



COLORADO
Department of Transportation
Division of Accounting and Finance

4201 East Arkansas Avenue, Room 262
Denver, CO 80222

MEMORANDUM

TO: TRANSPORTATION COMMISSION
FROM: MARIA SOBOTA, CHIEF FINANCIAL OFFICER (CFO)
DATE: OCTOBER 14, 2015
SUBJECT: FY 2014-15 REVENUE RECONCILIATION AND FY 2015-16 TRANSPORTATION COMMISSION CONTINGENCY RESERVE FUND (TCCRF) RECONCILIATION

Purpose

This memorandum summarizes the final Fiscal Year (FY) 2014-15 unaudited revenue reconciliation and Transportation Commission Contingency Reserve Fund (TCCRF) surplus balance reconciliation.

Action

The Division of Accounting and Finance (DAF) is asking the Transportation Commission (TC) to review surplus fund balances from FY 2014-15. Funding considerations that are reviewed will be vetted through the normal monthly supplement process.

Background & Details

At the close of each fiscal year, the Office of Financial Management and Budget (OFMB) within DAF compares the forecasted revenues to the actual revenues and recommends a course of action to the TC for any surpluses or deficits.

FY 2014-15 Unaudited Revenue Reconciliation

The final FY 2014-15 revenue reconciliation was drafted using supplemental documents provided by the Colorado Department of Revenue (DOR) and the Federal Highway Administration (FHWA). Given that the federal fiscal year ended September 30, 2015, FY 2014-15 reconciling amounts have changed since they were first presented at the September TC Budget Workshop. CDOT is eligible to receive an increase in the annual allocation known as Federal Redistribution. The amount available to states varies each year. For FY 2013-14, CDOT received \$31.8 million. In FY 2014-15, CDOT has been notified that the amount is \$27.8 million. This surplus allows the Department to increase its budget authority in the current fiscal year.

Currently, FY 2014-15 reconciliation reports for CDOT and the Enterprises reveal the following (see also Attachment A):

- CDOT had previously estimated revenues for the FY 2014-15 budget of \$1.217 billion, while actual FY 2014-15 revenues totaled \$1.354 billion, creating a surplus of \$137.0 million. This includes the additional federal obligation authority (FY 2014-15 redistribution). The FY 2014-15 surplus is primarily due to higher than forecasted State Highway User Tax Fund revenues (\$27.3 million), as well as CDOT receiving more Permanent Recovery funds than anticipated (\$85.0 million), although these funds are inflexible.

- The Colorado High Performance Transportation Enterprise (HPTE) estimated revenues for FY 2014-15 of \$31.6 million, and received actual revenue in the amount of \$5.6 million, leaving a deficit of \$26.0 million. The FY 2014-15 budget was prepared in December 2013 and at that time, HPTE expected \$30.0 million in revenue for a portion of RTD's contribution to the US-36 Phase I Project. The projected revenue was based on an estimated completion date in FY 2014-15. However, Phase I of the project was completed in FY 2015-16. This reconciliation item is a timing issue.
- The Colorado Statewide Bridge Enterprise estimated revenues for the FY 2014-15 of \$114.9 million, and received actual in the amount of \$122.0 million, creating a surplus of \$7.1 million. This surplus is primarily due to higher than forecasted FASTER Safety Bridge Surcharge revenues.

Due to the closing of the FY 2014-15 cycle occurring later (October 2, 2015) than in previous years, final FY 2014-15 revenue may change after the October 2015 TC meeting. Any changes will be noted, if necessary, during the November 2015 TC meeting.

Transportation Commission Contingency Reserve Fund (TCCRF) Surplus Fund Reconciliation

Last month, OFMB provided a preliminary FY 2014-15 Surplus Fund Reconciliation using revenue estimates during the budget workshop. The following reconciliation has been updated from September to reflect the final FY 2014-15 Highway User Tax Fund (HUTF) year-end revenue distribution from the State Department of the Treasury.

Including adjustments and pending September Budget Supplement items, the FY2015-16 estimated TCCRF final balance is \$36.4 million. Department staff is currently compiling funding scenarios by evaluating multiple projects, permanent flood recovery Departments costs, and various known liabilities. During FY 2015-16, as part of the monthly supplement process, Department staff will provide the TC with a recommendation of one-time FY 2015-16 funding priorities from among a broad list of requests. Staff will use criteria including: 1) readiness to spend; 2) spending track record; 3) leverage of other funds, and other criteria in making a recommendation.

Table 1: Cost Center & Revenue Reconciliation

FY2014-15 Cost Center & Revenue Reconciliation	
FY2014-15 Roll Forwards to TC Contingency:	
Remaining Cost Center Fund Balances	\$ 30,842,867
Automatic Roll Forwards (State Highway Fund)	\$ (20,691,635)
Total Approved Roll Forward Requests:	\$ (7,414,721)
· Roll Forward Requests Approved by TC - August	\$ (3,640,000)
· Roll Forward Requests Approved by Executive Management Team - August	\$ (3,085,119)
· Roll Forward Requests Approved by Executive Management Team - September	\$ (689,602)
Remaining Balance after Roll Forwards	\$ 2,737,193
Estimated Flexible Fund Revenue and Federal Obligation Actuals over the FY2014-15 budget (Refer to Attachment A)	\$ 53,265,193
Damage Recovery (Applied Directly to Cost Centers Facilitating Highway Repairs)	\$ (5,112,628)
Estimated Roll Forwards to TC Contingency	\$ 50,889,758
FY2015-16 TCCRF Reconciliation	
FY2014-15 October Additional Estimated Roll Forwards to TC Contingency	\$ 50,889,758
FY2014-15 October TCCRF Balance	\$ 49,504,528
FY2015-16 October Pending Supplement Items:	\$ (14,092,336)
· Savings from Region 2 SH67 ER Project	\$ 3,134
· Savings from Region 5 US550 ER Project	\$ 15,995
· Return Savings from R2 SH139 Douglas Pass	\$ 111,082
· Payback of On the Job Training and Disadvantage Business Advancement	\$ 319,068
· Add Pavement to Greeley West Yard Facility	\$ (79,540)
· US-50 Near Parkdale Embankment Repair	\$ (125,000)
· State Match for Emergency Repair and Permanent Repair Projects	\$ (354,294)
· Add Pavement to Platteville Yard Facility	\$ (466,781)
· Tolloed Express Lanes Operations and Maintenance	\$ (2,085,000)
· Baptist Road	\$ (11,431,000)
FY2015-16 October Estimated TCCRF Balance	\$ 86,301,950
FY2015-16 TCCRF Funding Considerations:	
· Return of Unused FASTER Transition Funds (Proposed to Shift to RoadX)	\$ 4,870,643
· FY2015-16 HPTE Payback	\$ 750,852
· FY2015-16 TCCRF Supplement Items - Next 8 months (estimated at \$2M per month)	\$ (16,000,000)
· FY2015-16 State Match for 2013 Flood Related Permanent Repair (Mid level risk)	\$ (15,000,000)
· Union Pacific Railroad Right of Way Resolution	\$ (12,500,000)
· Transfer to the SB228 Corridor to Backfill for Southwest Chief Decision	\$ (1,000,000)
· Proposal to Partially Fund RoadX (Seed \$\$)	\$ (10,000,000)
· Various Negotiations	\$ (1,000,000)
Projected Contingency Balance - June, 2016	\$ 36,423,445

Note: Refer to Attachment A. OFMB's second quarter revenue forecast indicates a possible surplus of \$20.4 million, replenishing the Contingency balance above the \$40.0 million target. OFMB will continue to monitor the projected surplus throughout FY 2015-16.

Key Benefits

Due to the FY 2014-15 reconciliation, an increase in final expected revenue will allow the TC to allocate additional resources to important priorities in FY2015-16 and beyond.

Options and Recommendations

N/A

Next Steps

During FY 2015-16, DAF will provide a list of FY 2015-16 funding requests recommended by Department staff for TC review and approval through the monthly Budget Supplement process.

Attachments

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

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

Notes:

Total CDOT Flexible Revenue & Federal Obligation	761,133,736	842,103,477	812,630,900	865,896,093	53,265,193	1,000,015,232	833,748,735	(166,266,497)
Total CDOT Inflexible Revenue & Federal Obligation	340,829,476	264,371,638	404,129,049	487,988,749	83,859,700	479,700,423	435,954,760	(43,745,663)

*Final FY 2015 Revenues are unaudited

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

Colorado High Performance Transportation Enterprise Actual/Forecasted Revenue & Federal Obligation Comparison								
REVENUE SOURCE	FY 2014		FY 2015*			Revenue Projections		Comparison
	Budget	Actual	Budget	Actual	Difference	FY 2016	FY 2017**	FY17-FY16
29 STATE FUNDS								
30 Tolling Fee Revenue (Enterprise)	2,500,000	4,012,883	375,000	0	(375,000)	375,000	4,741,702	4,366,702
31 Tolling Violations	0	24,845	0	0	0	0	0	0
32 Interest Income - Exempt	0	280,404	200,000	616,513	416,513	200,000	200,000	0
33 Consulting Fees						2,000,000	2,080,000	80,000
34 Transfer From CDOT			1,000,000	1,000,000	0			0
35 TOTAL STATE FUNDS	2,500,000	4,318,132	1,575,000	1,616,513	41,513	2,575,000	7,021,702	4,446,702
36 LOCAL CONTRIBUTIONS								
37 Managed Lanes Revenue	30,000,000	3,281,651	30,000,000	3,998,863	(26,001,137)	0	695,000	695,000
38 TOTAL LOCAL CONTRIBUTIONS	30,000,000	3,281,651	30,000,000	3,998,863	(26,001,137)	0	695,000	695,000
39 High Performance Transportation Enterprise Revenue*	32,500,000	8,611,000	31,575,000	5,615,376	(25,959,624)	2,575,000	7,716,702	5,141,702

Colorado Statewide Bridge Enterprise Actual/Forecasted Revenue & Federal Obligation Comparison								
REVENUE SOURCE	FY 2014		FY 2015*			Revenue Projections		Comparison
	Budget	Actual	Budget	Actual	Difference	FY 2016	FY 2017**	FY17-FY16
40 STATE FUNDS								
41 Other Enterprise Charges	0	0	0	0	0	0	0	0
42 Interest Income - Exempt	2,500,000	3,023,910	2,400,000	3,079,025	679,025	3,000,000	3,500,000	500,000
43 Cost Recovery	0	0	0	0	0	0	0	0
44 TOTAL STATE FUNDS	2,500,000	3,023,910	2,400,000	3,079,025	679,025	3,000,000	3,500,000	500,000
45 FASTER FUNDS								
46 FASTER - Bridge Surcharge	91,600,000	95,700,102	91,100,000	98,026,565	6,926,565	100,100,000	102,100,000	2,000,000
47 TOTAL FASTER FUNDS	91,600,000	95,700,102	91,100,000	98,026,565	6,926,565	100,100,000	102,100,000	2,000,000
48 FEDERAL FUNDS								
49 Buy America Bonds Credit	6,381,900	5,922,403	6,381,900	5,918,642	(463,258)	6,000,000	6,000,000	0
50 Re-distributed FHWA for BE Projects	15,000,000	15,000,000	15,000,000	15,000,000	0	15,000,000	15,000,000	0
51 TOTAL FEDERAL FUNDS	21,381,900	5,922,403	6,381,900	5,918,642	(463,258)	6,000,000	6,000,000	0
52 Statewide Bridge Enterprise Revenue*	115,481,900	119,646,415	114,881,900	122,024,232	7,142,332	124,100,000	126,600,000	2,500,000

53 Total Transportation Revenue & Federal Obligation	1,249,945,112	1,234,732,530	1,363,216,849	1,481,524,449	118,307,600	1,606,390,655	1,401,940,197	(204,450,458)
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Notes:

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

*Final FY 2015 Revenues are unaudited

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



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Department of Transportation
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Denver, CO 80222

MEMORANDUM

TO: TRANSPORTATION COMMISSION
FROM: MARIA SOBOTA, CHIEF FINANCIAL OFFICER (CFO)
DATE: OCTOBER 14, 2015
SUBJECT: FY 2016-17 ANNUAL BUDGET

Purpose

This memorandum summarizes information to be discussed during the October TC budget workshop and Transportation Commission meeting, including the following FY 2016-17 budget topics:

- FY 2016-17 Revenue Estimates
- FY 2016-17 Decision Items
- FY 2016-17 Annual Draft Budget Allocation
- FY 2016-17 Budget Narrative

Action

This month, the TC is asked to approve two Decision items. The TC is also being asked to review FY 2016-17 revenue estimates, the FY 2016-17 Program Budget, and the draft FY 2016-17 Budget Narrative, and to provide feedback to the Department in preparation for the adoption of the FY 2016-17 Budget in November 2015 (TC will be asked to adopt final budget after revenue forecasts are updated in March 2016).

Background & Details

FY 2016-17 Revenue Estimates

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

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

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

The Office of State Planning and Budget (OSPB) and Legislative Council Services (LCS) have both updated their economic forecasts and are now projecting divergent SB 09-228 General Fund transfers in FY 2015-16 and FY 2016-17. OSPB is projecting a 50% transfer (\$101.8 million) in FY 2015-16 and no transfer in FY 2016-17, while LCS is still projecting a full transfer (\$200.2 million) in FY 2015-16 and a 50% transfer (\$106.2 million) in FY 2016-17. Both OSPB and LCS forecast that General Fund transfers will be eliminated in FY 2017-18.

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

FY 2016-17 Decision Items

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

1. Properties requests a Hazardous Materials (Hazmat) increase from \$2.2 million to \$3.2 million in FY 2016-17. A \$1.0 million increase would be the first baseline adjustment for the program in 10 years. This increase would help CDOT maintain compliance standards and is requested in order to support Hazmat's investigative, remedial, evaluation, clean up, and abatement efforts. The TC has previously approved a \$1.0 million increase for FY2015-16 in the first budget supplement.
2. The Division of Transportation Development requests a funding increase to \$2.5 million in FY 2016-17 for the Safe Routes to Schools (SRTS) program, a request summarized in the August 2015 TC packet under "Informational Items". SRTS promotes safe practices and places to walk or bicycle for K-8 students in Colorado. Please refer to SRTS in the Consent Agenda.

FY 2016-17 Draft Program Allocation Budget

The FY 2016-17 Annual Draft Program Allocation (One Sheet) Budget is balanced. CDOT, Bridge Enterprise (BE), and the High Performance Transportation Enterprise (HPTE) budgets are developed separately. Enterprise budgets are further detailed in the fall by the respective Enterprise boards. Supporting documents attached to the memorandum include the Department's Public Friendly FY 2016-17 Draft One Sheet Budget (see Attachment D) and the accompanying Proposed Budget Allocation Plan Narrative (see Attachment E). This narrative will not be returned to the TC for approval unless the TC requests substantial changes.

Budget amounts for the FY 2016-17 Annual One Sheet Budget are initially based on CDOT's revenue model and asset management plan. Unlike TC-directed programs, programs that receive dedicated revenues (the revenues obtained for a particular program) must be allocated to that

program and are based on the current FY 2016-17 revenue estimates. The following criteria will be used to allocate program funds for the Department's FY 2016-17 Proposed One Sheet Budget:

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

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

- The total Transportation Department's budget is \$1.402 billion, representing a net decrease from current FY 2015-16 revenue projections of \$204.5 million, or 12.7%. The decrease can be attributed to SB09-228 forecasts.
- Maintaining current infrastructure is one of CDOT's primary missions. The FY 2016-17 total Asset Management budget, including Maintenance Levels of Service, equals \$578.8 million. In FY 2016-17 \$39.0 million of Trans Bond funding was re-allocated to Asset Management as directed by the TC in Program Distribution dated February 2014.
- Permanent Recovery funding from FHWA is expected to decrease in FY 2016-17 by \$47.1 million from FY 2015-16.
- The Safe Routes to Schools program is featured in the budget at a level of \$2.5 million for FY 2016-17.
- An HPTE "Fee-for-Service" charge of \$2.08 million was budgeted for CDOT in FY 2016-17.
- The Department has targeted a \$40.0 million TCCRF level for FY 2015-16, as directed by the TC. Total flexible state revenue has increased by \$53.2 million for FY 2015-16. \$25.0 million of this total has been allocated to the TCCRF. The remaining funds have been added to staff recommended programs for later consideration.

FY 2016-17 Proposed Budget Allocation Plan Narrative

The attached Proposed Budget Allocation Plan contains current program description and funding detail supporting the Draft Budget. Program fact sheets for SB09-228 and Flood Recovery are included in the FY 2016-17 narrative. New sections include Safe Routes to Schools and Permanent Water Quality Mitigation. The Draft Budget Narrative will not be included in future TC packets unless there are significant moderations.

Key Benefits

The TC is being asked to provide its initial thoughts and recommendations on the FY 2016-17 Draft Program Budget.

Options and Recommendations

1. The TC may approve enclosed Decision Item requests as outlined in the memorandum and present the FY2016-17 Final Budget to the TC in November for adoption.
2. The TC may ask the Department for more information on specific Decision Item requests.
3. The TC may reject the enclosed Decision Item requests.

Next Steps

In November 2015, DAF will:

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

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

Attachments

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

Attachment B - FY 2016-17 Decision Items

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

Attachment D - Draft Program Allocation Budget ("One Sheet")

Attachment E - Draft Narrative Budget

Attachment A Colorado Department of Transportation Actual/Forecasted Revenue & Federal Obligation Comparison									
REVENUE SOURCE	FY 2014		FY 2015*			FY 2016	Revenue Projections	Comparison	
	Budget	Actual	Budget	Actual	Difference	Budget	FY 2017**	FY17-FY16	
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9 FASTER FUNDS									
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11 FASTER Safety - Local Share for Rail and Transit	5,000,000	5,000,000	5,000,000	5,000,000	0	5,000,000	5,000,000	0	
12 TOTAL FASTER FUNDS	101,900,000	106,186,683	102,900,000	109,120,969	6,220,969	111,300,000	112,853,157	1,553,157	
13 FEDERAL FUNDS									
14 Federal Highway Administration - Flexible	325,333,736	372,418,972	373,930,900	365,100,998	(8,829,902)	364,737,932	382,241,051	17,503,119	
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18 Federal Aviation Administration	300,000	88,757	300,000	245,660	(54,340)	0	0	0	
19 TOTAL NON- EMERGENCY FEDERAL FUNDS	489,473,717	492,323,381	499,325,330	494,157,998	(5,167,332)	494,471,260	516,359,510	21,888,250	
20 LOCAL MATCHING FUNDS									
21 Local Match for FHWA Funding	19,867,343	20,200,664	20,069,966	19,797,643	(272,323)	19,876,092	20,654,720	778,628	
22 Local Match for FTA Funding	9,002,152	9,124,187	9,314,653	10,319,210	1,004,557	10,791,003	11,691,580	900,577	
23 TOTAL LOCAL MATCHING FUNDS	28,869,495	29,324,851	29,384,619	30,116,853	732,234	30,667,095	32,346,300	1,679,205	
24 Total Colorado Department of Transportation Revenue*	1,101,963,212	1,106,475,115	1,116,759,949	1,141,098,699	24,338,750	1,305,215,655	1,142,303,495	(162,912,160)	
ADDITIONAL FEDERAL OBLIGATION AUTHORITY - PERMANENT RECOVERY & REDISTRIBUTION									
25 Federal Highway Administration - Permanent Recovery		132,000,000	100,000,000	185,000,000	85,000,000	174,500,000	127,400,000	(47,100,000)	
26 Federal Highway Administration - Redistribution		31,769,903	0	27,786,142	27,786,142				
27 TOTAL ADDITIONAL FEDERAL OBLIGATION AUTHORITY	0	163,769,903	100,000,000	212,786,142	112,786,142	174,500,000	127,400,000	(47,100,000)	
28 Total Colorado Department of Transportation Revenue & Obligation Authority	1,101,963,212	1,106,475,115	1,216,759,949	1,353,884,841	137,124,892	1,479,715,655	1,269,703,495	(210,012,160)	

Notes:

Total CDOT Flexible Revenue & Federal Obligation	761,133,736	842,103,477	812,630,900	865,896,093	53,265,193	1,000,015,232	833,748,735	(166,266,497)
Total CDOT Inflexible Revenue & Federal Obligation	340,829,476	264,371,638	404,129,049	487,988,749	83,859,700	479,700,423	435,954,760	(43,745,663)

*Final FY 2015 Revenues are unaudited

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

Colorado High Performance Transportation Enterprise Actual/Forecasted Revenue & Federal Obligation Comparison								
REVENUE SOURCE	FY 2014		FY 2015*			Revenue Projections		Comparison
	Budget	Actual	Budget	Actual	Difference	FY 2016	FY 2017**	FY17-FY16
29 STATE FUNDS								
30 Tolling Fee Revenue (Enterprise)	2,500,000	4,012,883	375,000	0	(375,000)	375,000	4,741,702	4,366,702
31 Tolling Violations	0	24,845	0	0	0	0	0	0
32 Interest Income - Exempt	0	280,404	200,000	616,513	416,513	200,000	200,000	0
33 Consulting Fees						2,000,000	2,080,000	80,000
34 Transfer From CDOT			1,000,000	1,000,000	0			0
35 TOTAL STATE FUNDS	2,500,000	4,318,132	1,575,000	1,616,513	41,513	2,575,000	7,021,702	4,446,702
36 LOCAL CONTRIBUTIONS								
37 Managed Lanes Revenue	30,000,000	3,281,651	30,000,000	3,998,863	(26,001,137)	0	695,000	695,000
38 TOTAL LOCAL CONTRIBUTIONS	30,000,000	3,281,651	30,000,000	3,998,863	(26,001,137)	0	695,000	695,000
39 High Performance Transportation Enterprise Revenue*	32,500,000	8,611,000	31,575,000	5,615,376	(25,959,624)	2,575,000	7,716,702	5,141,702

Colorado Statewide Bridge Enterprise Actual/Forecasted Revenue & Federal Obligation Comparison								
REVENUE SOURCE	FY 2014		FY 2015*			Revenue Projections		Comparison
	Budget	Actual	Budget	Actual	Difference	FY 2016	FY 2017**	FY17-FY16
40 STATE FUNDS								
41 Other Enterprise Charges	0	0	0	0	0	0	0	0
42 Interest Income - Exempt	2,500,000	3,023,910	2,400,000	3,079,025	679,025	3,000,000	3,500,000	500,000
43 Cost Recovery	0	0	0	0	0	0	0	0
44 TOTAL STATE FUNDS	2,500,000	3,023,910	2,400,000	3,079,025	679,025	3,000,000	3,500,000	500,000
45 FASTER FUNDS								
46 FASTER - Bridge Surcharge	91,600,000	95,700,102	91,100,000	98,026,565	6,926,565	100,100,000	102,100,000	2,000,000
47 TOTAL FASTER FUNDS	91,600,000	95,700,102	91,100,000	98,026,565	6,926,565	100,100,000	102,100,000	2,000,000
48 FEDERAL FUNDS								
49 Buy America Bonds Credit	6,381,900	5,922,403	6,381,900	5,918,642	(463,258)	6,000,000	6,000,000	0
50 Re-distributed FHWA for BE Projects	15,000,000	15,000,000	15,000,000	15,000,000	0	15,000,000	15,000,000	0
51 TOTAL FEDERAL FUNDS	21,381,900	5,922,403	6,381,900	5,918,642	(463,258)	6,000,000	6,000,000	0
52 Statewide Bridge Enterprise Revenue*	115,481,900	119,646,415	114,881,900	122,024,232	7,142,332	124,100,000	126,600,000	2,500,000

53 Total Transportation Revenue & Federal Obligation	1,249,945,112	1,234,732,530	1,363,216,849	1,481,524,449	118,307,600	1,606,390,655	1,401,940,197	(204,450,458)
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Notes:

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

*Final FY 2015 Revenues are unaudited

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

Attachment B: FY 2016-17 TC Decision Items

**Decision Item Request for Transportation Commission Approval:
Environmental Compliance: Hazardous Materials Base Budget Increase
Fiscal Year 2016-2017**

Summary of Funding Request:

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

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

Justification of Request

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

Summary

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

Details

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

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

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

Expected benefits from increasing Hazmat's base budget:

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

**Decision Item Request for Transportation Commission Approval:
Safe Routes to Schools
Fiscal Year 2016-2017**

Summary of Funding Request:

\$2.5 million for a continuation of the Safe Routes To Schools program, based on the current program structure at a funding level of \$2.0 million for infrastructure projects and \$0.5 million for non-infrastructure projects annually, beginning in FY 2015-16.

	Base Adjustment
Safe Routes the Schools	\$2,500,000
Total Requested	\$2,500,000

Justification of Request

- SRTS supports the Governor’s initiative to be the healthiest state in the nation. In May 2013, Governor Hickenlooper presented a vision for Colorado as the healthiest state that included as one of the cornerstones - promoting prevention and wellness through prevention programs, individual behavior and physical environment. Although Colorado ranks #1 in physical health, our childhood obesity rate is 2nd fastest growing in the nation. Therefore one of the 18 initiatives in this program is to tackle obesity among youth and adults. SRTS contributes to Colorado’s quality of life through healthier lifestyles, expanded commuting options, and easier access to schools and neighborhoods. Ensures the ability to maintain compliance
- Colorado K-8 students walk and bike to school more frequently than students in other states. A study of Colorado schools found that schools that have implemented SRTS programs increased the number of students walking and biking from 21% to 25%. In addition, schools with SRTS programs have also demonstrated a drop in the number of children arriving at school by car from 49% to 45% as compared to an increase nationally from 51% to 55%.
- SRTS has been a strong component of CDOT’s commitment to multi-modal transportation and equitably supports the diverse transportation needs of Colorado youth of all abilities, income levels, races, and national origins.

Background

In 2004, the Colorado State Legislature passed a law establishing a SRTS program in Colorado. The program was designed to enable and encourage children ages kindergarten through 8th grade to safely walk and bike to and from school. With the passage of SAFETEA-LU in 2005 (and its dedicated SRTS program), Colorado was the first state in the nation to begin implementing the program with federal dollars, and is still considered a SRTS leader throughout the country. Successful SRTS programs are designed around the 5 Es - engineering, education, encouragement, enforcement, and evaluation - to achieve the greatest gains.

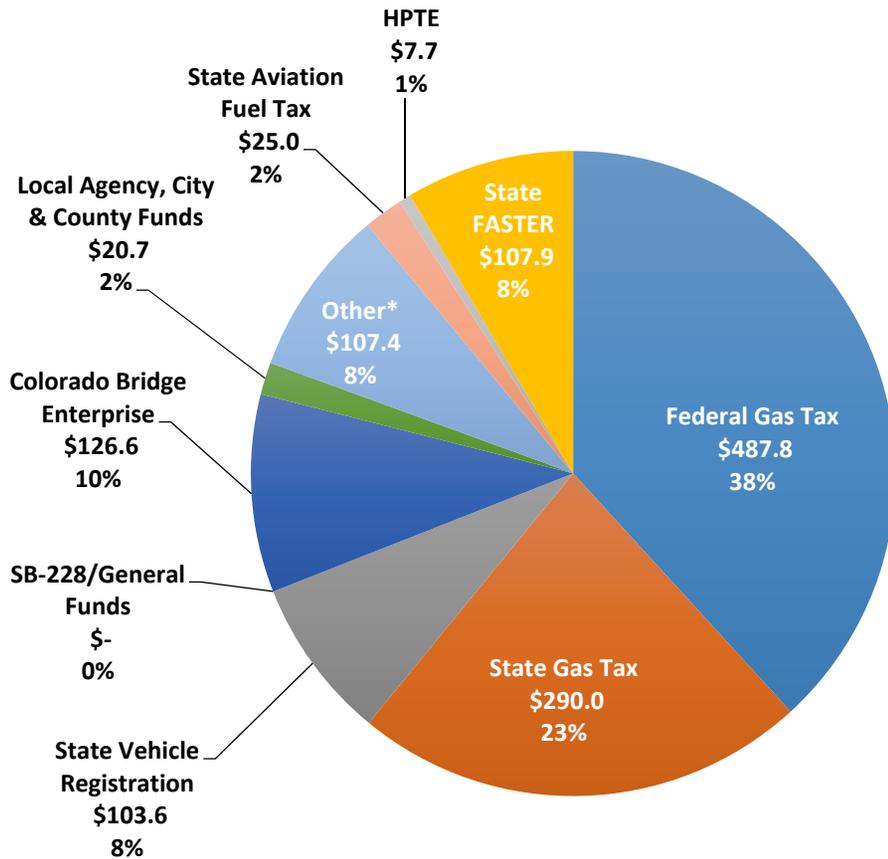
In total, CDOT's SRTS program has distributed \$18.2 million through 204 grants to schools, school districts, cities, towns, and counties for 88 infrastructure (capital) and 116 non-infrastructure (education and encouragement) projects throughout all areas of Colorado. In addition, the Colorado SRTS program has developed trainings and curricula that are available statewide. The program has reached more than 790 schools and benefitted more than 300,000 total Colorado students to date. Additionally, parents, teachers, motorists, and other community members also benefit directly or indirectly from SRTS programs.

MAP-21 eliminated the dedicated federal funding for SRTS, but did not eliminate the program. Since FY 2013, the Colorado SRTS program has been funded in various ways: flexible funds from the Transportation Commission, savings from SAFETEA-LU projects, and a one-time allocation from the State Legislature. Despite the successes of SRTS, the long-term sustainability of the program has been in jeopardy since the passage of MAP-21. SRTS has been a strong component of CDOT's commitment to multi-modal transportation, yet currently there are no federal, state, or CDOT dollars dedicated to SRTS.

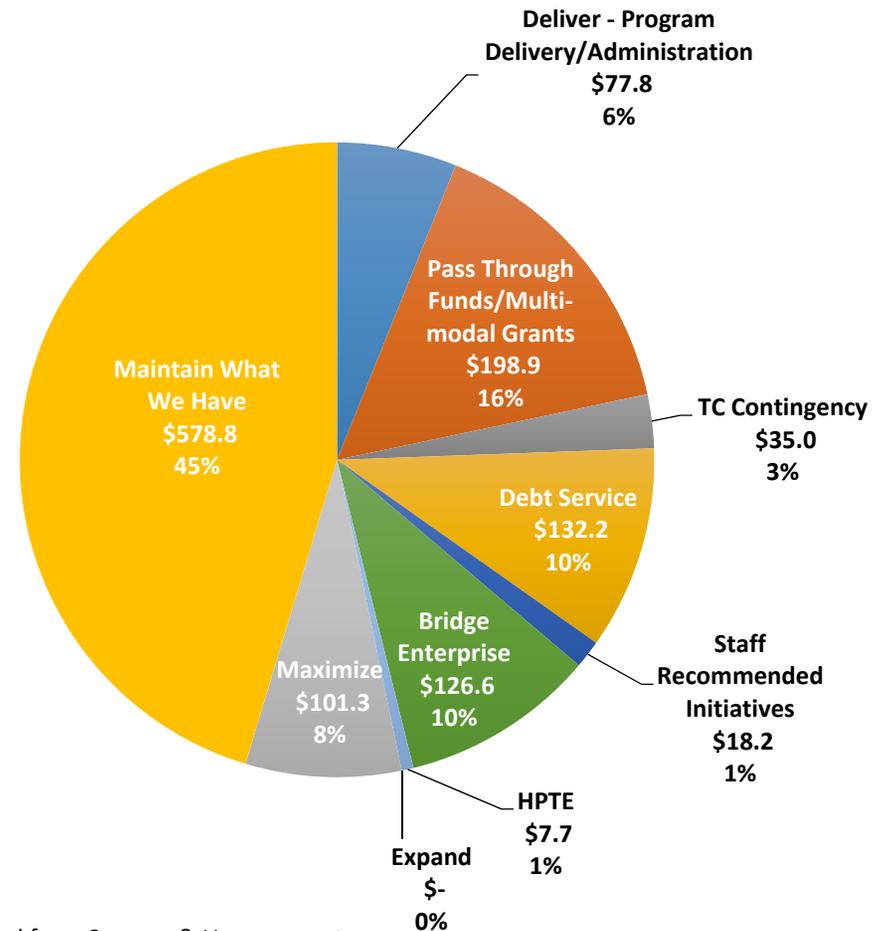


FY 2016 – 17 Sources & Uses of Funds

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



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



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

Attachment D

Colorado Department of Transportation
Fiscal Year 2017 Draft Budget Allocations 10-14-15

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

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

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

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

Flexible Funds

Key to acronyms:

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

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

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

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

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

Key to acronyms:

BEB= Bridge Enterprise Board
DS= Debt Service Covenants

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

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

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

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

Key to acronyms:

HPTEB=High Performance Transportation Enterprise Board

HPTE Fee For Service Revenue & Allocation Adjustment

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

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

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



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Colorado Department of Transportation



Proposed Budget Allocation Plan *for* Fiscal Year 2016-17

Governor John Hickenlooper

October 15, 2015



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COLORADO DEPARTMENT OF TRANSPORTATION

Proposed Budget Allocation Plan for Fiscal Year 2016-17

John Hickenlooper, Governor

Shailen Bhatt, Executive Director

Transportation Commission

Kathy Connell, Chairwoman, Steamboat Springs, District 6

Gary Reiff, Vice Chairman, Englewood, District 3

Shannon Gifford, Denver, District 1

Ed Peterson, Lakewood, District 2

Heather Barry, Westminster, District 4

Kathleen Gilliland, Livermore, District 5

Kathryn Hall, Grand Junction, District 7

Sidny Zink, Durango, District 8

Nolan Schriener, Colorado Springs, District 9

William Thiebaut, Pueblo, District 10

Steven Hofmeister, Haxtun, District 11

Herman Stockinger, Secretary



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Table of Contents

Introduction 1

- About the Department 1
- Revenue Overview 1
- Spotlight on New and Innovative Projects 2
- Responsible Acceleration of Maintenance and Partnerships (RAMP) 3
- Budget Layout..... 4
- Organizational Chart..... 5

CDOT Boards & Commissions..... 7

- The Colorado Transportation Commission 7
- The Colorado Aeronautical Board 9

CDOT Revenue Overview..... 11

- Highway Users Tax Fund (HUTF) Revenue 13
- Miscellaneous State Highway Fund Revenue 15
- Safety Education Funding 16
- Capital Construction Fund Appropriations 18
- Senate Bill 09-228 (Strategic Projects) 19
- Transit Revenue 20
- Aeronautics Revenue 22
- State Infrastructure Bank Interest Income..... 23
- Federal Highway Revenue – The Highway Trust Fund (Highway Account)..... 24

CDOT Program Summary..... 27

- Maintenance..... 28
- Surface Treatment..... 30
- Structures On-System 31
- Geohazards Program..... 32
- Highway Safety Improvement Program..... 33
- Railway-Highway Crossings Program 34
- Hot Spots..... 35
- Traffic Signal and Ramp Metering Program 36
- FASTER Safety 38
- Permanent Water Quality Program 39
- Capital Expenditures..... 40
- Transportation Systems Management & Operations: Performance Programs & Services 42
- Transportation Systems Management & Operations: Intelligent Transportation Systems 43



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Highway Safety Education.....	45
Transportation Systems Management & Operations: Congestion Relief	48
Regional Priority Program (RPP).....	50
Strategic Projects	51
Project Support – Operations, Planning, and Research (SPR)	52
Administration	54
Aeronautics	55
Safe Routes to School	57
Transportation Alternatives.....	58
STP-Metro	59
Congestion Mitigation & Air Quality (CMAQ).....	60
Metropolitan Planning.....	62
Bridge Off-System	63
Transit.....	64
State Infrastructure Bank.....	66
Permanent Recovery	67
Contingency Funds	68
Debt Service & Certificates of Participation	69
Colorado Bridge Enterprise.....	71
The Colorado Bridge Enterprise (BE) Board	71
Bridge Enterprise Revenue Summary	72
Colorado Bridge Enterprise (BE) Revenue	73
Bridge Enterprise Program Allocation Summary.....	74
Colorado Bridge Enterprise.....	75
High Performance Transportation Enterprise (HPTE)	78
The High Performance Transportation Enterprise Board.....	78
HPTE Revenue Summary	79
High Performance Transportation Enterprise (HPTE) Revenue	80
HPTE Program Allocation Summary.....	81
High Performance Transportation Enterprise Allocations.....	82
Appendix A.....	85
Senate Bill 09-108 (FASTER) Overview.....	85
Appendix B.....	88
Project Indirect Costs & Construction Engineering	88



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Introduction

About the Department

The Colorado Department of Transportation (CDOT) is a 1.5 billion dollar per year, 3,348 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 highway system that encompasses more than 9,100 center-line miles (about 23,000 total lane miles) and includes 3,439 bridges. This system each year handles more than 28 billion vehicle miles of travel. Although the Interstate system accounts for only about 10 percent, or 952, of the center-line miles on the state system, about 40 percent of state-highway travel within Colorado takes place on Interstate highways.

CDOT's highway construction program attracts private contractors and typically the low 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 Colorado's transportation system.

CDOT maintenance forces take care of the highway system, plowing snow and repairing pavement. Last winter, these men and women plowed 6.2 million miles of highway. They also repaired road damage and potholes, using more than 233,720 tons of asphalt and 1.7 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 operates Bustang, CDOT's interregional Express Bus service, and provides assistance to numerous transit systems in the state. The Division of Transportation Systems, Management and Operations addresses the state's traffic and congestion issues through the development of intelligent transportation systems.

Revenue Overview

CDOT is financed by a variety of taxes and fees paid by all users of the state and national transportation systems. CDOT receives revenue from five sources: state revenues, federal revenues, grants, miscellaneous sources (including sale of property, permits, and fines), and Enterprise revenue.

The largest source of revenue for CDOT is the Highway Users Tax Fund (HUTF). HUTF is a constitutionally dedicated revenue source comprised of a combination of motor fuel taxes, motor vehicle registration fees, and other revenues. Federal-aid highway funding constitutes the second largest category of revenues for the state transportation system. These funds are authorized by Congress from the Highway Trust Fund (HTF) to assist states in providing for construction, reconstruction, and improvement of



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Introduction (continued)

highways and bridges on eligible federal-aid highway routes and for other special purpose programs and projects. Tax revenues directed to the HTF are derived from excise taxes on motor fuel, alternative fuels taxes, and truck-related taxes on truck tires, sales of trucks and trailers, and heavy vehicle use.

The major sources of revenue for HUTF and HTF are the state and federal motor fuel taxes, which are based on the volume of gallons sold, rather than on the price per gallon. Thus, growth in gas tax receipts only come from increases in the amount of fuel sold and not from increases in the price per gallon. This poses a challenge for revenue collection as vehicles become increasingly fuel efficient, and thus the declining consumption of gasoline does not match increasing total road usage. In the state of Colorado, the current tax rate on gasoline is 22 cents per gallon and the current rate on diesel fuel is 20.5 cents per gallon. The excise tax rate was last adjusted by the General Assembly in 1992 and any future increases in the rate are subject to voter approval. Congress last adjusted the federal gasoline tax in 1993 to its current 18.4 cents per gallon rate.

Spotlight on New and Innovative Projects

In order to deliver a high level of service despite stagnant revenues, CDOT is taking innovative approaches to provide Coloradans much needed services. Two projects that exemplify CDOT's creativity are the recently launched Bustang—CDOT's first-ever state operated interregional Express Bus service, and the newly constructed US 36 Express Lanes. Each of these projects are fresh services from CDOT, designed to maximize existing capacity and to give transportation alternatives along major corridors during peak commute hours.

Bustang was created with the purposes of alleviating congestion and offering more travel choices by serving commuters along the I-25 Front Range and I-70 Mountain Corridors. By linking major local transit systems together, the Bustang service responds to demand from the traveling public to have a reliable transit alternative along the highest traveled corridors in the state. No entity, except CDOT, has the jurisdiction and authority to provide interregional transit service, nor a stable funding source to pay for multi-jurisdiction transit services. Bustang carries commuters to and from Denver, Colorado Springs, Fort Collins, Glenwood Springs and more on its three major service routes.

Each of the service's 13 purple buses offers the latest in commuter amenities, including wireless internet, restrooms, bike racks, outlets and charging stations, reclining high-back seats, and Bustang is handicapped equipped. Bustang launched operations in July, 2015.

The US 36 Express Lanes Project is a multi-modal project led by CDOT's High Performance Transportation Enterprise (HPTE) and the Regional Transportation District (RTD) to reconstruct US 36 from Federal Boulevard to 88th Street in Louisville/Superior. This project includes a new express lane for Bus Rapid Transit as well as carpool vehicles and tolled vehicles, the reconstruction of existing general purpose lanes, and the rebuilding of many aging bridges and a bikeway. Phase 1 of the project opened in summer of 2015, and Phase 2 is anticipated to be open early 2016.



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Introduction (continued)

This project was made possible by CDOT's first public-private partnership (P3). HPTE announced in March, 2015 that the State Auditor's report on the US 36 P3 has overall provided the best value for taxpayers. The audit also included recommendations to improve the process of using P3's as a new project delivery mechanism.

Responsible Acceleration of Maintenance and Partnerships (RAMP)

The Colorado Department of Transportation (CDOT) unrolled a new way of budgeting and expending funds for transportation projects in the Fiscal Year 2015-16 budget. Using Program, Asset and Cash Management, this effort, known as Responsible Acceleration of Maintenance and Partnerships (RAMP), will better coordinate expenditures and available funding.

- Prior to RAMP: CDOT did not advertise a project until all of the money was "in the bank," which meant the department was saving money for projects over multiple years before construction could begin. Since some projects take several years to construct, money would sit unspent when it could be utilized much sooner. This method of construction spending led to the \$1.5 billion cash balance that the Department is now reducing by moving more work to this state's transportation system.
- New Practice: Under the RAMP program, CDOT funds multi-year projects based on year of expenditure, rather than saving for the full amount of a project before construction begins.

Program Management

The Office of Program Management was established in FY 2013-14 under the Chief Engineer to oversee project prioritization and scheduling. Program Management coordinates transportation project scheduling, available cash balances, and asset management in order to maximize the use of available funding for those projects that meet current needs and are phase-ready. This office works with Asset Management and Cash Management to best match prioritized projects with available cash to optimize the Department's annual construction program. Every CDOT Engineering Region has its own Program Management Representative, who works in conjunction with the Office of Program Management in Denver to best communicate and coordinate programming efforts on a statewide basis.

Asset Management

The Colorado Department of Transportation began transitioning to Asset Management in FY 2011-12. Federal legislation requires that each State DOT develop and implement risk-based, performance-based asset management plan for preserving and improving the condition of the National Highway System pavements and bridges. The Department completed its asset management plan ahead of schedule, and is in the process of formalizing how its asset management practices inform both budget setting and project selection. Asset Managers use Transportation Commission established performance goals, targets, and state-of-the-art analysis technologies to determine long-term performance forecasts that are presented to senior management and the Transportation Commission for budgetary decisions. Once program allocations are determined, staff works with regions and other assets to select optimal, cost-effective projects that improve the performance (life) of the asset.



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Introduction (continued)

Cash Management

The Office of Cash Management was formed within the Department's Division of Accounting and Finance to effectively and efficiently manage the Department's cash resources. This office is implementing known best practices to also manage the reduction of the Department's cash balance. This office works with the Office of Program Management to match available funding to projects that are phase-ready. Initiated in FY 2013-14 and implemented in FY 2014-15, the office developed department-wide guidance for requesting and validating funding for construction projects. Overall, these practices have helped maximize the ability to advance more dollars to construction projects.

The office is also implementing the use of incremental encumbrances in order to commit only those dollars expected to be expended within a fiscal year; developing a cash based STIP (Statewide Transportation Improvement Program) for planning the construction program; and developing and improving reports to provide information on cash forecasts, spending, and cash management recommendations to Department management and the public.

Budget Layout

This document is divided into three sections: the first section contains the main CDOT budget, the second is the Colorado Bridge Enterprise and the third is High Performance Transportation Enterprise. Each of these sections is in turn divided into a revenue section with fact sheets for each revenue source and a program allocation section with fact sheets for each program. Information on statutory authorization, governance and program website links are provided at the top of each program fact sheet.

Upon adoption by the Transportation Commission, this budget allocation plan is available for viewing by December 1, 2015 at <https://www.codot.gov/business/budget/cdot-budget>.



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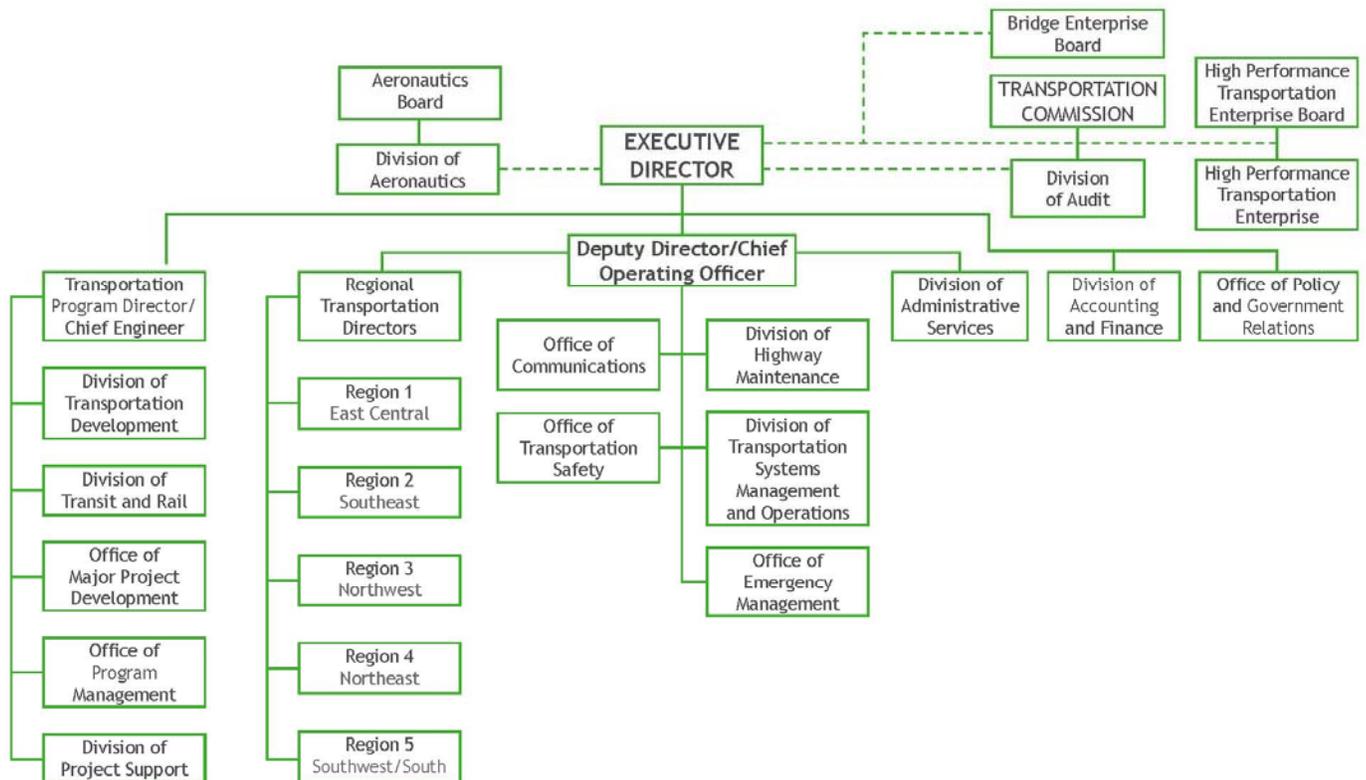
Introduction (continued)

Organizational Chart

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



Organizational Chart : July 2014





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Colorado Department of Transportation

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CDOT 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. (2015). 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: Ms. Shannon Gifford;** Commissioner.Gifford@state.co.us
(Denver County; appointed July 2013, term expiring July 2017).
- District Two: Mr. Edward J. Peterson;** Commissioner.Peterson@state.co.us
(Jefferson County and a portion of Broomfield County, appointed October 2011, term expiring July 2019).
- District Three: Mr. Gary M. Reiff;** Commissioner.Reiff@state.co.us
(Arapahoe and Douglas counties, appointed August 2009, term expiring July 2017).
- District Four: Ms. Heather Barry;** Commissioner.Barry@state.co.us
(Adams and Boulder counties and a portion of Broomfield County; appointed July 2007, term expiring July 2017).
- District Five: Ms. Kathy Gilliland;** Commissioner.Gilliland@state.co.us
(Larimer, Morgan, and Weld counties and a portion of Broomfield County; appointed July 2011, term expiring July 2019).
- District Six: Ms. Kathy Connell;** Commissioner.Connell@state.co.us
(Clear Creek, Gilpin, Grand, Jackson, Moffat, Rio Blanco, and Routt counties; appointed July 2011, term expiring July 2019).
- District Seven: Ms Kathryn Hall;** Commissioner.Hall@state.co.us
(Chaffee, Delta, Eagle, Garfield, Gunnison, Lake, Mesa, Montrose, Ouray, Pitkin, and Summit counties; appointed September 2015, term expiring July 2019).
- District Eight: Ms. Sidny Zink;** Commissioner.Zink@state.co.us
(Alamosa, Archuleta, Conejos, Costilla, Dolores, Hinsdale, La Plata, Mineral, Montezuma, Rio Grande, Saguache, San Juan, and San Miguel counties; appointed July 2013 term expiring July 2017).
- District Nine: Mr. Nolan Schriener;** Commissioner.Nolan@state.co.us
(El Paso, Fremont, Park, and Teller counties; appointed September 2015, term expiring July 2019).
- District Ten: Mr. William Thiebaut;** Commissioner.Thiebaut@state.co.us
(Baca, Bent, Crowley, Custer, Huerfano, Kiowa, Las Animas, Otero, Prowers, and Pueblo counties; appointed April 2009, term expiring July 2017).
- District Eleven: Mr. Steven Hofmeister;** Commissioner.Hofmeister@state.co.us
(Cheyenne, Elbert, Kit Carson, Lincoln, Logan, Phillips, Sedgwick, Washington, and Yuma counties; appointed May 2012, term expiring July 2019).

Ms. Kathy Connell is the Chairwoman of the Transportation Commission and Mr. Gary M. Reiff is the Vice Chairman. Mr. Herman Stockinger, Director of the CDOT Office of Policy and Government Relations serves as the Secretary of the Transportation Commission. (Please see the following page for a map of the Transportation Commission Districts.)

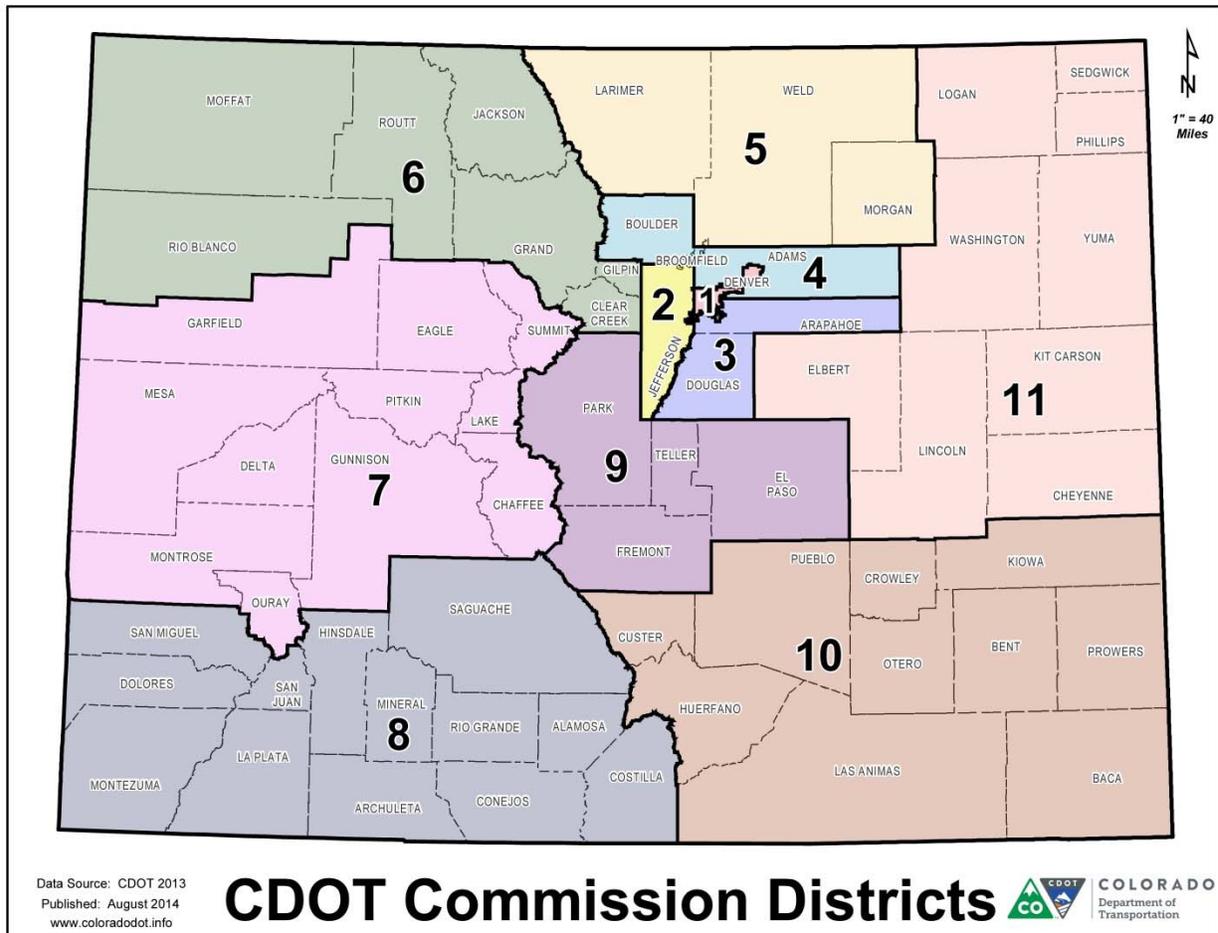


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CDOT Boards & Commissions (continued)

Transportation Commission District Map





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Boards & Commissions (continued)

The Colorado Aeronautical Board

Per Section 43-10-104, C.R.S. (2015), 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.
- 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. William "T" Thompson** William.T.Thompson@state.co.us
(Eastern Slope Governments; appointed March 2002, term expiring December 2015)
- **Mr. Ray Beck** Ray.Beck@state.co.us
(Western Slope Governments; appointed December 2004, term expiring December 2016)
- **Ms. Ann Beardall** ann.beardall@state.co.us
(Pilot Organizations; appointed December 2014, term expiring December 2017)
- **Mr. John Reams** John.Reams@state.co.us
(Western Slope Representative; appointed December 2006 for a term expiring December 2015)
- **Mr. Joe Rice** joe.rice@state.co.us
(Aviation Interests-at-Large; appointed December 2014, term expiring December 2017)
- **Mr. Jeffery Forrest** Jeff.Forrest@state.co.us
(Eastern Plains Governments; appointed March 2008, term expiring December 2015)
- **Mr. Robert Olislagers** robert.olislagers@state.co.us
(Airport Management Representative; appointed December 2014, term expiring December 2017)

Mr. Ray Beck is the Chairman of the Aeronautical Board, Ms. Ann Beardall is the Vice Chair and Mr. David Ulane is the Director of the Division of Aeronautics.



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CDOT Revenue Fact Sheets

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CDOT 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 Fund Revenue

- Senate Bill 09-228 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 projected to occur in FY2016-17.

Revenue to the Enterprises

- Each year \$15 million in eligible federal funds apportioned to the Colorado Bridge Enterprise (BE) for costs related to designated bridge projects and \$2 million in the Highway Users Tax Fund (HUTF) funds are paid to the High Performance Transportation Enterprise (HPTE) as a fee for services provided.



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CDOT - Revenue Source Fact Sheet

CDOT Revenue Overview (continued)

Summary of CDOT Revenue Estimate	
Funding Category	FY 2016-17
Highway User Tax Fund (HUTF) Revenue	522,083,459
Miscellaneous State Highway Fund	37,277,382
Safety Education Funding	12,114,488
Capital Construction Fund Appropriations	0
Senate Bill 09-228 - General Fund transfer	0
Transit Revenue	34,621,237
Aeronautics Revenue	30,333,280
State Infrastructure Bank Interest Income	420,804
Federal Highway Revenue - The Highway Trust Fund (Highway Account)	635,882,799
Colorado Department of Transportation - Total Revenue	1,272,733,449

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CDOT - Revenue Source Fact Sheet

Highway Users Tax Fund (HUTF) Revenue

Statutory Authorization: Section 43-4-201, C.R.S. (2015)
 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 Revenue Estimate (in \$millions)	
Funding Source	FY 2016-17
Motor Fuel Tax	562.1
Motor Vehicle Registration	214.5
Other Miscellaneous HUTF	37.5
SB 09-108 Road Safety Surcharges	129.6
SB 09-108 Late Registration Fees	18.6
SB 09-108 Daily Vehicle Rental Fees	30.3
SB 09-108 Oversize/Overweight Vehicle Surcharges	1.4
TOTAL	994.0

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. (2015) 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.

Total HUTF Revenue Distribution (in \$millions)	
Entity Type	FY 2016-17
Off the Top Deductions to Colorado State Patrol and Department of Revenue	125.9
CDOT	522.1
Counties	194.1
Municipalities	132.8
Distributed for Other Purposes	13.9
TOTAL	988.8



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CDOT - Revenue Source Fact Sheet

Highway Users Tax Fund (HUTF) Revenue (continued)

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
- 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
- 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.

Revenue History and Projection

HUTF Revenue to CDOT (in \$millions)				
	Actual	Actual	Estimate	Estimate
<i>Funding Source</i>	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17
Motor Fuel Tax	288.8	304.5	287.3	292.2
Motor Vehicle Registrations	103.1	108.7	102.6	104.4
Other HUTF Revenue	20.6	21.7	20.5	20.9
SB 09-108 Revenue Collections	101.2	104.1	106.3	107.8
TOTAL	513.7	539.0	516.7	525.3



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CDOT - Revenue Source Fact Sheet

Miscellaneous State Highway Fund Revenue

Funding Types: 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 (in \$millions)				
Funding Source	Actual FY 2013-14	Actual FY 2014-15	Estimate FY 2015-16	Estimate FY 2016-17
Permits	8.1	4.7	8.5	7.6
Service Charges	0.0	0.0	0.0	9.3
Sales (bid plans & specs.)	1.1	0.1	0.1	1.4
Damage Awards	2.4	0.2	0.2	5.3
Interest Earned	12.7	24.5	10.4	12.5
Property (sales & rentals)	1.1	0.0	0.0	1.2
TOTAL	25.4	29.5	19.2	37.3



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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. (2015)
First Time Drunk Driving Offenders Account – Section 42-2-132, C.R.S. (2015)
Motorcycle Operator Safety Training Fund – Section 43-5-504, C.R.S. (2015)
Marijuana Tax Cash Fund: Section 39-28.8-501(1), C.R.S. (2015)
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.

Marijuana Tax Cash Fund

Retail marijuana taxes are transferred to this fund pursuant to Sections 39-28.8-305(1)(b) and 39-28.8-203(1)(b) and, thereafter, appropriated by the General Assembly for numerous purposes, including to develop and implement marijuana education and prevention campaigns.

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.



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CDOT - Revenue Source Fact Sheet

Safety Education Funding (continued)

Revenue History and Projection

Safety Education Funding (in \$millions)				
<i>Funding Source</i>	Actual FY 2013-14	Actual FY 2014-15	Estimate FY 2015-16	Estimate FY 2016-17
NHTSA	1.7	8.0	7.6	8.3
Motorcycle Operator Safety Training Fund	0.8	0.8	0.8	0.9
First Time Drunk Driving Fund	1.5	1.5	1.5	1.5
Law Enforcement Assistance Fund	0.9	0.7	0.7	1.0
Transfer from Dept. of Public Safety	0.0	0.0	0.0	0.5
TOTAL	4.9	11.0	10.6	12.2

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CDOT - Revenue Source Fact Sheet

Capital Construction Fund Appropriations

Statutory Authorization: Section 43-1-113 (2.5), C.R.S. (2015)
 Funding Type(s): State General Funds

Background

In 1995 the General Assembly enacted House Bill 95-1174, 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
- 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

Revenue History and Projection

Capital Construction Fund Appropriations (in \$millions)				
Funding Source	Actual FY 2013-14	Actual FY 2014-15	Estimate FY 2015-16	Estimate FY 2016-17
Transfers/Appropriations	0.0	0.5	0.0	0.0
TOTAL	0.0	0.5	0.0	0.0



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CDOT - Revenue Source Fact Sheet

Senate Bill 09-228 (Strategic Projects)

Web Page: <http://bit.ly/ColoradoSenateBill09-228>
 Statutory Authorization: Section 24-75-219, et seq., C.R.S. (2015)
 Funding Type(s): General Purpose Revenue

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 10.35% 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
- 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 first 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 the following S.B. 09-228 transfers:

Senate Bill 09-228 - General Fund transfer (in \$millions)				
Funding Source	Actual FY 2013-14	Actual FY 2014-15	Estimate FY 2015-16	Estimate FY 2016-17
Projected Transfer	0.0	0.0	205.6	0.0
TOTAL	0.0	0.0	205.6	0.0



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CDOT - Revenue Source Fact Sheet

Transit Revenue

Web Page: <https://www.codot.gov/programs/transitandrail>
 Statutory Authorization: The Mass Transit Account of the Highway Trust Fund – 26 U.S.C. § 9503 (e)
 State Funding for Local Transit Grants Section – 43-4-811, C.R.S. (2015)
 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 the tax table below. Funds in the Mass Transit Account are apportioned to states and transit providers by formula.

User Taxes

The table below provides revenue sources for 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

Source: The Federal Transit Administration

Revenue History and Projection

Under the current authorization, the Moving Ahead for Progress in the 21st Century (MAP-21), Colorado receives less than 5.0 percent of all transit apportionments to the states. Of Colorado’s roughly \$93.0 million apportionment, CDOT administers roughly \$14.6 million or 15.0 percent; the majority is distributed directly to transit providers in Colorado.

In addition to the sources listed here, \$10 million of HUTF revenue is allocated to Statewide FASTER Transit per S.B. 09-108 and ten percent of S.B. 09-228 revenue is set aside for Strategic Transit projects. Also, approximately \$1 million of FTA funds are allocated to Metropolitan Planning.



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CDOT - Revenue Source Fact Sheet

Transit Revenue (continued)

Transit Revenue (in \$millions)				
	Actual	Actual	Estimate	Estimate
Funding Source	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17
Federal Transit Administration Funding	16.0	18.8	20.6	20.2
Federal Transit Administration Local Match	9.1	10.0	10.8	11.7
Rail and Transit - State Highways	5.0	5.0	5.0	5.0
TOTAL	30.1	33.8	36.4	36.9

Note: \$2.3 million of FTA funds are allocated to Metropolitan Planning

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CDOT - Revenue Source Fact Sheet

Aeronautics Revenue

Web Page: <https://www.codot.gov/programs/aeronautics>
 Statutory Authorization: Aviation Fuel Excise Taxes – Section 39-27-102 (1) (a) (IV) (A), C.R.S (2015)
 Aviation Fuel Sales Tax – Section 39-26-106, C.R.S. (2015)
 Funding Type: 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 (2015), 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. (2015), the state assesses a sales tax of 2.9 percent of the value of all aviation fuel sold in Colorado.

Revenue History and Projection

Pursuant to Section 43-10-110, C.R.S. (2015), airports are disbursed an amount equal to 4.0 cents 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-engine 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 (in \$millions)				
Funding Source	Actual FY 2013-14	Actual FY 2014-15	Estimate FY 2015-16	Estimate FY 2016-17
State Aviation Funding	36.0	31.6	30.0	25.0
Federal Aviation Administration Funding	0.1	1.0	0.0	0.0
TOTAL	36.1	32.6	30.0	25.0



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CDOT - Revenue Source Fact Sheet

State Infrastructure Bank Interest Income

Statutory Authorization: Transportation Infrastructure Revolving Fund – Section 43-1-113.5, C.R.S. (2015)

Funding Type: 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
- 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
- Interest income from the fund’s cash balance

Revenue History and Projection

State Infrastructure Bank Interest Income (in \$millions)				
Funding Source	Actual FY 2013-14	Actual FY 2014-15	Estimate FY 2015-16	Estimate FY 2016-17
SIB Interest	0.6	0.7	0.5	0.4
TOTAL	0.6	0.7	0.5	0.4



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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/factsheets/htf.cfm>
 Statutory Authorization: 26 U.S.C. § 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
<i>Fuel Taxes (Proceeds to Highway and Mass Transit Accounts)</i>		
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	22.44 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
<i>Non-fuel Taxes (All proceeds to the Highway Account)</i>		
Tires:		
0-40 pounds	No Tax	
Over 40 pounds to 70 pounds	15¢ per pound in excess of 40 pounds	
Over 70 pounds to 90 pounds	\$4.50 plus 30¢ per pound in excess of 70 pounds	
Over 90 pounds	\$10.50 plus 50¢ 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)	

Source: The Federal Highway Administration



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CDOT - Revenue Source Fact Sheet

Federal Highway Revenue – The Highway Trust Fund (continued)

*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 2012-13 and 2013-14 and guarantees that 95% of contributions to the Highway Trust Fund are returned to the States. In addition to the two years of federal authorization, MAP-21 extended the HTF and tax collections through FY 2015-16. Currently, FHWA is acting under a continuing resolution, providing funding through October of 2015.

Federal Highway Administration Revenue (in \$millions)				
<i>Funding Source</i>	Actual FY 2013-14	Actual FY 2014-15	Estimate FY 2015-16	Estimate FY 2016-17
Federal Highway Administration Funding	638.3	678.3	640.7	615.2
Federal Highway Administration Local Match	20.2	19.8	19.9	20.7
TOTAL	658.5	698.1	660.6	635.9

*Recent budget actions by the U.S. Congress have led to additional uncertainty in federal apportionments by state departments of transportation. The Highway Trust Fund apportionments to states remain exempt; however, federal general fund revenues that backfills to the HTF may result in future reductions in CDOT’s federal funding. CDOT continually monitors sequestration policy and congressional actions for potential budget implications.



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CDOT Program Allocation Fact Sheets

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CDOT- Program Fact Sheet

CDOT 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. 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. Currently, limited funding is available for this category of construction. 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 category in the future.
- 4. Deliver – Program Delivery / Administration:** Includes costs to manage and deliver projects such as research, planning and contracting.
- 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. TC Contingency / Debt Service:** Includes funds the Transportation Commission (TC) utilizes for various emergencies and pays debt service on outstanding bonds or similar debt programs.



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CDOT- Program Fact Sheet

Maintenance

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2015)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2015)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2015)
Budget Category: Maintain – Maintaining What We Have

Background

CDOT's maintenance patrols serve a system that includes 23,000 total lane miles of highway. In addition, the Department owns about 3,439 bridges with almost 33 million square feet of deck area. CDOT is responsible for managing a total of 21 tunnel bores throughout the State.

CDOT owns a large number of safety and traffic-related devices that the Department must maintain. In the past CDOT had completed annual inventories of these items. Due to budget constraints, this annual inventory has not been completed in several years. CDOT's Roadway Asset inventory is as follows:

- 192,726 signs
- 511,000 delineators
- 1,156,402 linear feet of cable guardrail
- 7,300,476 linear feet of metal guardrail
- 2,568,675 linear feet of concrete guardrail
- 50,779 miles of striping
- 29,890 roadway lights
- 2,000 traffic signals
- 936 attenuators

The assets above are not a comprehensive list of assets served by CDOT's maintenance forces, but provide a sense of the scope of work performed by the maintenance program. In addition to roadway assets, the Division of Highway Maintenance performs many accomplishment based programs, such as; Snow and Ice Removal, Traffic Services, Vegetation Management, Debris Removal, etc.

In an effort to provide statewide consistency in service, CDOT uses a performance based 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 101 activities or system items. There are fifteen 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. The measured items are then categorized into nine Maintenance Program Areas (MPAs), which are:



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CDOT- Program Fact Sheet

Maintenance (continued)

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

There are fifteen 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

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

Maintenance Program Budget Allocations (in \$millions)				
	Actual	Actual	Budget	Proposed
Allocations	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17
Maintenance Level of Service	249.0	251.3	254.4	262.6
TOTAL	249.0	251.3	254.4	262.6

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Surface Treatment

Web Page: <http://www.fhwa.dot.gov/map21/factsheets/stp.cfm>
 Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2015)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2015)
 Primary Funding Sources: State Highway Fund, Section 43-10-109, C.R.S. (2015)
 The Highway Trust Fund, 26 U.S.C. § 9503
 Budget Category: Maintain – Maintaining What We Have

Background

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

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

Funding

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

- The State Highway Fund
- Federal reimbursement for eligible expenditures

Surface Treatment Program Budget Allocations (in \$millions)				
<i>Allocations</i>	Actual FY 2013-14	Actual FY 2014-15	Budget FY 2015-16	Proposed FY 2016-17
Surface Treatment Allocation	120.5	119.8	125.8	113.1
Indirect Cost Allocation	20.0	18.3	14.6	20.3
Construction Engineering Allocation	10.2	11.4	9.1	11.7
TOTAL	150.7	149.5	149.5	145.1

Source: CDOT Office of Financial Management & Budget

Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations. See Appendix B.



Colorado Department of Transportation

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CDOT- Program Fact Sheet

Structures On-System

Web Page: <https://www.codot.gov/library/bridge>
 Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2015)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2015)
 Primary Funding Sources: State Highway Fund, Section 43-10-109, C.R.S. (2015);
 The Highway Trust Fund, 26 U.S.C. § 9503
 Budget Category: Maintain – Maintaining What We Have

Background

The Structures Program provides:

- Bridge and culvert preventative maintenance program.
- Essential bridge repairs.
- Essential culvert repairs.
- Essential wall repairs.
- Essential tunnel repairs and major projects program.
- Overhead sign, signal, and high-mast-light inspection and inventory.
- Bridge and culvert inspection, inventory, and asset management.
- Wall inspection, inventory and asset management.
- Tunnel inspection, inventory and asset management.
- Local agency bridge and culvert 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). MAP-21 legislation requires reporting percent structurally deficient and will set specific targets. As a result, CDOT is modifying Policy Directive 14 to move from the old practice of reporting good/fair/poor and structurally deficient or functional obsolescence to only structural deficiency with metrics included in CDOT’s asset management plan.

The main sources of funding for the Structures program are:

- The State Highway Fund
- Federal reimbursement for eligible expenditures

Structures On-System Program Budget Allocations (in \$millions)				
	Actual	Actual	Budget	Proposed
Allocations	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17
Structures On-System Construction Allocation	16.2	17.9	18.8	24.4
Structures Inspection and Management Allocation	8.5	6.7	7.1	3.5
Indirect Cost Allocation	4.1	3.8	3.0	5.0
Construction Engineering Allocation	2.1	2.3	1.9	2.9
TOTAL	30.9	30.7	30.8	35.8

Source: CDOT Office of Financial Management & Budget

Note: The Bridge Inspection and Management Program includes inspection and management of bridges, culverts, tunnels, and walls.



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CDOT- Program Fact Sheet

Geohazards Program

Web Page: <https://www.codot.gov/programs/geotech/rockfall>
 Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2015)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2015)
 Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2015)
 Budget Category: Maintain – Maintaining What We Have

Background

Mountain and canyon corridors are affected by several geologic hazards such as debris flow, embankment distress, landslides, rockfall, rockslides, and sink holes. The Geohazards Program goal is to reduce the risk these hazards present to the transportation system by focusing on highway segments and corridors using asset management principles. Incorporating an asset management approach to geohazard mitigation allows risk reduction of entire corridors rather than individual sites scattered throughout the state. This approach is believed to be better in reducing overall risk than a “worst first” site selection, where only small segments of a corridor are addressed one at a time.

The Geohazard Program designs mitigation, reviews consultant designs, performs site inspections during construction, and responds to rockfall and other geological hazard related emergencies. Other work includes responding to requests from Maintenance, Engineering and public inquiries when slope issues are observed. The current inventory of recognized geological hazards throughout the state is just under 1,500. The Program is funded between \$8M and \$10M annually.

For more information about geohazards throughout Colorado, see the Colorado Geological Survey’s Rock Talk newsletter: <http://coloradogeologicalsurvey.org/publications/rocktalk/>

Funding

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

Geohazards Mitigation Program Budget Allocations (in \$millions)				
	Actual	Actual	Budget	Proposed
<i>Allocations</i>	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17
Geohazards Mitigation Allocation	4.1	4.1	4.3	7.8
Indirect Cost Allocation	0.7	0.6	0.5	1.4
Construction Engineering Allocation	0.4	0.4	0.3	0.8
TOTAL	5.2	5.1	5.1	10.0

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. (2015)
 Primary Funding Source: The Highway Trust Fund; 26 U.S.C. § 9503
 Budget Category: Maintain – Maintaining What We Have

Background

The primary goal of the Highways Safety Improvement Program (HSIP) is to achieve a significant reduction in fatalities and serious 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 main sources of revenue to the Highway Safety Improvement Program are:

- The State Highway Fund
- Federal reimbursement for eligible expenditures

Highway Safety Improvement Program (HSIP) Budget Allocations (in \$millions)				
	Actual	Actual	Budget	Proposed
<i>Allocations</i>	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17
Highway Safety Improvement Program Allocation	23.8	23.4	24.5	23.7
Indirect Cost Allocation	3.9	3.6	2.8	4.3
Construction Engineering Allocation	2.0	2.2	1.8	2.5
TOTAL	29.7	29.2	29.1	30.5

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

Railway-Highway Crossings Program

Web Page: <http://safety.fhwa.dot.gov/xings/>
 Statutory Authorization: 23 U.S.C. Section 130
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2015)
 Primary Funding Source: The Highway Trust Fund, 26 U.S.C. § 9503
 Budget Category: Maintain - Maintaining What We Have

Background

The Railway-Highway 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 Railway-Highway Crossings Program are:

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

Railway-Highway Crossings Program Budget Allocations (in \$millions)				
	Actual	Actual	Budget	Proposed
<i>Allocations</i>	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17
Railway-Highway Crossings Allocation	2.6	2.5	2.7	2.6
Indirect Cost Allocation	0.4	0.4	0.3	0.4
Construction Engineering Allocation	0.2	0.2	0.2	0.3
TOTAL	3.2	3.1	3.2	3.3

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

Hot Spots

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2015)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2015)
 Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2015)
 Budget Category: Maintain - Maintaining What We Have

Background

Hot Spots is a CDOT Safety program that is funded in a statewide pool with Region planning estimates. The purpose of the Hot Spots program is:

- To mitigate minor unforeseen safety issues that need immediate attention.
- 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
- Federal reimbursement for eligible expenditures

Hot Spots Program Budget Allocations (in \$millions)				
<i>Allocations</i>	Actual FY 2013-14	Actual FY 2014-15	Budget FY 2015-16	Proposed FY 2016-17
Hot Spots Allocation	1.7	1.7	1.8	1.7
Indirect Cost Allocation	0.3	0.3	0.2	0.3
Construction Engineering Allocation	0.1	0.2	0.1	0.2
TOTAL	2.1	2.2	2.1	2.2

Source: CDOT Office of Financial Management & Budget

Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations (See Appendix B).



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CDOT- Program Fact Sheet

Traffic Signal and Ramp Metering Program

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2015)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2015)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2015)
Budget Category: Maintain – Maintaining What We Have

Background

This program was developed as a result of the 2013 Transportation Systems Management & Operations (TSM&O) Reorganization Report. The objective of this program is to develop statewide policies, procedures and guidelines on design, maintenance, life-cycle asset management, integration and operation of traffic signal and ramp meters; manage various statewide funding programs and pools; and facilitate informed decision making on project prioritization. The primary operational responsibility of the program is traffic signal maintenance and corridor operations in Region 1. This program also leads and/or participates in the development and implementation of arterial and freeway management strategies throughout the State. This includes integrating these systems and using them in conjunction with other intelligent transportation system devices to more efficiently manage our transportation system. This program works collaboratively with CDOT Regions, FHWA, metropolitan planning organizations, local agencies, and other stakeholders to develop and implement policies, standards, and operational procedures for traffic signals and ramp meters.

Statewide Traffic Signal Pool (SGN) Program:

CDOT's Traffic Signal Pool Program delivers funding to each Engineering Region on an annual basis. These funds are designated specifically for signal construction or signal system improvements. The Regions rely on these funds to address, on a priority basis, safety, mobility and operational needs at locations with existing signals or where signals are warranted but not yet constructed. In a typical application, these funds are directed to activities such as new traffic signal or ramp meter construction, equipment or system upgrades, signal expansion due to intersection widening, signal interconnect, and operational improvements including minor hardware or software upgrades to facilitate safety and improve corridor traffic operations.

Statewide Traffic Signal Asset Management (SGA) Program:

CDOT owns approximately 1,850 signals statewide. CDOT is responsible for the eventual replacement of these signals. The SGA program delivers capital replacement funding to each Engineering Region on an annual basis to replace the traffic signal infrastructure in poor or severe condition. CDOT Signal Program is leading the effort in collaborating with the Regions by establishing a process to identify, select and prioritize the replacement of statewide traffic signal infrastructure. The Signal program has established interim capital replacement guidelines focused on high-level core criteria that provide a basis for Regions to quickly evaluate, and develop a list of traffic signal capital replacement projects.

Transportation Improvement Program (TIP) - Regional Funding Pool Administration

This program pool was established by DRCOG in the Transportation Improvement Program (TIP) to be funded through the federal Congestion Mitigation Air Quality (CMAQ) program. CDOT Signal Program,



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CDOT- Program Fact Sheet

Traffic Signal and Ramp Metering Program (continued)

in conjunction with FHWA, The Denver Regional Council of Governments (DRCOG), and local agencies administers two pools under the TIP program - the Traffic Signal System Improvement Program (TSSIP) pool and the Intelligent Transportation Systems (ITS) pool. The TSSIP program delivers a capital improvement program providing equipment and installing communications links to improve system components and a traffic signal timing improvement program providing new traffic signal timing and coordination plans to demonstrate the benefits of the capital improvements. The ITS program awards funds to ITS projects that implement the adopted Denver Regional Intelligent Transportation Systems Strategic Plan and achieve the goals and objectives of the Regional Concept of Transportation Operations.

Current Signal Program Initiatives

- Central traffic signal control system upgrade
- Statewide traffic signal controller upgrade
- Ramp Metering system upgrade
- Development of Statewide Traffic Signal Management Plan (TSMP)
- Development of condition-based asset management guidelines
- Administration of DRCOG TSSIP and TIP funding pools

Funding

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

Traffic Signals Program Budget Allocations (in \$millions)				
<i>Allocations</i>	Actual FY 2013-14	Actual FY 2014-15	Budget FY 2015-16	Proposed FY 2016-17
Traffic Signals Allocation	1.2	1.2	1.2	8.7
Indirect Cost Allocation	0.2	0.2	0.1	1.6
Construction Engineering Allocation	0.1	0.1	0.1	0.9
TOTAL	1.5	1.5	1.4	11.2

Source: CDOT Office of Financial Management & Budget

Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations (See Appendix B).



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CDOT- Program Fact Sheet

FASTER Safety

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2015)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2015)
 Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2015)
 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. (2014), 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
- A municipality determines is needed to enhance the safety of a city street

FASTER funds flow through the Colorado Highway User Trust Fund (HUTF) and are distributed to CDOT, counties, and municipalities. Counties and municipalities are responsible for administering their allocation of FASTER funds.

In 2014, The Transportation Commission approved new administration of the FASTER Safety program. CDOT FASTER road safety funding is now allocated to two statewide programs administered by HQ: FASTER Safety Asset Management and FASTER Safety Mitigation. HQ coordinates with the Regions to select projects for Region delivery.

Funding

FASTER 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 Program Budget Allocations (in \$millions)				
	Actual	Actual	Budget	Proposed
Allocations	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17
FASTER - Safety Projects Allocation	72.9	43.4	47.4	45.1
Indirect Cost Allocation	12.1	6.6	5.5	8.1
Construction Engineering Allocation	6.2	4.1	3.4	4.7
TOTAL	91.2	54.1	56.3	57.9

Source: CDOT Office of Financial Management & Budget

Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations (See Appendix B).



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CDOT- Program Fact Sheet

Permanent Water Quality Program

Web Page: <https://www.codot.gov/programs/environmental/water-quality/permanent-water-quality-call-for-projects>

Statutory Authorization: Section 25-8-101, C.R.S. (2015)

Governance: Colorado Department of Public Health, Colorado Transportation Commission, Section 43-1-106, C.R.S. (2015)

Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2015), The Highway Trust Fund, 26 U.S.C. § 9503

Budget Category: Contracted Out Work

Background

CDOT’s Permanent Water Quality Program (PWQ) is both federally and state mandated as part of CDOT’s Municipal Separate Storm Sewer System (MS4) permit, which requires CDOT to control pollutants from entering the storm sewer system and state waterways. As part of the MS4 permit CDOT must implement the New Development and Redevelopment (NDRD) program that requires CDOT install PWQ Best Management Practices (BMPs) to treat CDOT’s MS4 area. The Colorado Department of Public Health and Environment (CDPHE) has been delegated the authority to implement the permit system through the Environmental Protection Agency. The requirements and authority ultimately derive from the Clean Water Act.

Goals

This innovative new Permanent Water Quality (PWQ) program saves money for CDOT by allowing CDOT to treat water quality on a regional level versus by the project by project method required under previous permits. CDOT achieves compliance by spending the PWQ Pool funds (\$6.5 million annually) in treating CDOT MS4 area; this amount was the average amount spent previously in order for our permit to be in compliance so this cost is no longer associated with project costs. Under this program, projects that have a high risk, as defined in the permit, of discharging pollutants to State Waters must still provide onsite water quality (Priority Projects), but significantly fewer projects must treat onsite than in previous programs. Instead, CDOT can spend Pool money on permanent water quality projects that are required on site or as selected based on overall benefit to CDOT (Plus or Watershed Projects).

Funding

The PWQ program is funded by reductions in Surface Treatment, which contributes 75% of the funding and the Regional Priorities Program, which contributes 25%. The main sources of revenue are:

- The State Highway Fund
- Federal reimbursement for eligible expenditures

Permanent Water Quality Mitigation (in \$millions)				
Allocations	Actual FY 2013-14	Actual FY 2014-15	Budget FY 2015-16	Proposed FY 2016-17
Permanent Water Quality Mitigation	0.0	0.0	0.0	5.1
Indirect Cost Allocation	0.0	0.0	0.0	0.9
Construction Engineering Allocation	0.0	0.0	0.0	0.5
TOTAL	0.0	0.0	0.0	6.5

Source: CDOT Office of Financial Management & Budget

Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations (See Appendix B).



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CDOT- Program Fact Sheet

Capital Expenditures

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2015)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2015)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2015)
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.

CDOT must maintain the state highway system in a clean condition to minimize air pollution, support the safe operation of motor vehicles and to ensure the safety and mobility of the traveling public. In order to do so, CDOT relies on a wide variety of heavy road equipment. The fleet includes:

- Trucks used to haul asphalt, rocks and earth
- Trucks that plow snow and distribute snow and ice melting materials
- Large mobile sweepers
- Large landscaping mowers
- A hot plant for producing asphaltic concrete pavement

CDOT has researched and developed an expected useful life for all heavy equipment based on age and usage (mileage or hours). Our useful life figures align with those of other state DOT's. CDOT also has a vigorous fleet management system where units whose maintenance costs exceed those of others in their class will rise on the equipment replacement list, allowing CDOT to proactively address the condition of its fleet.

Property.

CDOT Property allocates specific budget amounts in order to maintain all structures and has many types of buildings within its 1,222 structure inventory including:

- Vehicle Storage Facilities
- Maintenance Buildings, Sand Sheds, Office Buildings and Lab Facilities as well as a limited number of Employee Housing Facilities and Storage Sheds

In addition to ongoing maintenance and repair, structural conditions are evaluated annually. The Departments' goal is to maintain 90% or more of all buildings at a level "C" or better on an A through F rating scale. Existing buildings are replaced if they ever fall to a level F and/or can no longer function for their intended use. Adequate buildings are required to protect other department assets as well as provide a safe and productive work environment for department employees.



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CDOT- Program Fact Sheet

Capital Expenditures (Cont.)

Capitalized Operating Equipment.

Capitalized Operating Equipment refers to smaller capital purchases that fall outside road equipment and fixed property but must be capitalized because they are valued at greater than \$5,000. These would include information technology infrastructure, video conference equipment, snow and ice equipment and miscellaneous non-road, non-computer equipment.

Funding

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

- The State Highway Fund

Capital Expenditure Programs Budget Allocations (in \$millions)				
<i>Allocations</i>	Actual FY 2013-14	Actual FY 2014-15	Budget FY 2015-16	Proposed FY 2016-17
Road Equipment Program	14.2	14.0	11.5	0.0
Capitalized Operating Equipment Program	5.5	3.8	3.4	3.8
Property Allocation Program	6.9	7.2	1.0	10.0
TOTAL	26.6	25.0	15.9	13.8

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Transportation Systems Management & Operations: Performance Programs & Services

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2015)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2015)
 Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2015)
 Budget Category: Maximize – Making the Most of What We Have

Background

The Division of Transportation Systems Management & Operations is responsible for the planning, development, and administration of a statewide program designed to reduce congestion and improve the safety, security, mobility, and efficient utilization of Colorado’s existing highway system. It is an integrated approach to optimize the performance of a surface transportation system through programs, projects, and services aimed at improving mobility and safety through sustainable high benefit, low cost solutions with superior returns on investment. Programs and services include:

- Active Traffic Management
- Traffic Incident Management
- Innovative Bottleneck Mitigation Studies & Projects
- Traffic Management Centers
- Special Event Management
- Road Weather Management
- Work Zone Management
- Travel Demand Management
- Intelligent Transportation Systems
- Traffic Signal & Ramp Meter Operations
- Operation of Tolled Express Lanes
- Highway Service Patrols
- Operations Planning
- Corridor Operations Planning for Congested Corridors
- Operations Clearance for all CDOT Projects
- Traffic Safety
- Traffic Engineering
- Operations Performance Measures and Reporting

Funding

The main sources of funding for the program are:

- The State Highway Fund
- Federal reimbursement for qualifying expenditures

TSM&O: Performance Programs and Services (in \$millions)				
	Actual	Actual	Budget	Proposed
<i>Allocations</i>	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17
TSM&O: Performance Programs and Services	0.0	7.2	6.1	0.6
TOTAL	0.0	7.2	6.1	0.6

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Transportation Systems Management & Operations: Intelligent Transportation Systems

Web Page: <http://www.cotrip.org>
Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2015)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2015)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2015)
Budget Category: Maximize – Making the Most of What We Have

Background

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

- The COTrip website displaying Closed Circuit Television (CCTV) images, speed maps and travel times, weather conditions, construction information, alerts (including Amber Alerts) and more
- 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
- Automated email and text messages using GovDelivery as third party provider
- CDOT App is the official CDOT endorsed Smartphone application that was developed through a public-private partnership
- CCTV is used statewide and by local media outlets
- Variable Message Signs (VMS) providing travel messages including; closures, alternative routes, road condition information, special events and real-time trip travel time information

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)
- Local media partners
- Many private entities

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



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CDOT- Program Fact Sheet

Transportation Systems Management & Operations: Intelligent Transportation Systems (continued)

- Wild animal detection devices
- CDOT Maintenance forces, the Colorado State Patrol, and the Ports of Entry
- Media Sources
- Automated Traffic Recorders

In calendar year 2014, the COTrip web site received 54.5 million page views. 54% of the page views were from a mobile device and 34.6% of the page views were new visits. Additionally, the 511 IVR System took 1.65 million calls, a decrease from 2013 attributed to an increase of use of other formats for receiving the information such as the CDOT mobile app, mobile web, and GovDelivery email and text messaging directly to the user. These numbers and attributed increases in delivery formats attest to the demand for information, the format in which it is delivered, and the value that travelers place on it. The Intelligent Transportation Systems (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 infrastructure allocation purposes, ITS is managed with three program areas: ITS Investments, which is for the purchase and installation of new ITS equipment and initiatives; ITS Maintenance, which is for operating and maintaining existing equipment; and ITS Capital Replacement, which is for replacement of end-of-life or obsolete ITS assets.

Funding

The main sources of funding for Intelligent Transportation Systems are:

- The State Highway Fund
- Federal reimbursement for eligible expenditures

Intelligent Transportation Systems Maintenance Program Budget Allocations (in \$millions)				
	Actual	Actual	Budget	Proposed
<i>Allocations</i>	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17
TSM&O ITS Maintenance Allocation	11.2	14.8	14.4	24.5
TOTAL	11.2	14.8	14.4	24.5

Source: CDOT Office of Financial Management & Budget

Intelligent Transportation Systems Investments Program Budget Allocations (in \$millions)				
	Actual	Actual	Budget	Proposed
<i>Allocations</i>	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17
TSM&O ITS Investments Program	5.0	10.0	10.0	10.0
TOTAL	5.0	10.0	10.0	10.0

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Highway Safety Education

Web Page: <https://www.codot.gov/programs/overview.html/2/2/2/alcohol-impaired-driving.html>

Web Page: <https://www.codot.gov/safety/live-to-ride>

Statutory Authorization: CDOT Office of Transportation Safety: Section 24-42-101, C.R.S. (2015)

Primary Funding Sources: Law Enforcement Assistance Fund: Section 43-4-401, C.R.S. (2015)

First Time Drunk Driving Offenders Account:Section 42-2-132, C.R.S. (2015)

Motorcycle Operator Safety Training Fund: Section 43-5-504, C.R.S. (2015)

Marijuana Tax Cash Fund: Section 39-28.8-501(1), C.R.S. (2015)

National Highway Transportation Safety Administration: 49 U.S.C. § 105

Budget Category: Maximize – Making the Most of What We Have

Background

The Highway Safety Office (HSO) 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 HSO's "The Heat is On!" campaign is a collaboration with local law enforcement agencies to increase efforts to enforce impaired driving laws during times of the year and in areas of the state that have been identified, through problem identification, as having high incidences of impaired driving related crashes and fatalities. The HSO reimburses law enforcement agencies for qualifying expenses from the following sources:

- The Law Enforcement Assistance Fund (LEAF)
- The First Time Drunk Driving Offenders Account

Since its inception, law enforcement agencies in Colorado have made 111,603 impaired driving 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 HSO administers the MOST program. In state fiscal year 2015 - 9,609 people were trained by MOST approved vendors.

Marijuana-Impaired Driving Program

CDOT manages statewide public awareness campaigns to prevent impaired driving in Colorado, paired with heightened enforcement by the Colorado State Patrol and local law enforcement agencies. CDOT works on marijuana impaired driving efforts, including a public education campaign, data collect, Drug Recognition Expert training and DUI enforcement under section 405(d) of the federal transportation authorization bill ("MAP-21").

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

Federal Section 402 funds are used to support State highway safety programs designed to reduce traffic crashes and resulting deaths, injuries and property damage. To receive Section 402 grant funds, the State must have an approved Highway Safety Plan (HSP). Beginning fiscal year 2014 and each fiscal year thereafter, a State must submit, not later than July 1 of the preceding fiscal year, a HSP that meets statutory



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CDOT- Program Fact Sheet

Highway Safety Education (continued)

and regulatory requirements. A State may use these grant funds to conduct approved highway safety programs.

Occupant Protection Incentive Grants (23 CFR. § 1200.23)

The purpose of Federal Section 405 (B) is to encourage States to adopt and implement effective occupant protection programs to reduce highway deaths and injuries resulting from unrestrained or improperly restrained vehicle occupants.

State Traffic Safety Information System Improvements (23 CFR. § 1200.23)

The purpose of Federal Section 405 (c) grant funds are provided to CDOT as administrator of the Colorado Traffic Records Program for awarding to grantees conducting traffic records improvement activities. The purpose of the Traffic Records Program is to provide timely, accurate, complete, consistent, integrated, and accessible traffic records data to federal, state, and local safety stakeholders to improve transportation safety in Colorado.

Impaired Driving Countermeasures (23 U.S.C. § 1200.23)

The purpose of Federal Section 405 (D) funds is to encourage States to adopt and implement effective programs to reduce driving under the influence of alcohol, drugs or the combination of alcohol and drugs. For FY16 Colorado qualified as a low range State for impaired driving fatalities.

Motorcyclist Safety Grants (23 CFR § 1200.25)

Federal Section 405 (F) 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 for motorcyclist safety training and motorist awareness of motorcyclist programs.

Funding

The main sources of revenue to the Department's Highway Safety Education programs are:

- Federal funding from the National Highway Transportation Safety Administration (NHTSA).
- Penalties for DUI convictions and guilty pleas
- Tax revenue from the retail and wholesale sale of marijuana
- Fees for drivers' license reinstatements
- Surcharges on driver's license fees for licenses with motorcycle qualifications



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CDOT- Program Fact Sheet

Highway Safety Education (continued)

Funding (continued)

Highway Safety Education Program Budget Allocations (in \$millions)				
<i>Allocations</i>	Actual FY 2013-14	Actual FY 2014-15	Budget FY 2015-16	Proposed FY 2016-17
Nat Hwy Traffic Safety Admin (NHTSA)	1.5	6.7	6.8	6.8
Motorcycle Operator Safety Training (MOST)	0.7	0.6	0.7	0.9
Law Enforcement Assistance Fund (LEAF)	0.7	0.5	0.6	0.9
First Time Drunk Driver Fund	1.2	1.2	1.3	1.5
Marijuana Impaired Driving Program	0.0	0.0	0.0	0.5
Indirect Cost Allocation	0.7	1.4	1.1	1.2
Construction Engineering Allocation	0.3	0.9	0.7	0.7
TOTAL	5.1	11.3	11.2	12.5

Source: CDOT Office of Financial Management & Budget

Note: This amount includes \$450,000 of NHTSA - required State match.

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CDOT- Program Fact Sheet

Transportation Systems Management & Operations: Congestion Relief

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2015)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2015)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2015)
Budget Category: Maximize – Making the Most of What We Have

Background

The Division of Transportation Systems Management and Operations (TSM&O) is responsible for the planning, development, and administration of a statewide program designed to reduce congestion and improve the safety, security, mobility, and efficient utilization of Colorado's existing highway system. TSM&O is formed on the belief and commitment that CDOT can do more to operate Colorado's existing surface transportation system so that it performs better to meet customer expectations through activities other than building new capacity. The Mission of TSM&O is to *"Reduce congestion and improve safety through innovative TSM&O strategies that enable the Colorado Department of Transportation to make the best use of available transportation funding."* Five programs within TSM&O are below.

- (1) The Intelligent Transportation Systems (ITS) Branch is responsible for implementing smart operational tools, computer software, and electronic equipment such as traffic signals, variable message sign boards, fiber optic network, ramp metering, and technology to support autonomous and connected vehicles.
- (2) The Traffic Management Branch oversees the Colorado Transportation Management Centers statewide and provides rapid response, coordination, communication, and management of storms, incidents, events, and emergencies to optimize safety and mobility. This Branch supports the Corridor Management Program, Maintenance Operations, and the CDOT Office of Emergency Management.
- (3) Corridor Management Program manages the holistic operations of congested corridors through Traffic Incident Management staff like the CDOT Highway Incident Commanders and programs like the Mile High Courtesy Patrol (up to 18 contracted tow vehicles plus two on US 36) which operates in the Denver metropolitan area during weekdays morning/afternoon rush hours; and the I-70 Mountain Corridor (Vail to C-470) Courtesy Patrol and Heavy Tow Program (up to 6 standard tows and 5 heavy tow vehicles) operates on weekends, special events and holidays. The Corridor Management Program also operates CDOT Toll Lane Corridors, supports the CDOT Office of Emergency Management, and works closely with State and local law enforcement and first responders.
- (4) The Staff Traffic and Safety Branch oversees several programs for data analysis and policy development: Safety, Crash Data Analysis, Traffic Engineering, Systems Operations and Policy. It also manages various federal and state funding programs (HSIP, FASTER Safety, Hot Spot/Congestion Relief/Bottleneck Reduction, Traffic Incident Management, and CDOT RAMP Operations), prioritizes projects for funding and tracks project completion.



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CDOT- Program Fact Sheet

**Transportation Systems Management & Operations: Congestion Relief
 (continued)**

- (5) The Planning and Performance, Transportation Demand Management Branch contributes to the statewide planning effort, plans the TSMO budget, applies for grants, reports on performance measures, and manages the Transportation Demand Management program to reduce the congestion through programs such as vanpool/carpools, managed lanes (including tolling), improved traveler information, connected vehicle technology, and diversifying transportation mode share.

Funding

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

Congestion Relief Program Budget Allocations (in \$millions)				
	Actual	Actual	Budget	Proposed
<i>Allocations</i>	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17
TSM&O Congestion Relief	3.2	3.2	3.4	3.1
Indirect Cost Allocation	0.5	0.5	0.4	0.6
Construction Engineering Allocation	0.3	0.3	0.2	0.3
TOTAL	4.0	4.0	4.0	4.0

Source: CDOT Office of Financial Management & Budget

TSM&O Traffic Incident Management (in \$millions)				
	Actual	Actual	Budget	Proposed
<i>Allocations</i>	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17
TSM&O: Traffic Incident Management	0.0	0.0	0.0	1.1
TOTAL	0.0	0.0	0.0	1.1

Source: CDOT Office of Financial Management & Budget

Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations (See Appendix B).



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CDOT- Program Fact Sheet

Regional Priority Program (RPP)

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2015)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2015)
 Primary Funding Sources: State Highway Fund, Section 43-10-109, C.R.S. (2015);
 The Highway Trust Fund 26 U.S.C. § 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 five 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. This is accomplished through the transportation planning process. RPP funds are distributed to the CDOT Regions according to a formula based on 50% population, 35% state highway system lane miles, and 15% state highway system Truck Vehicle Miles Traveled (VMT).

Funding

The RPP is funded through annual Transportation Commission allocations of state highway funds with federal reimbursement for eligible expenditures.

Regional Priority Program Budget Allocations (in \$millions)				
<i>Allocations</i>	Actual FY 2013-14	Actual FY 2014-15	Budget FY 2015-16	Proposed FY 2016-17
Regional Priority Program Allocation	8	40.1	42.1	37.9
Indirect Cost Allocation	1.3	6.1	4.9	6.8
Construction Engineering Allocation	0.7	3.8	3.0	3.9
TOTAL	10.0	50.0	50.0	48.6

Source: CDOT Office of Financial Management & Budget

Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations (See Appendix B).



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CDOT- Program Fact Sheet

Strategic Projects

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2015)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2015)
 Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2015)
 The Highway Trust Fund 26 U.S.C. § 9503
 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. Since the repeal of Senate Bill 97-001 in 2009, there has been no source of funding specifically dedicated to the remaining six strategic projects.

Funding

The primary source of revenue for strategic projects was Senate Bill 97-001 until it was repealed and superseded by Senate Bill 09-228 in 2009. The Bill requires five percent growth in personal income before triggering a transfer of General Funds to CDOT. The table below shows the current expected transfers.

Strategic Transportation Investment Project Program Budget Allocations (in \$millions)				
	Actual	Actual	Budget	Proposed
Allocations	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17
Strategic Transportation Investment Project Program Allocation	0.0	0.0	155.7	0.0
Indirect Cost Allocation	0.0	0.0	18.1	0.0
Construction Engineering Allocation	0.0	0.0	11.3	0.0
TOTAL	0.0	0.0	185.1	0.0

Source: CDOT Office of Financial Management & Budget

Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations (See Appendix B).



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CDOT- Program Fact Sheet

Project Support – Operations, Planning, and Research (SPR)

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2015)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2015)
Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2015)
The Highway Trust Fund 26 U.S.C. § 9503
Budget Category: Deliver – Program Delivery/Administration

Background

Project Support is responsible for providing support and statewide consistency to the CDOT Regions in the development and delivery of highway projects in Colorado pursuant to state and federal law. This involves a multitude of activities in preparation of the design and construction of highway projects. Activities include but are not limited to:

- Development of standards and specification to be used on all CDOT highway projects. Ensuring consistent statewide application of policies and procedures for the acquisition of right-of-ways, utility clearances, structural design, advertisement of construction projects and construction management
- Management of the pavement, bridge, culvert, tunnel, structural walls and other highway assets statewide
- Conducting chemical and physical properties tests and analyses on various pavements and materials used in construction
- Publishing and maintaining policies and procedures necessary for the consistent administration of highway construction contracts
- Conducting training on the development and delivery of highway projects
- Assuring that construction contracts are awarded to the lowest responsible bidder
- Ensuring consistent management of construction activities and providing expert technical resources to Region staff
- Providing engineering estimates for every construction project

State Planning and Research (SPR) funds support statewide planning and research activities. The funds are used to establish a cooperative, continuous, and comprehensive framework for making transportation investment decisions and to carry out transportation research activities throughout the State. Activities include but are not limited to:

- Providing leadership of the transportation planning process, including the development and implementation of plans, programs, and resources to support and deliver an integrated multi-modal transportation system.
- Leading the CDOT asset management program by providing tools to effectively measure, analyze, forecast and communicate the performance of CDOT's asset programs, processes, and investment decisions.



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CDOT- Program Fact Sheet

Project Support – Operations, Planning, and Research (continued)

- Information and data dissemination functions that contribute to the development of projects, transportation plans, and state/federal reports including data analysis, integration and dissemination, planning information, GIS applications, mapping services, and database programming and maintenance.
- Supporting project development and other activities by collaboratively developing, managing, and implementing policies, programs, and processes that facilitate environmental compliance, stewardship, and leadership.

Conducting applied research and identifying implementation opportunities in the areas of environmental research, structures, geotechnical, hydraulics, pavement, materials, safety, operations, and planning.

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
- Federal reimbursement for qualifying expenditures

The increase in funding for the Operations Allocation for FY2015-16 is a result of growing financial obligations due to common policy increases (notably for required OIT payments), and the restoration of \$1.4 million transferred to project initiatives and \$6.7 million that had been transferred to TSM&O by a decision item for FY2014-2015.

Operations, Planning and Research Budget Allocations (in \$millions)				
	Actual	Actual	Budget	Proposed
<i>Allocations</i>	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17
Operations Allocation	20.6	13.3	23.7	23.1
Project Initiatives	3.5	2.9	1.9	1.9
Maintenance HQ Support	5.6	6.8	7.5	7.5
State Planning and Research (SPR) Allocation	12.7	12.7	12.7	13.3
TOTAL	42.4	35.7	45.8	45.8

Source: CDOT Office of Financial Management & Budget

HPTE Fee for Service				
	Actual	Actual	Budget	Proposed
<i>Allocations</i>	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17
HPTE Fee for Service	0.0	0.0	0.0	2.1
TOTAL	0.0	0.0	0.0	2.1

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Administration

Statutory Authorization: Section 43-1-113 (2) (c) (III), C.R.S. (2015)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2015)
 Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2015)
 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. (2015). Unlike the majority of CDOT’s budget, funding for Administration is appropriated annually by the Colorado General Assembly and may not exceed 5.0 percent of the Department’s total 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 Office of the Deputy Executive Director
- The Division of Accounting & Finance
- The Office of Program Management
- The Office of Emergency Management
- The Division of Audit
- The Office of the Chief Highway Engineer
- The Division of Administrative Services
- The Office of Policy and Government Relations
- The Office of Communications
- The Offices of the Regional Transportation Directors
- 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.

Appropriated Program Budget Allocation (in \$millions)				
	Actual	Actual	Budget	Proposed
Allocations	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17
Administration (Appropriated) Allocation	22.8	30.0	29.0	30.0
TOTAL	22.8	30.0	29.0	30.0

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Aeronautics

Web Page:	https://www.codot.gov/programs/aeronautics
Statutory Authorization:	Section 43-10-103, C.R.S. (2015)
Governance:	Colorado Aeronautical Board, Section 43-10-104, C.R.S. (2015)
Primary Funding Source:	State Aviation Fund, Section 43-10-109, C.R.S. (2015)
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 74 public use airports
- Enhance aviation safety through education
- Promote economic development through the development, operation and maintenance of the state aviation system
- Mission Statement: "In support of the Colorado Department of Transportation's development of a forward-looking multi-modal transportation system in the 21st century, the Colorado Division of Aeronautics shall promote partnering with its public and private constituents to enhance aviation safety, aviation education and the development of an effective air transportation system through the efficient administration of the Aviation Fund."

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 Annual Report: <https://www.codot.gov/programs/aeronautics/Periodicals/AnnualReport>.
- *Automated Weather Observing Systems (AWOS)*: During its 2000 session, the Colorado General Assembly acknowledged the need for improved aviation weather reporting in the mountainous terrain along the Continental Divide. With shared funding from the Legislature and the Colorado Aviation Fund, twelve (12) Automated Weather Observing System (AWOS) sites were installed. These were sited at those critical mountain passes most vulnerable to weather-related aircraft accidents. The AWOS generates real time weather reports every minute, providing continuous, real-time weather reports for pilots, airport operators, weather data collectors, as well as the local community. The AWOS weather reports are made available to pilots via high quality, digitalized voice transmissions using a VHF frequency, are also available by telephone for flight planning and can be sent to the FAA's Weather Network for critical flight planning purposes. For more information about the Division's AWOS systems, please visit: <https://www.codot.gov/programs/aeronautics/Periodicals/AnnualReport>.



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CDOT- Program Fact Sheet

Aeronautics (continued)

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.
- 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. (2015) continuously appropriates the State Aviation Fund to the Division and restricts administrative expenses to a maximum of 5.0 percent of prior year revenues.

Division of Aeronautics Budget Allocation (in \$millions)				
	Actual	Actual	Budget	Proposed
<i>Allocations</i>	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17
Division of Aeronautics to Airports	36.1	30.7	29.1	24.0
Division of Aeronautics Administration	0.9	0.9	0.9	1.0
TOTAL	37.0	31.6	30.0	25.0

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Safe Routes to School

Web Page: <https://www.codot.gov/programs/bikeped/safe-routes>
 Statutory Authorization: 23 USC Section 213
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2015)
 Primary Funding Source: The Highway Trust Fund, 26 U.S.C. Section 9503
 Budget Category: Pass-Through Funds/Multimodal Grants

Background

The Safe Routes to School (SRTS) program was established in Colorado in 2004 to distribute federal funds to eligible projects that enable and encourage children in Kindergarten through 8th grade to safely bicycle and walk to and from school. Successful SRTS programs are designed around the 5 “E’s” - engineering, education, encouragement, enforcement, and evaluation - to achieve the greatest gains. SRTS equitably supports the diverse transportation needs of Colorado youth at all abilities, income levels, races, and national origins in rural, suburban, and urban communities. The programs contribute to Colorado’s quality of life through healthier lifestyles, expanded commuting options, and easier access to schools and neighborhoods.

Eligible activities include but are not limited to:

- Planning, design, and construction of safe school routes for children to walk and bike to and from school
- Planning, design, and construction of facilities for pedestrians and bicyclists to travel to and from school
- Educating children, parents, and communities about safe walking and bicycling practices and the health benefits that result from walking and bicycling to and from school

Funding

Funds are awarded through a statewide competitive process for construction and education projects chosen by an appointed advisory committee. \$2.0M is committed to fund infrastructure projects and \$0.5M for non-infrastructure projects.

Safe Routes to Schools (in \$millions)				
	Actual	Actual	Budget	Proposed
Allocations	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17
	0.0	0.0	0.0	2.5
TOTAL	0.0	0.0	0.0	2.5

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Transportation Alternatives

Web Page: <http://www.fhwa.dot.gov/map21/factsheets/tap.cfm>
 Statutory Authorization: 23 USC Section 213
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2015)
 Primary Funding Source: The Highway Trust Fund, 26 U.S.C. Section 9503
 Budget Category: Pass-Through Funds/Multimodal Grants

Background

The Transportation Alternatives Program (TAP) is a program established under Section 1122 of MAP-21. The TAP provides funding for bicycle/pedestrian, historic/scenic, and environmental mitigation transportation projects. The TAP replaces the funding from pre-MAP-21 programs including Transportation Enhancements, Scenic Byways, Safe Routes to School, and Recreational Trails by wrapping some elements of those programs into a single funding source.

Eligible activities include but are not limited to:

- Construction, planning and design of facilities for pedestrians and bicyclists
- Construction of turnouts, overlooks and viewing areas, and preservation of historic transportation facilities
- Some environmental mitigation activities, including vegetation management, and archeological and storm water mitigation related to highway projects
- The recreational trails program

Funding

The main sources of revenue to the Transportation Alternatives program are:

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

Transportation Alternatives Budget Allocations (in \$millions)				
	Actual	Actual	Budget	Proposed
<i>Allocations</i>	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17
Recreational Trails Allocation	1.6	1.6	1.6	1.6
Transportation Alternatives Program Allocation	12.0	11.7	12.0	12.0
TOTAL	13.6	13.3	13.6	13.6

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

STP-Metro

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

Background

The Surface Transportation Program (STP) is a federally mandated program. The STP provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. STP-Metro is a sub-program of STP for urbanized areas with populations greater than 200,000. Project selection for STP-Metro funds is conducted 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.

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%)
- 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.

Surface Transportation Program (STP) -Metro Budget Allocation (in \$millions)				
	Actual	Actual	Budget	Proposed
<i>Allocations</i>	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17
STP-Metro Program Allocation	47.8	46.9	47.0	49.1
TOTAL	47.8	46.9	47.0	49.1

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Congestion Mitigation & Air Quality (CMAQ)

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

Background

CMAQ is a federally mandated program, the objective of which is to improve air quality in nonattainment and maintenance areas for ozone, carbon monoxide, and particulate matter. These include the areas of the North Front Range Metropolitan Planning Organization (NFRMPO), the Denver Regional Council of Governments (DRCOG), the Pikes Peak Area Council of Governments (PPACG), portions of the Upper Front Range Transportation Planning Region (UFR TPR), Aspen, Cañon City, Pagosa Springs, Steamboat Springs, and Telluride. Funds may be used for transportation projects designed to contribute to the attainment or maintenance of a national ambient air quality standards (NAAQS), with a high level of effectiveness in reducing air pollution. Eligible activities include:

- Establishment or operation of a traffic monitoring, management, and control facility, including advanced truck stop electrification systems, if it contributes to attainment of an air quality standard
- Projects that improve traffic flow, including projects to improve signalization, construct HOV lanes, improve intersections, add turning lanes, improve transportation systems management and operations that mitigate congestion and improve air quality, and implement ITS and other CMAQ-eligible projects, including projects to improve incident and emergency response or improve mobility, such as real-time traffic, transit, and multimodal traveler information
- Purchase of integrated, interoperable emergency communications equipment
- Projects that shift traffic demand to nonpeak hours or other transportation modes, increase vehicle occupancy rates, or otherwise reduce demand
- Complete diesel retrofits of fleet vehicles
- Development of alternative fueling infrastructure and assistance in the conversation of public and private fleets to alternative fuel vehicles such as compressed natural gas (CNG), propane, or electric vehicles
- Expanded authority to use funds for transit operations

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



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CDOT- Program Fact Sheet

Congestion Mitigation & Air Quality (continued)

Funding (continued)

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 (CMAQ) Improvement Program Budget Allocation (in \$millions)				
	Actual	Actual	Budget	Proposed
<i>Allocations</i>	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17
CMAQ - Program Allocation	46.3	45.4	45.5	46.0
TOTAL	46.3	45.4	45.5	46.0

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/factsheets/mp.cfm>
 Statutory Authorization: 23 U.S.C. §134
 Governance: Metropolitan Planning Organizations (MPOs) in Colorado
 Primary Funding Source: The Highway Trust Fund, Highways Account, 26 U.S.C. § 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. The MPOS in Colorado are the Denver Regional Council of Governments (DRCOG), the Pikes Peak Area Council of Governments (PPACG), and the North Front Range Metropolitan Planning Organization (NFRMPO), the Pueblo Area Council of Governments and the Grand Valley MPO (GVMPO).

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 Program Budget Allocation (in \$millions)				
	Actual	Actual	Budget	Proposed
<i>Allocations</i>	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17
Metropolitan Planning Program Allocation	7.9	5.6	7.8	8.2
TOTAL	7.9	5.6	7.8	8.2

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Bridge Off-System

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 or bridge rehabilitation projects. The Department maintains a select list, as described above, for local agency bridges to determine eligibility for bridge replacement and major rehabilitation grants. The Special Highway Committee is the group that authorizes the grants.

The Code of Federal Regulations (CFR) stipulates that at least 15 percent of the Federal Bridge Program funds the State receives shall 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 program and partially through Transportation Commission-directed funds.

Bridge Off System Program Budget Allocation (in \$millions)				
	Actual	Actual	Budget	Proposed
Allocations	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17
Bridge Off System Allocation	9.6	9.4	9.4	9.4
TOTAL	9.6	9.4	9.4	9.4

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Transit

Web Page: <https://www.codot.gov/programs/transitandrail>
Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2015)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2015)
Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2015);
The Highway Trust Fund Mass Transit Account, 26 U.S.C. § 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 "FASTER" transit-related funding
- Working with Regional Transportation Authorities (RTAs) and Transportation Planning Regions (TPRs) on transit service development and policy issues
- Operate the Bustang interregional bus service connecting local transit providers along the I-25 and I-70 corridors
- Identifying gaps in services and missing connections
- Coordinating with other human services and veterans service agencies on transportation delivery
- Creating a state rail plan to improve the efficiency of freight and passenger rail networks
- Conducting feasibility studies of potential new services
- Pursuing intercity &/or high-speed rail and transit solutions for Colorado
- Developing state financing mechanisms
- Integrating transit with other modes through bicycle, pedestrian, and park-and-ride facilities
- Collaborating to create high-utilization carpool, transit, and managed-lane highway facilities
- Incorporating transit, passenger rail, and freight rail into the statewide transportation plan

Funding

The main sources of revenue to the Division are:

- State Funds: \$15.0 million Senate Bill 09-108.
- Federal grants and apportionments
- Local matching funds



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CDOT- Program Fact Sheet

Transit (continued)

Funding (continued)

Transit Program Budget Allocation (in \$millions)				
	Actual	Actual	Budget	Proposed
<i>Allocations</i>	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17
Federal Transit	23.0	27.1	29.2	29.6
Strategic Projects -Transit	0.0	0.0	20.6	0.0
State Transit (FASTER)	15.0	15.0	15.0	15.0
TOTAL	38.0	42.1	64.8	44.6

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

State Infrastructure Bank

Web Page: <https://www.codot.gov/business/budget/colorado-state-infrastructure-bank-co-sib.html>
 Statutory Authorization: Section 43-1-113.5 C.R.S. (2015)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2015)
 Primary Funding Source: Transportation Infrastructure Revolving Fund, Section 43-1-113.5, C.R.S. (2015)
 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
- 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.

State Infrastructure Bank (SIB) Allocation (in \$millions)				
	Actual	Actual	Budget	Proposed
<i>Allocations</i>	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17
SIB Allocation	0.6	0.7	0.5	0.4
TOTAL	0.6	0.7	0.5	0.4

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Permanent Recovery

Statutory Authorization: Section 159(b) of the Wendell H. Ford Aviation Investment and Reform Act (AIR-21) & 49 U.S.C. §5334

Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2015)

Primary Funding Source: FHWA Emergency Relief Program

Budget Category: Transportation Commission Contingency / Debt Service

Background

The Permanent Repair program encompasses all permanent repair work being done in Colorado as a result of catastrophic rains and subsequent flooding that occurred during the week of September 11, 2013. The storm destroyed or damaged more than 200 miles of roadway and 50 bridges, with most of the damage concentrated in the northern and eastern parts of Colorado. While the emergency response phase was responsible for short-term fixes in order to get traffic moving as quickly as possible; all temporary repairs were completed as of November of 2013. The permanent repair program is now responsible for managing the long term permanent recovery phase that is projected to take 3-5 years. The program ensures oversight of flood related activities between CDOT Regions, the Flood Recovery Office in Greeley and the Flood Recovery Business Office in Denver at CDOT Headquarters.

Below is a summary of the permanent repair program:

- Oversee 42 permanent repair projects with an estimated budget of \$276 million
- Compile and ensure proper management of all necessary documentation for future audits
- Administer FHWA funds to Federal Aid Roads and works in partnership with the local counties and municipalities to complete necessary Local Agency roadway repairs

Funding

Permanent recovery is funding largely through federal programs through FHWA related to disaster relief and recovery. FHWA will reimburse CDOT for approximately 80% of the eligible Permanent Recovery costs on state owned highways. 100% of eligible costs will be covered for Federal owned highways.

Permanent Recovery Program Budget Allocations (in \$millions)				
	Actual	Actual	Budget	Proposed
Allocations	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17
Permanent Recovery Allocation	0.0	0.0	146.8	99.3
Indirect Cost Allocation	0.0	0.0	17.0	17.8
Construction Engineering Allocation	0.0	0.0	10.6	10.3
TOTAL	0.0	0.0	174.5	127.4

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Contingency Funds

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2015)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2015)
 Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2015)
 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 or landslide 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 source of revenue for the Department’s capital expenditures is the State Highway Fund.

Contingency Program Allocation (in \$millions)				
	Actual	Actual	Budget	Proposed
Allocations	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17
TC Contingency Allocation	27.2	20.8	2.0	25.0
Snow & Ice Reserve	10.0	10.0	10.0	10.0
Staff Recommended Initiatives	0.0	0.0	0.0	18.2
TOTAL	37.2	30.8	12.0	53.2

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Debt Service & Certificates of Participation

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2015)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2015)
 Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2015);
 Highway Trust Fund, Highway Account, 23 U.S.C. § 9503 (a)
 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 Colorado 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. The amount listed below for FY 2016-17 represents the final payments for TRANs.

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 Program Allocations (in \$millions)				
<i>Allocations</i>	Actual FY 2013-14	Actual FY 2014-15	Budget FY 2015-16	Proposed FY 2016-17
CDOT Debt Service Program Allocation	167.8	167.8	167.8	128.9
Certificates of Participation-Property	2.3	2.4	2.4	2.3
Certificates of Participation-Energy	1.1	1.1	1.0	1.0
TOTAL	171.2	171.3	171.2	132.2

Source: CDOT Office of Financial Management & Budget



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Colorado Bridge Enterprise

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Colorado Bridge Enterprise

The Colorado Bridge Enterprise (BE) 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. (2015), the Transportation Commission serves as the Colorado Bridge Enterprise Board. The members are:

- District One: Ms. Shannon Gifford;** Commissioner.Gifford@state.co.us
(Denver County; appointed July, 2013, term expiring July 2017).
- District Two: Mr. Edward J. Peterson;** Commissioner.Peterson@state.co.us
(Jefferson County and a portion of Broomfield County, appointed October 2011, term expiring July 2017).
- District Three: Mr. Gary M. Reiff;** Commissioner.Reiff@state.co.us
(Arapahoe and Douglas counties, appointed August 2009, term expiring July 2017).
- District Four: Ms. Heather Barry;** Commissioner.Barry@state.co.us
(Adams and Boulder counties and a portion of Broomfield County; appointed July 2007, term expiring July 2017).
- District Five: Ms. Kathy Gilliland;** Commissioner.Gilliland@state.co.us
(Larimer, Morgan, and Weld counties and a portion of Broomfield County; appointed July 2011, term expiring July 2019).
- District Six: Ms. Kathy Connell;** Commissioner.Connell@state.co.us
(Clear Creek, Gilpin, Grand, Jackson, Moffat, Rio Blanco, and Routt counties; appointed July 2011, term expiring July 2019).
- District Seven: Ms Kathryn Hall;** Commissioner.Aden@state.co.us
(Chaffee, Delta, Eagle, Garfield, Gunnison, Lake, Mesa, Montrose, Ouray, Pitkin, and Summit counties; appointed July 1997, term expiring July 2015).
- District Eight: Ms. Sidney Zink;** Commissioner.Zink@state.co.us
(Alamosa, Archuleta, Conejos, Costilla, Dolores, Hinsdale, La Plata, Mineral, Montezuma, Rio Grande, Saguache, San Juan, and San Miguel counties; appointed July, 2013 term expiring July 2017).
- District Nine: Mr. Nolan Schriener;** Commissioner.Gruen@state.co.us
(El Paso, Fremont, Park, and Teller counties; appointed November 2007, term expiring July 2019).
- District Ten: Mr. Bill Thiebaut;** Commissioner.Thiebaut@state.co.us
(Baca, Bent, Crowley, Custer, Huerfano, Kiowa, Las Animas, Otero, Prowers, and Pueblo counties; appointed August 2013, term expiring July 2017).
- District Eleven: Mr. Steven Hofmeister;** Commissioner.Hofmeister@state.co.us
(Cheyenne, Elbert, Kit Carson, Lincoln, Logan, Phillips, Sedgwick, Washington, and Yuma counties; appointed May, 2012, term expiring July, 2019).

Ms. Kathy Connell is the Chairwoman of the Transportation Commission and Mr. Gary M. Reiff is the Vice Chairman. Mr. Shailen Bhatt, Executive Director of the Department, is also the Director of the Enterprise. Mr. Herman Stockinger, Director of the CDOT Office of Policy and Government Relations serves as the Secretary of the Colorado Bridge Enterprise.



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Bridge Enterprise Revenue Summary

Summary of BE Revenue Estimate	
<i>Funding Category</i>	FY 2016-17
State Bridge Safety Surcharge	102,100,000
Miscellaneous Enterprise Revenue	3,500,000
Build America Bonds Credit	6,000,000
Transfer from CDOT	15,000,000
Bridge Enterprise - Total Revenue	126,600,000

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Bridge Enterprise - Revenue Source Fact Sheet

Colorado Bridge Enterprise (BE) Revenue

Web Page <https://www.codot.gov/programs/BridgeEnterprise>

Statutory Authorization: Section 43-4-802, et seq., C.R.S. (2015)

Funding Type(s): Registration Surcharges

Background

In 2009 the General Assembly enacted Senate Bill 09-108, the Funding Advancement for Surface Transportation and Economic Recovery (FASTER) legislation. This bill which created a new High Performance Transportation Enterprise and subsequently the Statewide Bridge Enterprise, which was 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.

Revenue History and Projection

Colorado Bridge Enterprise Revenue (in \$millions)				
	Actual	Actual	Estimate	Estimate
Funding Source	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17
Bridge Safety Registration Surcharge	95.7	91.1	100.1	102.1
Other Enterprise Charges	0.0	0.0	0.0	0.0
Interest Income	3.0	2.4	3.0	3.5
Build America Bonds Credit	5.9	6.4	6.0	6.0
Eligible Federal Funds	15.0	15.0	15.0	15.0
TOTAL	119.6	114.9	124.1	126.6



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Bridge Enterprise - Program Fact Sheet

Bridge Enterprise Program Allocation Summary

Summary of BE Program Allocations	
State Bridge Enterprise Fiscal Year 2016 - 2017 Proposed Allocations	
Maintain - Maintaining What We Have	
CDOT Performed Work	
Bridge Enterprise -- Maintenance	250,000
Scoping Pools	750,000
Total CDOT Performed Work	1,000,000
Contracted Out Work	
Bridge Enterprise Projects	90,447,982
BE Transfer from CDOT for Projects	15,000,000
Total Contracted Out Work	105,447,982
Total Maintain - Maintaining What We Have	106,447,982
Deliver - Program Delivery/Administration	
Bridge Enterprise - Administration & Legal Fees	1,911,904
Total Deliver - Program Delivery/Administration	1,911,904
Bridge Enterprise Contingency / Debt Service	
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
Total BE Program Allocations	126,593,886



Colorado Department of Transportation

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Bridge Enterprise - Program Fact Sheet

Colorado Bridge Enterprise

Web Page: <https://www.codot.gov/programs/BridgeEnterprise>
 Statutory Authorization: Section 43-4-805, C.R.S. (2015)
 Governance: Statewide Bridge Enterprise Board, Section 43-4-805, C.R.S. (2015)
 Primary Funding Source: Statewide Bridge Enterprise Special Revenue Fund, Section 43-4-805(g), C.R.S. (2015)
 Budget Category: Maintain – Maintaining What We Have

Background

Senate Bill 09-108 (FASTER) created Colorado 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 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, 189 FASTER eligible bridges have been identified as structurally deficient or functionally obsolete with a rating below 50, making them eligible for replacement or reconstruction by the Bridge Enterprise. As of September, 2015, 113 of these bridges have been replaced or repaired, 26 are in construction, 16 are in design or the design is complete, 22 bridges are yet to be programmed, and no action is proposed for 14 structures at this time. In December of 2010 the Enterprise issued \$300 million in bonds to accelerate the replacement and/or reconstruction of poor bridges; 93 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.

Bridge Enterprise (BE) Operating Budget Allocations (in \$millions)				
	Actual	Actual	Budget	Proposed
<i>Allocations</i>	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17
BE - Maintenance Allocation	0.7	1.0	1.0	0.6
BE - Administration Allocation	1.7	1.9	1.9	1.9
BE - Contingency Allocation	0.0	0.0	0.0	0.0
BE - Debt Service Allocation	18.2	18.2	18.2	18.2
TOTAL	20.6	21.1	21.1	20.7

Source: CDOT Office of Financial Management & Budget



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Bridge Enterprise - Program Fact Sheet

Colorado Bridge Enterprise (continued)

Funding (continued)

Bridge Enterprise (BE) Construction Program Allocations (in \$millions)				
	Actual	Actual	Budget	Proposed
<i>Allocations</i>	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17
BE - Projects Allocation	79.1	75.1	86.6	82.6
Indirect Cost Allocation	13.1	11.5	10.1	14.8
Construction Engineering Allocation	6.7	7.1	6.3	8.5
TOTAL	98.9	93.7	103.0	105.9

Source: CDOT Office of Financial Management & Budget

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High Performance Transportation Enterprise

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High Performance Transportation Enterprise (HPTE)

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.
- 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:

Denver Metropolitan Area: Mr. Trey Rodgers;

Trogers@rothgerber.com

(Appointed August, 2012, term expiring October 2017)

Transportation Commissioner: Ms. Shannon Gifford;

(Appointed 2015, term expiring TC at will)

Transportation Commissioner: Ms. Kathy Gilliland; Commissioner.Gilliland@state.co.us

(Appointed October, 2011, term expiring TC at will)

Transportation Commissioner: Mr. Gary Reiff;

Commissioner.Reiff@state.co.us

(Appointed July, 2013, term expiring TC at will)

Pikes Peak Area: Ms. Brenda Smith;

smithbrend@msn.com

(Appointed August, 2012, term expiring October, 2017)

North Front Range Area: Mr. Don Marostica;

don@donmarostica.com

(Appointed December, 2012, term expiring October, 2015)

Interstate 70 Corridor: Mr. Tim Gagen;

ting@townofbreckenridge.com

(Appointed August, 2012, term expiring October, 2015)

Mr. Tim Gagen is chairman of the board, Ms. Kathy Gilliland is vice chair and Mr. David Spector is the Director of the Enterprise.



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HPTE - Revenue Source Fact Sheet

HPTE Revenue Summary

Summary of HPTE Revenue Estimate	
<i>Funding Category</i>	FY 2016-17
Tolling Revenue	5,436,702
Interest Income	200,000
Transfer from CDOT	0
Consulting Fees	2,080,000
High Performance Transportation Enterprise - Total Revenue	7,716,702

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HPTE - Revenue Source Fact Sheet

High Performance Transportation Enterprise (HPTE) Revenue

Web Page: <https://www.codot.gov/programs/high-performance-transportation-enterprise-hpte>
 Statutory Authorization: Section 43-4-806, C.R.S. (2015)
 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 achieve the following:

- 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
- 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
- Design-build contracting

Revenue History and Projection

The main sources of revenue to the Enterprise are:

- Fees for services
- Interest Income
- Consulting Fees

High Performance Transportation Enterprise Revenue (in \$millions)				
Funding Source	Actual FY 2013-14	Actual FY 2014-15	Estimate FY 2015-16	Estimate FY 2016-17
Tolling Revenue	7.3	30.4	0.4	5.4
Tolling Violations	0.0	0.0	0.0	0.0
Interest Income	0.3	0.2	0.2	0.2
Transfer from CDOT	1.0	1.0	0.0	0.0
Consulting Fees	0.0	0.0	2.0	2.1
TOTAL	8.6	31.6	2.6	7.7



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HPTE - Revenue Source Fact Sheet

HPTE Program Allocation Summary

Summary of HPTE Program Allocations	
High Performance Transportation Enterprise Fiscal Year 2016 - 2017 Proposed Allocations	
Expand - Increasing Capacity	
CDOT Performed Work	
High Performance Transportation Enterprise--Maintenance	-
Total CDOT Performed Work	-
Contracted Out Work	
High Performance Transportation Enterprise--Projects	5,636,702
Total Contracted Out Work	5,636,702
Total Expand - Increasing Capacity	5,636,702
Deliver - Program Delivery/Administration	
High Performance Transportation Enterprise--Administration & Legal Fees	1,178,649
Total Deliver - Program Delivery/Administration	1,178,649
Debt Service	
High Performance Transportation Enterprise - Debt Service	901,351
Total Debt Service	901,351
Total Transportation Commission Contingency / Debt Service	901,351
Total HPTE Program Allocations	7,716,702



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HPTE - Program Fact Sheet

High Performance Transportation Enterprise Allocations

Web Page: <https://www.codot.gov/programs/high-performance-transportation-enterprise-hpte>
 Statutory Authorization: Section 43-4-806, C.R.S. (2015)
 Governance: HPTE Board, Section 43-4-806 (2) (a), C.R.S. (2015)
 Primary Funding Source: Statewide Transportation Enterprise Special Revenue Fund, Section 43-4-806 (3) (a), C.R.S. (2015)
 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 achieve the following:

- 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
- Accelerate the economic recovery of the state

Such innovative means of financing projects include, but are not limited to:

- Public-private partnerships
- Operating and maintenance agreements
- User fee-based project financing
- Availability payments concession agreements
- Toll risk concession agreements
- Design-build contracting

Funding

The main sources of revenue to the Enterprise are:

- Fees earned for consulting services
- User fees

High Performance Transportation Enterprise (HPTE) Operating Budget Allocations (in \$millions)				
<i>Allocations</i>	Actual FY 2013-14	Actual FY 2014-15	Budget FY 2015-16	Proposed FY 2016-17
HPTE - Maintenance Allocation	0.4	0.0	0.0	0.0
HPTE - Administration Allocation	1.0	1.4	1.2	1.2
HTPE - Debt Service	0.0	0.0	0.8	0.9
TOTAL	1.4	1.4	2.0	2.1

Source: CDOT Office of Financial Management & Budget



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HPTE - Program Fact Sheet

High Performance Transportation Enterprise Allocations (continued)

Funding (continued)

High Performance Transportation Enterprise (HPTE) Construction Program Allocations (in \$millions)				
<i>Allocations</i>	Actual FY 2013-14	Actual FY 2014-15	Budget FY 2015-16	Proposed FY 2016-17
HPTE - Projects Allocation	5.8	24.2	0.5	4.4
Indirect Cost Allocation	1.0	3.7	0.1	0.8
Construction Engineering Allocation	0.5	2.3	0.0	0.5
TOTAL	7.3	30.2	0.6	5.7

Source: CDOT Office of Financial Management & Budget

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Appendices

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Appendix A

Senate Bill 09-108 (FASTER) Overview

Funding Advancement for Surface Transportation and Economic Recovery (FASTER)

Statutory Authorization: Section 43-4-801, et seq., C.R.S. (2015)

Funding Type(s): Registration Surcharges, Fees, Fines

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 (HPTE) and the Statewide Bridge Enterprise (BE)
- Enhanced the Department's authority with respect to bonding and highway demand management
- Required an annual report regarding the department's structural funding deficit
- 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://hermes.cde.state.co.us/drupal/islandora/object/co%3A2038>), 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.
- 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 (HPTE & BE) are authorized to issue revenue bonds backed by their respective revenues. To accelerate the replacement of Colorado's poor bridges, the BE issued \$300.0 million of federally subsidized Build America Bonds (see <http://1.usa.gov/BuildAmericaBonds>) in December 2010. For more information, see <https://www.codot.gov/programs/BridgeEnterprise>.



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Senate Bill 09-108 (FASTER) Overview (continued)

Senate Bill 09-108 Registration Surcharge Schedules (\$millions)

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

Source: Senate Bill 09-108

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 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 <https://www.codot.gov/library/AnnualReports/2013-transportation-deficit-report/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>)
- 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 <https://www.codot.gov/programs/high-performance-transportation-enterprise-hpte>. Current annual funding estimate for HPTE is \$2.5 million.



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Senate Bill 09-108 (FASTER) Overview (continued)

Revenue History and Projection

Senate Bill 09-108 Overview (in \$millions)				
<i>Funding Source</i>	Actual FY 2013-14	Actual FY 2014-15	Estimate FY 2015-16	Estimate FY 2016-17
Road Safety Surcharges	120.7	123.7	126.1	129.6
Late Registration Fees	17.7	17.9	18.7	18.6
Daily Vehicle Rental Fees	28.9	30.5	30.9	30.3
Oversize/Overweight Vehicle Surcharges	1.3	1.4	1.4	1.4
Local Transit and Rail	5.0	5.0	5.0	5.0
Bridge Safety Registration Surcharge	95.7	91.1	100.1	102.1
TOTAL	269.3	269.6	282.2	287.0

Sources: Department of the Treasury, Colorado Financial Reporting System

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Appendix B

Project Indirect Costs & Construction Engineering

Statutory Authorization:	Section 43-1-106 (8) (h), C.R.S. (2015)
Governance:	Colorado Transportation Commission, Section 43-1-106, C.R.S. (2015)
Primary Funding Source:	State Highway Fund, Section 43-10-109, C.R.S. (2015)
Budget Category:	Maintain -Maintaining What We Have Maximize - Making the Most of What We Have Expand – Increasing Capacity

Background

Costs incurred for the benefit of a project that are not project specific are classified as *project indirect costs*. Examples of indirect costs incurred by the regions include personal services charges for administrative offices and supervisory engineering positions, office supplies, stakes, telephones 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
- Federal reimbursement for eligible expenditures



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Project Indirect Costs & Construction Engineering (continued)

Funding (continued)

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

Program Area	Net			Total Allocation
	Budgeted Fund	Indirect Cost Allocation	CE Allocation	
Surface Treatment Program	113.1	20.3	11.7	145.1
Structures On-System Program	27.9	5.0	2.9	35.8
Geohazards Mitigation Program	7.8	1.4	0.8	10.0
Highway Safety Improvement Program	23.7	4.3	2.5	30.5
Railway-Highway Crossings Program	2.6	0.4	0.3	3.3
Hot Spots Program	1.7	0.3	0.2	2.2
Traffic Signals Program	8.7	1.6	0.9	11.2
FASTER - Safety Projects	45.1	8.1	4.7	57.9
Permanent Water Quality Mitigation	5.1	0.9	0.5	6.5
Safety Education Program	10.6	1.2	0.7	12.5
Congestion Relief Program	3.1	0.6	0.3	4.0
Regional Priority Program	37.9	6.8	3.9	48.6
Strategic Transportation Investment Project Program	0.0	0.0	0.0	0.0
Permanent Recovery	99.3	17.8	10.3	127.4
Bridge Enterprise Projects	82.6	14.8	8.5	105.9
HPTE - Projects	4.4	0.8	0.5	5.7

Source: CDOT Office of Financial Management & Budget



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