee;
  (appointed Aug 2012, term expiring Oct 2013)
- Mr. Doug Aden: Transportation Commissioner;
  (appointed X 2009, term expiring X 2012)
- Ms. Kathy Gilliland: Transportation Commissioner;
  (appointed Aug 2012, term expiring X 2015)
- Mr. Trey Rogers: Transportation Commissioner;
  (appointed X 2009, term expiring X 2013)
- Mr. Dan Cleveland: Pikes Peak Area Appointee;
  (appointed Aug 2012, term expiring Oct 2013)
- MR. Don Marostica: North Front Range Area Appointee;
  (appointed Dec 2012, expires 2015)
- Mr. Tim Gagen: Interstate 70 Corridor Appointee.
  (appointed Aug 2013, term expiring Oct 2015)

Mr. Trey Rogers is the chairman of the board and Mr. Tim Gagen is the vice chairman. Mr. Michael Cheroutes is the Director of the Enterprise.

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HTPE - Revenue Sheets

FY 2013-14 High Performance Transportation Enterprise Revenue Estimates (in millions)

	Revenue
Tolling Revenue	**2.5**
Other Tolling Revenue	**30.0**
CDOT Loan for FY2013-14	**1.0**
Bridge Enterprise - Total Revenue	**33.5**

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The High Performance Transportation Enterprise (HPTE) Revenue

Web Page: http://www.coloradodot.info/programs/high-performance-transportation-enterprise-hpte
Statutory Authorization: Section 43-4-806, C.R.S. (2012)
Funding Type(s): User Fees

Background

The High-Performance Transportation Enterprise (HPTE) was created by the General Assembly in Senate Bill 09-108 to aggressively pursue innovative means of more efficiently financing important surface transportation infrastructure projects that will:

- Improve the safety, capacity, and accessibility of the surface transportation system,
- Feasibly be commenced in a reasonable amount of time,
- Allow more efficient movement of people, goods, and information throughout the state, and
- Accelerate the economic recovery of the state.
- Such innovative means of financing projects include, but are not limited to:
- Public-private partnerships;
- Operating concession agreements;
- User fee-based project financing;
- Availability payments; and
- Design-build contracting.

Funding

The main sources of revenue to the Enterprise are:

- Interstate 25 North Express/High Occupancy Vehicle (HOV) lanes user fees; and
- Federal grants

Table 1: The High Performance Transportation Enterprise (HPTE) ***($millions)***

Funding Source	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14
HPTE Tolling	2.7	4.2	2.5	32.5
Loan from CDOT	0.0	1.0	1.0	1.0
TOTAL	**2.7**	**5.2**	**3.5**	**33.5**

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HTPE - Program Sheets

Table 1: Summary of FY 2013-14 Budget Program Allocations

High Performance Transportation Enterprise
Fiscal Year 2014 Draft Budget

Maintain - Maintaining What We Have

Program Area	Budget
CDOT Performed Work	
Total CDOT Performed Work	
Contracted Out Work	
Total Contracted Out Work	
Total Maintain - Maintaining What We Have	**-**

Maximize - Making the Most of What We Have

Program Area	Budget
CDOT Performed Work	
Total CDOT Performed Work	
Contracted Out Work	
Total Contracted Out Work	
Total Maximize - Making the Most of What We Have	**-**

Expand - Increasing Capacity

Program Area	Budget
CDOT Performed Work	
High Performance Transportation Enterprise - Maintenance	2,500,000
Total CDOT Performed Work	**2,500,000**
Contracted Out Work	
High Performance Transportation Enterprise - Projects	30,000,000
Expand-Related Indirect	-
Expand-Related CDOT CE	-
Total Contracted Out Work	**30,000,000**
Total Expand - Increasing Capacity	**32,500,000**

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HTPE - Program Sheets

Deliver - Program Delivery/Administration

Program Area	Budget
High Performance Transportation Enterprise - Administration	1,000,000
Total Deliver - Program Delivery/Administration	**1,000,000**

Pass-Through Funds/Multi-modal Grants

Program Area	Budget
Highway	
Total Highway	
Total Pass-Through Funds/Multi-modal Grants	**-**

Transportation Commission Contingency / Debt Service

Program Area	Budget
Contingency	
Total Contingency	
Debt Service	
Total Debt Service	
Total Transportation Commission Contingency / Debt Service	**-**

Bridge Enterprise - Total Budget	**33,500,000**

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The High Performance Transportation Enterprise (HPTE) Allocations

Web Page:	http://www.coloradodot.info/about/high-performance-transportation-enterprise-hpte
Statutory Authorization:	Section 43-4-806, C.R.S. (2012)
Governance:	HPTE Board, Section 43-4-806 (2) (a), C.R.S. (2012)
Primary Funding Source	Statewide Transportation Enterprise Special Revenue Fund, Section 43-4-806(3)(a), C.R.S. (2012)
Budget Category	Expand -Increasing Capacity & Deliver- Program Delivery /Administration

Background

The High-Performance Transportation Enterprise (HPTE) was created by the General Assembly in Senate Bill 09-108 to aggressively pursue innovative means of more efficiently financing important surface transportation infrastructure projects that will:

- Improve the safety, capacity, and accessibility of the surface transportation system,
- Feasibly be commenced in a reasonable amount of time,
- Allow more efficient movement of people, goods, and information throughout the state, and
- Accelerate the economic recovery of the state.
- Such innovative means of financing projects include, but are not limited to:
- Public-private partnerships;
- Operating concession agreements;
- User fee-based project financing; and
- Availability payments; and
- Design-build contracting.

Funding

The main sources of revenue to the Enterprise are:

- Interstate 25 North Express/High Occupancy Vehicle (HOV) lanes user fees;
- RTD fee for service of $30 million on US 36 for BRT lanes; and
- Federal grants

Table 1: The High Performance Transportation Enterprise (HPTE) Funding History *($millions)*

Allocation	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14
The High Performance Transportation Enterprise (HPTE) Budget	2.7	4.2	3.5	26.8
Indirect Cost Allocation	0.0	0.0	0.0	5.3
Construction Engineering Allocation	0.0	0.0	0.0	1.4
TOTAL	**2.7**	**4.2**	**3.5**	**33.5**

Source: CDOT Office of Financial Management & Budget

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Appendices

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Appendix A

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Senate Bill 09-108 (Gibbs / Rice) Overview

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Senate Bill 09-108 (Gibbs / Rice) Overview

Statutory Authorization: Section 43-4-801, et seq., C.R.S. (2012)
Funding Type(s): Registration surcharges, fees, fines

Description
Funding Advancement for Surface Transportation and Economic Recovery (FASTER)

Background
In 2009 the General Assembly enacted Senate Bill 09-108, which:

- Authorized several new funding sources for road and bridge safety on state and local highways;
- Created the High Performance Transportation Enterprise and the Statewide Bridge Enterprise;
- Enhanced the department's authority with respect to bonding and highway demand management;
- Required an annual report regarding the department's structural funding deficit; and
- Created an Efficiency and Accountability Committee of CDOT staff and external stakeholders;

The impetus for the bill was the January 2008 final report of the Transportation Finance and Implementation Panel (see http://bit.ly/TFIPFinalReport), which concluded that the Department did not have adequate resources to maintain the state transportation system at the level of service sufficient to meet the needs of the citizens.

Additional Funding Sources for Transportation
The bill authorized the following additional revenue sources for state and local transportation systems:

- A road safety surcharge varying by vehicle weight and collected through the payment of registration fees and specific ownership taxes;
- A daily fee for the use of a rented motor vehicle;
- A supplemental oversize / overweight vehicle surcharge; and
- An increased fee for the late registration of a motor vehicle.

The Statewide Bridge Enterprise
S.B. 09-108 created a new Enterprise tasked with the repair, rehabilitation, and replacement of those bridges identified as "poor" per federal guidelines and either structurally deficient or functionally obsolete. The board of the Enterprise consists of the members of the Transportation Commission.

Both CDOT Enterprises are authorized to issue revenue bonds backed by their respective revenues. To accelerate the replacement of Colorado's poor bridges, the Bridge Enterprise issued $300.0 million of federally subsidized Build America Bonds (see http://1.usa.gov/BuildAmericaBonds) in December 2010. For more information, see http://www.coloradodot.info/programs/BridgeEnterprise.

Table 1: Senate Bill 09-108 Registration Surcharge Schedules ($millions)

Vehicle Curb Weight	Road Safety Surcharge	Bridge Safety Surcharge
Less then 2,000 lbs.	$16.00	$13.00
Between 2,000 and 5,000 lbs.	$23.00	$18.00
Between 5,000 and 10,000lbs.	$28.00	$23.00
Between 10,000 and 16,000 lbs.	$37.00	$29.00
Greate than 16,000 lbs.	$39.00	$32.00

Transit-Related Funding in Senate Bill 09-108
The General Assembly directed that $10.0 million per year of the Department of Transportation's share of highway safety surcharges and fees be expended on transit-related activities. Eligible projects include but are not limited to bicycle and pedestrian facilities. In addition, the General Assembly directed that $5.0 million per year from the

Senate Bill 09-108 (Gibbs / Rice) Overview (continued)

municipal and county shares of the S.B. 09-108 highway safety funds be credited to the State Transit and Rail Fund for grants to local governments for transit projects.

The Transportation Deficit Report
The Department submits an annual deficit report that separately addresses the goals of repairing deficient highways and bridges, sustaining existing transportation system performance levels, and achieving the corridor visions described by regional transportation plans and public preferences. See http://www.coloradodot.info/library/Annual-Reports/TransportationDeficitReport2011.pdf/view.

The High Performance Transportation Enterprise
S.B. 09-108 reconstituted the former Statewide Tolling Enterprise with expanded authority to pursue innovative methods of financing the state's transportation system, including:

- Public-private partnerships (see http://www.fhwa.dot.gov/ipd/p3/index.htm);
- Operating concession agreements (see http://1.usa.gov/operatingconcession);
- User fee-based project financing (see http://bit.ly/tollfinance);
- Availability payments (see http://bit.ly/availabilitypayments); and
- Design-build contracting (see http://1.usa.gov/P3designbuild)

In addition, the bill authorizes the Enterprise to use road pricing on existing highway capacity as a congestion management tool if the Enterprise secures federal approval and the approval of all affected local governments. The Enterprise is governed by a seven-member board consisting of four appointees of the Governor and three members of the Transportation Commission, as chosen by the Commission. See http://www.coloradodot.info/about/high-performance-transportation-enterprise-hpte. Current annual funding estimate for HPTE is $2.5 million.

Revenue History and Projection

Table 2: Senate Bill 09-108 (Gibbs / Rice) Overview *($millions)*

Funding Source	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14
Daily Rental Fees (2.00/day)	24.0	26.1	25.0	24.4
Road Safety Registration Surcharge	113.5	115.1	116.9	113.9
Late Registration Fee($25/month up to $100)	21.5	17.6	22.4	21.9
Oversize/Overweight Surcharge ($15-$70/year)	1.4	1.3	1.4	1.4
Bridge Safety Registration Surcharge	72.1	102.0	93.0	91.6
Local Transit and Rail Funding	5.0	5.0	5.0	5.0
TOTAL	**237.5**	**267.1**	**263.7**	**258.2**

Appendix B

Project Indirect Costs & Construction Engineering

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Project Indirect Costs & Construction Engineering

Background

Costs incurred for the benefit of a project that are not project specific are classified as project indirect costs. Examples of costs incurred by the regions that are indirect costs are personal services charges for administrative offices and supervisory engineering positions, office supplies, stakes, telephone and postage. Annually, the Department calculates an indirect cost recovery rate using data from the Project Indirect Cost Pool and other financial sources. Upon approval from the Federal Highway Administration, the rate is then applied to eligible direct project expenditures.

Construction engineering costs (CE) are those costs that have been incurred for the purpose of ensuring compliance with specific project construction specifications, generally accepted construction standards, associated testing, and materials validation activities. The CE costs that are segregated from the program costs in the budget allocation report are for CDOT personnel and operating costs associated with this type of work. Projects also incur similar costs from consultants performing this type of work, but these costs are not segregated. These CE costs benefit a single, specific project or construction activity and are measurable against a specific cost accumulating unit. However, in light of the uniform application of these activities against all individual projects, it is appropriate and logical to treat these combined activities as an allocable, central services type cost and allocate the total accumulated costs for Construction Engineering activities on a fixed rate allocable basis, against the entire construction project program. Examples of costs accumulated in the CE budget pools include:

- Construction oversight
- Materials testing
- Design services under construction

Funding

The main sources of funds for the Department's project indirect and construction engineering costs are:

- The State Highway Fund; and
- Federal reimbursement for eligible expenditures.

The Department's indirect cost and construction engineering allocations are included in the total allocations of the following programs:

CDOT FY 2013-14 Budget Allocations Net of Indirect / Construction Engineering (CE)

Program	Net Budgeted Funds	Indirect Cost Allocation	CE Allocation	Total Allocation
Surface Treatment	116.7	27.1	6.9	150.7
Bridge On-System Program	26.3	3.7	0.9	30.9
Rockfall Mitigation	4.0	1.0	0.2	5.2
Highway Safety Improvement Program	22.9	5.3	1.3	29.5
Railroad Crossings	2.5	0.6	0.1	3.2
Hot Spots	1.7	0.4	0.1	2.2
Traffic Signals	1.1	0.3	0.1	1.5
FASTER - Safety Projects	67.6	15.4	3.9	86.9
Highway Safety Education	3.5	0.8	0.2	4.5
Intelligent Transportation Systems	18.7	2.0	0.5	21.2
Congestion Relief	3.1	0.7	0.2	4.0
Regional Priority Allocation	7.8	1.8	0.4	10.0

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Project Indirect Costs & Construction Engineering (continued)

CDOT FY 2013-14 Budget Allocations Net of Indirect / Construction Engineering (CE)

Program	Net Budgeted Funds	Indirect Cost Allocation	CE Allocation	Total Allocation
State Bridge Enterprise	94.4	16.8	4.3	115.5
The High Performance Transportation Enterprise (HPTE)	26.8	5.3	1.4	33.5