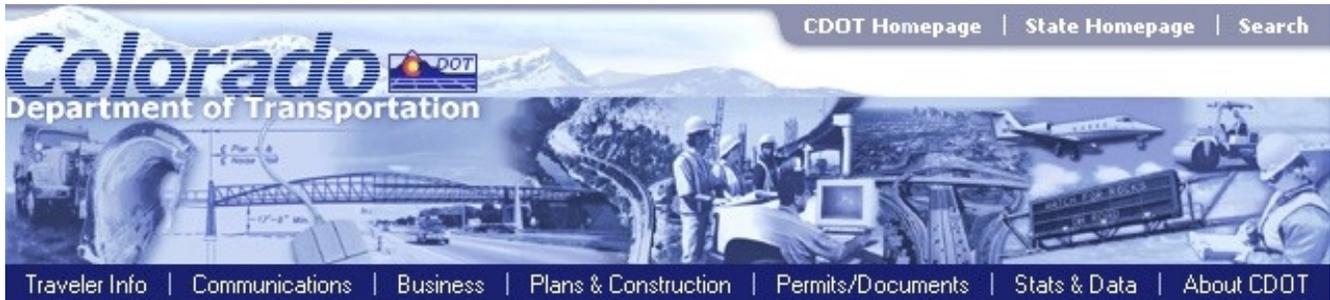


COLORADO DEPARTMENT OF TRANSPORTATION



<http://www.dot.state.co.us>

STRATEGIC PLAN

AND

BUDGET

FISCAL YEAR 2001-02



Governor Bill Owens

April 19, 2001

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COLORADO DEPARTMENT OF TRANSPORTATION
BUDGET

FOR FISCAL YEAR 2001-2002

GOVERNOR BILL OWENS

TRANSPORTATION COMMISSION

DOUG ADEN, Chairman, Grand Junction, District 7

DON MORRISON, Vice Chairman, Limon, District 11

JOE BLAKE, Denver, District 1

JOSEPH JEHN, Arvada, District 2

ROGER CRACRAFT, Aurora, District 3

JOANN GROFF, Westminster, District 4

CHARLES ARCHIBEQUE, Greeley, District 5

WM. R. "BILL" HAIGHT, Steamboat Springs, District 6

CASTELAR "CAS" GARCIA, Alamosa, District 8

DAN STUART, Manitou Springs, District 9

JOSEPH "TONY" FORTINO, Pueblo, District 10

THOMAS E. NORTON, Executive Director

Per the attached Resolution TC-950 the Transportation Commission presents the Budget for the period July 1, 2001 through June 30, 2002 for approval by the Governor.

Approved: _____

Bill Owens

Date: _____

April 30, 2001

Made pursuant to the provisions of C.R.S. 1973: 43-1-106 and 43-1-113

RESOLUTION FOR THE ADOPTION OF THE FY 2001-2002 BUDGET

RES. NO. TC-950

WHEREAS, in accordance with C.R.S. 43-1-113 (2), the Transportation Commission submitted a draft budget allocation plan for moneys subject to its jurisdiction for the fiscal year beginning on July 1, 2001, to the Joint Budget Committee, the House Transportation and Energy Committee, the Senate Government, Veterans and Military Relations, and Transportation Committee and the Governor for their review and comment; and

WHEREAS, C.R.S. 43-1-113(9)(c) requires that the Transportation Commission adopt a final budget allocation plan, which shall, upon approval of the Governor, constitute the budget for the Department of Transportation for Fiscal Year 2002.

NOW THEREFORE BE IT RESOLVED, that the Colorado Department of Transportation's Budget for the period July 1, 2001 through June 30, 2002 be approved by the Transportation Commission and forwarded to the Governor for action.

COLORADO AERONAUTICAL BOARD

JAMES FRITZE
Chairman

DALE K. HALL
Vice Chairman

GEORGE F. BREWER
Eastern Slope Representative

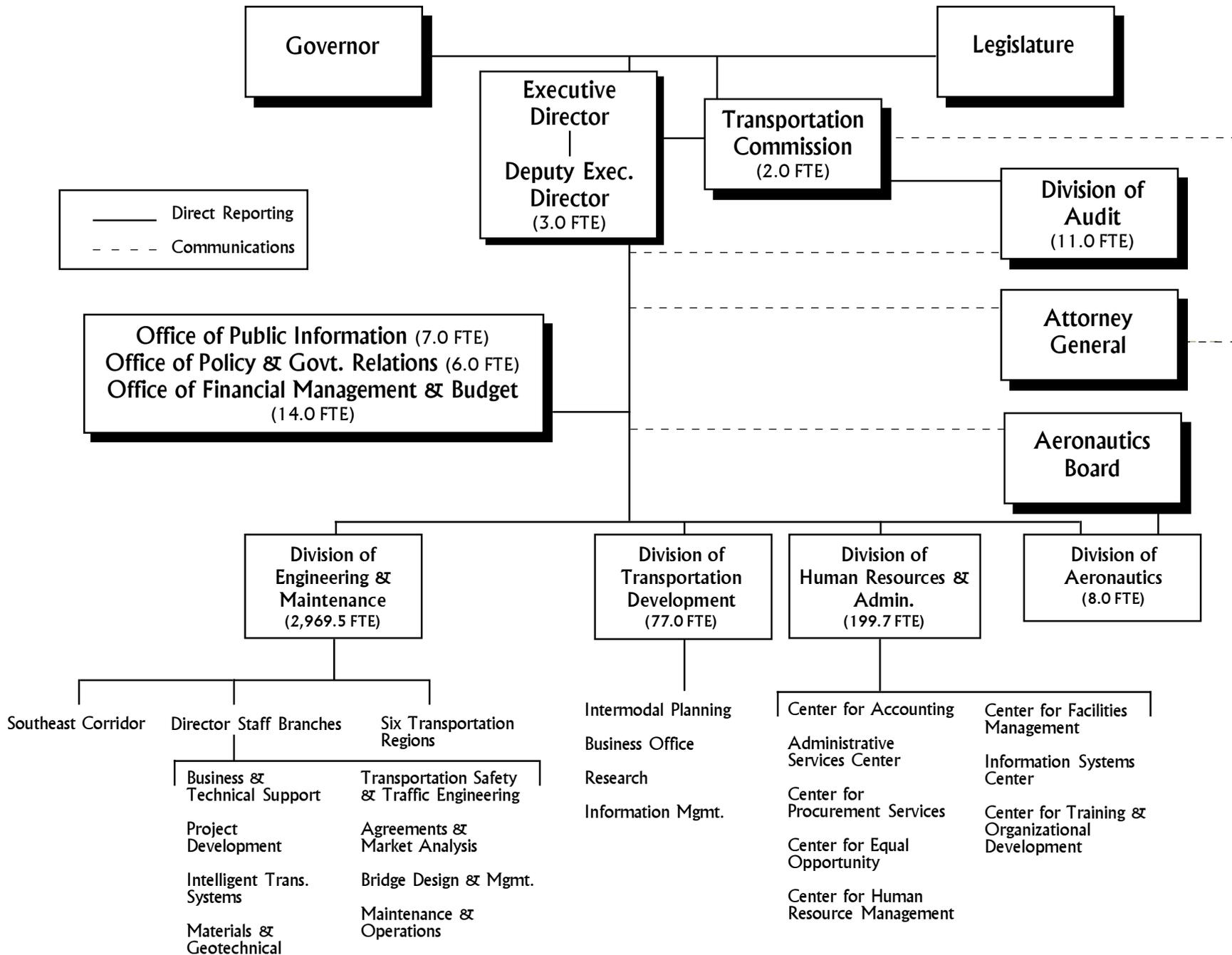
CORINNE NYSTROM
Airport Management

E. PATRICK WIESNER
Pilot Organization Representative

DOUGLAS LASHLEY
Western Slope Representative

HAROLD PATTON
Aviation Issues at Large

Organization of the Colorado Department of Transportation



COLORADO DEPARTMENT OF TRANSPORTATION FISCAL YEAR 2001-2002

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Transportation Investment Strategy

Investment and Program Area Definitions

System Quality

Maintains the functionality and aesthetics of the existing transportation infrastructure

Goals:

- Preserve the system
- Keep the transportation system available
- Provide a smooth ride
- Keep traffic devices available
- Provide a convenient system
- Provide an attractive system
- Provide a safe system

Programs:

- Road Surface (including travel way, pavement structure - includes reconstruction)
- Structures - Bridge Program
- Roadside Facilities (roadside, ditches, vegetation, fencing, tunnels, etc.)
- Roadside Appearance (litter, mowing)
- Rest Areas (maintenance of existing)
- Traffic Operations (structures w/in right-of-way, includes existing ITS/TOC)
- Eisenhower/Hanging Lakes Tunnels
- Maintenance of Other Modes (Transit, Aviation, Rail)

Safety

Services and programs that reduce fatalities, injuries, and property damage for all users of the system

Goals:

- Provide a safe transportation system by reducing the number, severity, and cost of crashes
- Reduce the number of crashes and fatalities resulting from driver behavior
- Reduce the number of crashes and fatalities at identified high crash locations

Programs:

- Driver Behavior (alcohol, young drivers, seatbelts, etc.)
- Roadway Safety (hazardous locations, run-off-the-road, sign replacement, etc.)

Mobility

Provide for the movement of people, goods, and information

Goals:

- Improve mobility
- Increase travel reliability
- Improve ability of people and freight to reach destinations
- Provide travel options
- Improve intermodal connection
- Encourage solutions to support sustainable environment

Programs:

- Highway Performance
- Alternative Mode Performance
- Facility/Management (ramp metering, TOCs, etc.)
- Travel Demand Management (rideshare, HOV, telecommuting, etc.)
- Weather Response (snow and ice, rockfall, etc.)
- Corridor Preservation

Program Delivery

Those support functions that enable the delivery of CDOT's programs and services

Goals:

- Deliver high quality products and services in a timely fashion
- Attract and retain an effective and qualified workforce
- Complete projects/programs on time and within budget
- Assure programs/processes meet customer expectations
- Encumber funds in a timely manner

Programs:

- Strategic Support (long term focus - Policy, Planning, Public Relations, etc.)
- General Support (short term focus - IS, Financing, HR, etc.)
- Program Support (Project Development, Design and Construction, etc.)
- Property/Equipment
- Data Collection

Strategic Projects

Those 28 high priority statewide projects that have been committed for accelerated funding

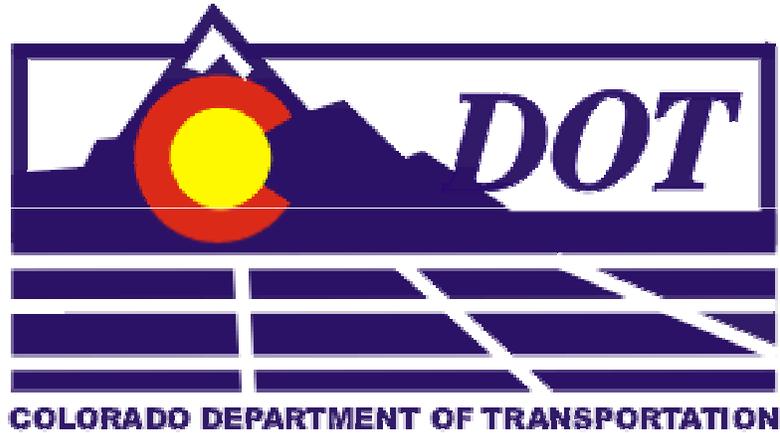
Goals:

- Accelerate completion of the projects
- Increase investment in the program

Program Measures:

- Funds spent or encumbered
- Percent Ad dates met on-time, 30 days, etc.

COLORADO DEPARTMENT OF TRANSPORTATION



MISSION

The mission of the Colorado Department of Transportation is to provide the best multi-modal transportation system for Colorado that most effectively moves people, goods and information.

VISION STATEMENT

To create an integrated transportation system that focuses on moving people and goods, develops linkages among transportation choices, and provides modal choices to enhance the quality of life and environment of the citizens of Colorado.

STRATEGIC PLAN FOR FISCAL YEARS 2002-06

INVESTMENT CATEGORIES

I. SYSTEM QUALITY

II. SAFETY

III. MOBILITY

IV. PROGRAM DELIVERY

V. STRATEGIC PROJECTS

**Mission and Investment Categories as adopted by the Transportation
Commission August 18, 2000.**

I. SYSTEM QUALITY

System Quality includes all programs that maintain the functionality and aesthetics of the existing transportation infrastructure at Transportation Commission defined service levels. This investment category primarily includes the Department's maintenance activities on the highway system, right-of-way, and bridge program. In addition to highway maintenance, the investment category includes maintenance activities for airports and the preservation of railroad rights-of-way for transportation uses.

INVESTMENT LEVEL GOALS:

Preserve the transportation system

Keep the system available and safe for travel

INVESTMENT LEVEL DEPARTMENT-WIDE OBJECTIVES:

Enhance and maintain the transportation system to ensure maximum useful life

- Investment decisions ensure maintaining highway lifecycles

Preserve and maintain the existing system at Commission-defined levels of service and condition state

- Assure maintenance of the existing system in concert with development of "new" or additional system enhancements

Develop a "travel-friendly" transportation system that incorporates reasonable customer desires

- Such as roadside vegetation, roadway access, signage and striping, disability access, pedestrian access, etc.

Ensure that investments in the transportation system preserve quality of life through access management, aesthetics and environmental concerns

- Ensure air quality, multi-modal projects, aesthetically pleasing sound walls vs. plain concrete barriers

INVESTMENT LEVEL PERFORMANCE MEASURES:

Surface Condition Rating of Fair or Better

Bridge Sufficiency Rating of Fair or Better

Maintenance Condition Survey

Quality of Life: site, feature evaluation (methodology in development)

Provide a smooth ride

Keep traffic devices operating and available

Provide a convenient system

Provide an attractive system

Provide a safe system

SYSTEM QUALITY - PROGRAM SUMMARIES:

Pavement Program

The program develops, implements, and supports network and project level pavement analysis and provides technical expertise and support to the CDOT Regions in the quality assurance of pavement designs.

Bridge Program

The program develops, implements, and supports network and project level bridge analysis for the replacement, rehabilitation, and maintenance of bridges on and off the State highway system.

Roadside Maintenance Program

The program maintains roadside slopes and structures to ensure the proper operation of the transportation system and to maintain the safety of the traveling public. Maintenance of roadside activities includes: landscaping, litter and debris removal, drainage and slope maintenance, fences, and noise walls.

Rest Area Program

This program is to complete the Rest Area Management and Maintenance Study recommendations for capital construction through 2004. The program addresses reconstruction, rehabilitation and maintenance of rest area facilities on the Interstate and State highways systems. It also sets forth a program to address rehabilitation and maintenance issues conducted by CDOT's maintenance crews.

Traffic Operations Program

The program maintains traffic control and related devices to ensure the proper operation of the transportation system and to maintain the safety of the traveling public. Devices that are maintained include signals, signs, pavement markings, lighting, guardrail, and attenuators.

Tunnel Program

The program maintains all tunnels along the State highway system and includes the operation of two tunnels, Hanging Lakes and Eisenhower. Maintenance activities include structural integrity, ventilation, appearance, and emergency response.

II. SAFETY

Programs that reduce fatalities, injuries and property damage for all users of the system. The investment category includes two areas of focus. The first focus area includes those programs used to influence driver behavior. The second area focuses on highway improvements to improve the safety of the motoring public.

INVESTMENT LEVEL GOAL:

Reduce transportation-related crashes, injuries and fatalities and the associated loss to society

INVESTMENT LEVEL DEPARTMENT-WIDE OBJECTIVES:

Reduce the rate and severity of transportation-related incidents

- Includes all accidents, injuries and deaths

Promote the education and awareness of safe driving behavior

- Focuses on seatbelt usage, drinking and driving awareness, etc.

Emphasize applicable safety features consistent with the population growth

- Ensures that CDOT focuses on areas of the transportation system for safety features such as high areas of accidents

INVESTMENT LEVEL PERFORMANCE MEASURES:

Statewide Safety Incident Rate including fatal and injury rate

Alcohol Related Incidents Compared to Statewide Incident Rate

Incidents Involving Seatbelt Usage Compared to Statewide Incident Rate

Return on investment for Designated Improvement Sites (methodology in development)

Customer Perception Rating of System Safety and Driver Behavior Programs

Corridor Safety Assessment

SAFETY - PROGRAM SUMMARIES:

Driver Behavior Program

In combination with traditional roadway safety improvements, this program promotes safety through education and enforcement programs such as media campaigns (“TWIST”, “Heat is On”, “CHILL”), and education programs through media campaigns and school districts for groups which are disproportionately represented in crashes.

Roadway Safety Program

This program identifies roadway improvements to improve decision-making and reaction times of the motoring public. Roadway improvements include such projects as replacement of signs and roadway markings, sight-distance improvements, acceleration/deceleration lanes, intersection improvements, etc.

III. MOBILITY

Facilities, programs, and services that provide for the movement of people, goods, and information.

The programs within this investment category address issues that impact movement whether it be level or quality of movement, accessibility to transportation, reliability of the system, connectivity of one system to another system, and environmental impacts. The programs used to address these issues include highway construction, alternate modes, intelligent transportation systems, travel demand programs and weather-related incident management teams.

INVESTMENT LEVEL GOALS:

Improve mobility statewide

Increase travel reliability

INVESTMENT LEVEL DEPARTMENT-WIDE OBJECTIVES:

Seek external customer feedback to improve functional and regional delivery of services

- Ensure CDOT talks with their customers to determine their needs and perspectives

Preserve transportation choices as a part of an integrated statewide transportation planning process

- Provide options for transportation such as public transit, bike paths, etc.

Maximize efficiency of the existing infrastructure prior to adding new capacity

- Ensure the existing system is functioning well before considering new options

Ensure environmental stewardship of the transportation system

- Incorporate environmental process as an element of project planning, not a barrier

Implement transportation improvements that enhance the quality of life and promote community values

- Community may want better public transportation and less traffic, such as light rail or other transit methods

Preserve options to anticipate Colorado's future transportation needs in major mobility corridors

- What CDOT is doing today to address future needs such as obtaining corridor right-of-ways

INVESTMENT LEVEL PERFORMANCE MEASURES:

Travel Rate Index

Congested Person Miles Traveled

Congested Freight Ton Miles Traveled

Customer Perception Rating of Travel Reliability and Ability to Travel

Percent of Travel Needs Met (methodology in development)

Rate of Growth in Motor Vehicle Emissions (methodology in development)

Rate of Growth in Annual Vehicle Miles of Travel (methodology in development)

MOBILITY - PROGRAM SUMMARIES:

During the Department's Resource Allocation process, the Transportation Commission identifies regional allocations for the six Transportation Regions that cover the state. The intent is that in FY2002 to use the process identified in the current CDOT Rules and Regulations, which requires that transportation needs be obtained through a statewide regional planning process. Fifteen regional transportation plans are developed every five years to include a list of prioritized needs. The plans are reviewed and amended, as needed, each year through Transportation Commission held meetings.

To ensure the integrity of the grassroots planning process, objectives have not been established. However in its place, the Department will track the impact of regionally identified projects to the State's transportation system. The information will be provided to the planning regions to evaluate future project selection. In some cases, software models are currently being implemented to report this information.

The Transportation Commission will be reviewing this approach for subsequent years of reporting (2002 – 2020).

Highway Performance Program

This program includes capital intensive roadway projects that add new capacity to the system such as lane additions or new road construction. Many of these projects are listed as part of the Strategic Projects Program that the Department is currently reporting separately. The remaining projects not included in the Strategic Program fall under this program.

Alternative Mode Performance Program

Alternative modes play an important role in providing mobility and reducing congestion. The program includes aviation, rail, transit, bicycles and walking. Investment in these alternate modes provides for capital construction of facilities, operation of mass transit services, purchase of transit or rail vehicles, and maintenance of facilities and modal equipment.

Facility Management Program

This program includes systems that maximize the utilization and capacity of the existing transportation infrastructure and services. Examples include ramp metering, incident management and signal coordination.

Travel Demand Management Program

This program includes strategies developed to influence the demand for existing transportation infrastructure. There are two types of strategies: (1) “Pull” strategies that attempt to attract travelers to higher density transportation modes. Examples include transit and carpool incentives, and, (2) “Push” strategies that discourage use of heavily used modes. Examples include parking charges and facility tolls.

Road Closures Program

The program includes activities such as avalanche and rockslide removal as well as regular winter snow maintenance. These are included in the Mobility investment category because their primary purpose is to keep facilities open to accommodate the flow of traffic versus those activities reported in System Quality, which are to maintain the integrity of the transportation system.

An annual survey is conducted to observe maintenance conditions for the transportation system. Five service levels are established for each maintenance activity, A through F, with A being the best or highest service level and F being the worst.

IV. PROGRAM DELIVERY

Those support functions that enable the delivery of CDOT's programs and services. Although the programs within this investment category do not directly result in tangible transportation projects, they do have a strong impact on the delivery of projects. The programs have been grouped into three functional areas: Strategic Support, General Support and Program Support.

INVESTMENT LEVEL GOALS:

Deliver high quality products and services in a timely fashion

Attract and retain an effective and qualified workforce

Foster an environment that respects workforce diversity

INVESTMENT LEVEL DEPARTMENT-WIDE OBJECTIVES:

Maintain fiscal integrity of CDOT through timely encumbrance of funds and project delivery

- Demonstrate financial responsibility through effective management of fund expenditures and project delivery and quality

Create a funding environment that preserves the base while pursuing new sources

- Ensure CDOT maintains its eligibility to receive existing funds (bond rating) before pursuing new funds

Ensure timely product and service delivery

- Aggregation of critical service delivery within CDOT Program Delivery such as vendor payments, project delivery, etc.

Identify innovative human resource (HR) solutions that maximize existing resources to meet business needs

- With recent employee turnover rates, consider alternative ways to provide service such as contractors, technology, etc.

Create public confidence in Department accountability

- Communicate, educate and market to customers regarding CDOT's business and performance

Incorporate education in project development and implementation

- Foster partnerships with other governments and customers in projects to help create better understanding and support

Develop planning processes that enhance future project development

- Ensure that CDOT can plan and prepare for the future with processes in place today

Design projects that are not barriers to alternative modes

- Ensure transportation system project designs consider all modes of travel including auto, foot, public, etc.

Maintain a viable service industry to create a competitive environment

- Ensure that CDOT recruits and maintains a good contractor pool to work from

Create an environment that fosters high employee productivity

- Ensure that CDOT encourages high production per FTE to receive maximum benefits

INVESTMENT LEVEL PERFORMANCE MEASURES:

Performance measures for Program Delivery are not established at the “Investment Category Level” but rather at the Program Level, noted below, and are not included in the “Strategic Plan”.

PROGRAM DELIVERY - PROGRAM SUMMARIES:

Strategic Support Program

Strategic Support includes functions that set, advocate, and communicate strategic direction and policy for the Department including the Transportation Commission, Executive Management Team (EMT) and the Office of Policy and Governmental Relations.

General Support Program

General Support includes functions that are required by any business to support day to day operations, such as information systems, accounting, budgeting, auditing, procurement, human resource management, financial management, etc.

Program Support

Program Support includes functions that are unique to CDOT that would not normally be found in most governmental agencies. Since CDOT’s mission supports the movement of people, goods, and information, specific programs that are used include Right-of-Way Services, the Office of Environmental Review and Analysis, Aeronautics, Staff Construction and Materials, Staff Design, Division of Transportation Development, Staff Maintenance, etc.

Property/Equipment Program

Property/Equipment Program includes functions associated with the maintenance, operation, replacement and upgrade of the Department’s buildings, vehicles and non-computer equipment.

V. STRATEGIC PROJECTS

This program is comprised of 28 high-cost, high priority projects that are receiving accelerated funding to expedite their completion. These projects have been selected to address corridors of State and regional significance, address the inordinate amount of time required to complete major projects, and provide for a more aggressive response to the demands for mobility.

INVESTMENT LEVEL GOALS:

Accelerate the completion of the projects

Increase investment in the program

INVESTMENT LEVEL DEPARTMENT-WIDE OBJECTIVES:

Promote partnerships with all governments to enhance working relationships

- Collaborate on local projects such as helping communities with their planning

Accelerate Strategic Project delivery while minimizing the impact to all other objectives

- Ensure strategic projects are supported, with minimum risk to other work

Maintain eligibility of CDOT's bonding program to prevent default and to ensure the ability to bond in the future

- CDOT needs to maintain a certain bond rating as well as meet bond dates

INVESTMENT LEVEL PERFORMANCE MEASURES:

Actual Funds Encumbered versus Total Encumbrance Planned by Program

Actual Funds Expended versus Planned reported on a quarterly and yearly basis

Percent Ad Dates Met On-Time, within 30 days, 60 days, or beyond 60 days

Days to Complete Payment Processing and Billing Compared to Indenture and Continuing Disclosure

FY 2001-2002 BUDGET

The Department of Transportation's budget for FY 2001-2002 totals \$995,801,456, with a staffing level of 3,297.2 full time equivalent (FTE) positions. The funds come from various State, federal, and local revenue sources. These sources are detailed in sections to follow.

Federal law, State statute, or the State Constitution restricts how the Department can use the various funding sources. The Department's budget appropriation is allocated and directed primarily by the eleven member Transportation Commission, with Department Administration, the Division of Aeronautics, County & Municipal Bridge Funds, Persistent Drunk Driver Funds, and Gaming Funds appropriated by the State legislature.

The Commission utilizes a resource allocation system of program budget development linked to the five major investment categories and their program areas. The priorities and available funds are allocated according to priorities and performance targets. The Maintenance Program budget further allocates resources to the nine maintenance sections and six traffic sections using a "levels of service" (LOS) plan and allocation system with targeted levels of service delivery as determined by the Transportation Commission and reported using an annual performance grading and reporting system.

BUDGET ADJUSTMENTS

DECISION ITEMS

Three Decision Items submitted and approved by the Office of State Planning and Budgeting (OSPB) were submitted to the Joint Budget Committee (JBC) for legislative consideration and appropriation. The Department of Transportation requested an appropriation of \$8.9 million from the General Fund retention (the 50% portion of the Limited Gaming Fund transferred to the General Fund) to handle the construction and maintenance needs associated with the increased traffic on State highways in the vicinity of the gaming communities. This request was made in accordance with S.B. 94-60, and was approved by the Legislature.

The Department's Division of Aeronautics requested a Governor's initiative for \$250,000 of Capital Construction Funds (CCF) to complete additional sites of the Automated Weather Observation System (AWOS) that will provide weather and safety-related information to pilots flying through Colorado's mountains. This request was made in accordance with H.B. 00-1069, and was approved in the Capital Construction funds section of the Long Bill.

The Department of Transportation also requested a no fiscal impact decision item to change the Long Bill line item structure for the Department of Transportation. The proposal was to eliminate the Executive Director's Office line, as reflected in the annual Long Bill, and to appropriate the remaining "pots" funds (salary adjustment and benefits pool) shown therein directly to the Division of Aeronautics.

Prior to the enactment of H.B. 00-1164, "pots" funds for the Division of Aeronautics, the Program for the Transportation of the Elderly and Handicapped, and the Office of

Transportation Safety were all reflected in the Executive Director's Office in the Long Bill. H.B. 00-1164 moved the budgets for the Transportation of the Elderly and Handicapped and the Office of Transportation Safety to the purview of the Transportation Commission effective July 1, 2000.

The remaining "pots" funds consist of State Aviation Funds and federal funds that are dedicated for the Division of Aeronautics. The Department proposes appropriating these funds directly to the Division of Aeronautics and eliminating the Executive Director's Office line item in the Long Bill. This format change has been approved and included in the Long Bill.

There are five decision items approved under the Construction, Maintenance and Operations budget, appropriated by the Transportation Commission. These items, which are included in the budget, are \$50,000 for a position within the Governor's office to facilitate transportation understanding and document approvals; a Water Quality issue affecting the Region 1 Maintenance Section for \$150,000; an Air Quality issue affecting Region 6 Maintenance for \$275,000; an Environmental Impact Study (EIS) at \$2,000,000 for a Public/Private Initiative (P/PI) for the East Corridor; and an Environmental Streamlining Initiative for \$1,000,000 to address environmental impact issues and clearances in a more comprehensive manner.

SALARY AND BENEFITS

The FY 2002 salary survey and merit/anniversary allocations are based upon the actual survey and anniversary adjustments for all units, with a salary survey average of 5.2%. The JBC did impose a vacancy savings factor of 1.5%, and a PERA rate of 9.9% for the Division of Aeronautics and Administrative programs for FY 2002. They have also increased the State's contribution share for employee health insurance per H.B. 00-1215.

A vacancy savings factor of .0002 has been applied to the Maintenance and Operations organizations for FY 2002 per OSPB instructions and PERA has been adjusted to the new rate of 9.9%. We have also increased the State's contribution share for employee health insurance per H.B. 00-1215.

INFLATION

The Department utilizes inflation rates provided by the OSPB in the development of the budget request for areas other than maintenance. For FY 2002 the OSPB inflation factor is 0.0% for all but utilities, which is 2.2%. The Transportation Commission added 3.0% to the maintenance operations allocation to address the Level of Service (LOS) plan, and 2.9% for the Equipment and Property programs.

STATEWIDE INDIRECT COSTS

Annually, the Department includes in its budget submission to the General Assembly a request for funding statewide indirect costs. These costs reflect the overhead costs associated with certain services provided by various other State agencies to CDOT. These include the Department of Personnel, the Division of Accounts and Control, the Division of Telecommunications, and others. For FY 2002 the Department's statewide indirect cost assessment, as recommended by the State Controller's Office, is \$2.4 million, which is a \$210,914 increase from FY 2001.

FTE LIMITATION

By statute (CRS 43-1-113(4)), the Department of Transportation is limited to a maximum of 3,316.0 full-time equivalents (FTEs). This includes all permanent and temporary positions (including those funded by legislative appropriation). The Transportation Commission has in recent years limited the full-time equivalents to a level lower than the statutorily authorized level. The level approved for FY 2002 is 3,297.2 FTEs (227.7 Legislatively appropriated and 3,069.5 Commission appropriated). This is 1.0 FTE more than in FY 2001, in order to provide for an additional federally funded position in the Division of Aeronautics.

FY2002 ESTIMATED REVENUES BY SOURCE

In FY 2002, the Colorado Department of Transportation anticipates receiving approximately \$995.8 million, (assuming 90% federal obligation authority, which reduces the federal highway dollar estimate by \$30.2 million.) The total includes an estimated \$212.3 million of sales and use taxes transferred from the State General Fund to the SHF, pursuant to S.B.97-001. Additional spending authority, not included here, is from TRANs as explained on page 24.

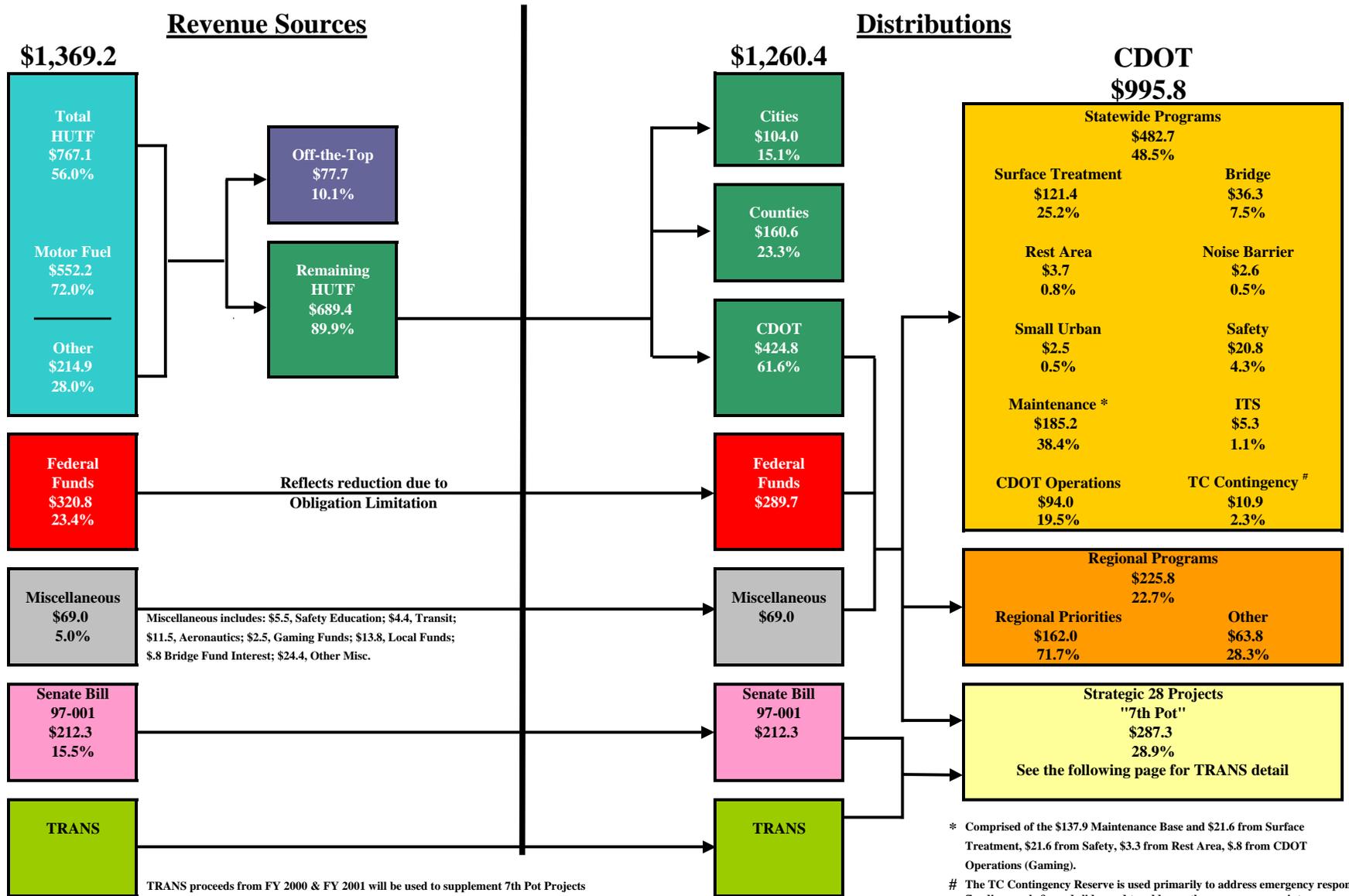
STATE FUNDS	<u>FY 2002</u>
Highway Users Tax Fund - (State Share - SHF)	424,815,000
Miscellaneous CDOT Revenues (<i>Interest, Permits, etc.</i>)	24,360,900
Limited Gaming Fund - Decision Item - (<i>amount pending final Long Bill</i>)	<u>8,893,000</u>
Sub-Total	33,253,900
GF to HUTF transfer for Construction (<i>pursuant to S.B.97-001</i>)	212,300,000
County & Municipal Bridge Fund	775,080
Total State Funds	\$671,143,980
LOCAL FUNDS	
Local Match & Reimbursements	\$13,818,000
FEDERAL HIGHWAY ADMINISTRATION FUNDS (FHWA)	
Apportionment	320,828,000
Less: Obligation Limitation	(30,243,447)
Less: Recreational Trails	<u>(854,000)</u>
Total FHWA Funds	\$289,730,553
OTHER FUNDS	
Transit & FTA	4,191,000
Aeronautics Fund & FAA	11,465,923
Highway Safety Funds including MOST & LEAF	<u>5,452,000</u>
Total Other	\$21,108,923
ESTIMATED TOTAL CDOT REVENUE *	\$995,801,456

- ❖ Total Revenue does not include TRANs proceeds, which are used over multiple years, with an estimated \$132.1 million of the FY2000 issuance and \$326.3 million of the FY2001 issuance to be utilized for FY2002 7th Pot projects. This also does not include Internal Cash Fund (ICF) "Spending Authority" of \$3,175,926, which is derived from payments by internal or other government organizations.

Colorado Department of Transportation

Estimated FY 2001 - 2002 Financing System

(In Millions)



* Comprised of the \$137.9 Maintenance Base and \$21.6 from Surface Treatment, \$21.6 from Safety, \$3.3 from Rest Area, \$.8 from CDOT Operations (Gaming).

The TC Contingency Reserve is used primarily to address emergency response to flooding, rock & mud slides and to address other emergency maintenance or weather related issues.

TRANSPORTATION REVENUE ANTICIPATION NOTES (TRANS) REVENUE

“Transportation Revenue Anticipation Notes” (TRANS) is a financing mechanism that allows the Department to issue bonds to accelerate projects today and pay back bondholders over time.

Enabling legislation (H.B. 99-1325) was passed by the State Legislature in the 1999 session. In November 1999, the voters approved Referendum A, which gave the Department the authority to utilize this financing mechanism. The TRANS statute provides the following:

- Bond proceeds must be used on 7th Pot (Strategic 28) projects
- The maximum principal amount is \$1.7 billion with a maximum total repayment of \$2.3 billion.
- Annual principal and interest is limited to 50% of the previous year’s federal aid reimbursement.
- Revenues that can be used to repay the notes are:
 - o Federal transportation funds
 - o S.B. 97-001 sales and use tax funds (state matching funds)
 - o Note proceeds and/ or interest earnings
- Payment of debt service is subject to annual allocation by the Transportation Commission.

These funds will be held with a trustee, which is Norwest/Wells Fargo.

Funding Sources for the 7th Pot includes:

- Bond proceeds
- Construction fund earnings
- Senate Bill – 97-001 (General Funds)
- \$75 million from Transportation Commission funds

The Transportation Commission allocates:

- \$66.8 million for FY 2002 debt service*
 - o \$31.1 million for Series 2001A
 - o \$35.7 million for Series 2000
- \$132.1 million of the FY2000 issuance is to be used in FY2002 7th Pot projects
- FY 2001/2002 bond issuance proceeds are \$539.2 million, with \$326.6 million planned for use in FY2002 7th Pot projects

* The Transportation Commission has established the federal/state-funding split at approximately 50%.

FEDERAL REVENUES

The Transportation Equity Act for the 21st Century (TEA 21), signed into law June 9, 1998, provides continued federal transportation funding for six years (FFY 1998 through FFY 2003). This act represents a major attempt by both Congress and the President to address the transportation problems facing the nation with federal funds.

TEA 21 authorizes \$217 billion nationwide (\$198 billion for Surface Transportation) over the life of the bill, which represents a 40 percent increase over the previous transportation act (ISTEA). Colorado's formula allocations under ISTEA averaged \$200 million a year (\$192.4 million after obligation limitations). Under TEA 21, Colorado expects to receive an average of \$293 million per year in formula allocations. Actual obligation authority is expected to average 88 to 90 percent of authorizations or \$258 to \$290 million per year (obligation limitation is the mechanism for controlling the rate of highway spending each year).

TEA 21 provides a guaranteed level of federal funds keyed to receipts of the Highway Account of the federal Highway Trust Fund (HTF). The act also specifies that each State's share of apportionment for specified programs is at least 90.5 percent of its percentage share of contributions to the Highway Account, based on the latest data available at the time of apportionment.

Federal funding is derived primarily from fuel tax that is currently 18.4 cents per gallon on gasoline and 24.4 cents for diesel. Federal Highway Trust Fund excise taxes have been extended through September 20, 2005.

FEDERAL OBLIGATION

The federal fund figures assume an estimated 90% federal obligation limit for total federal funds in FY 2002. The obligation authority limit reduces estimated FY 2002 federal funds for Colorado by \$30.2 million, for a total of \$290.6 million instead of \$320.8 million. There is a further reduction of \$854,000 for the Recreational Trails program, thus resulting in a net \$289.7 million of federal funds for FY 2002.

STATE REVENUE

HIGHWAY USERS TAX FUND (HUTF)

The major source of revenue for CDOT is the Highway Users Tax Fund (HUTF), which is projected to total \$767.1 million in FY 2002. The major source of revenue for the HUTF is the State's motor fuel tax. This tax will generate \$552.2 million 72.0%, of the total HUTF in FY 2002. The remaining 28.0%, or \$214.9 million, is comprised of motor vehicle registrations and other fees.

During the budget process, the General Assembly appropriates funds from the HUTF to State agencies (other than the Department of Transportation) whose functions are related to highways. For example, the Department of Revenue's Ports of Entry, Division of Motor Carrier Services, enforces trucking load permits and taxation, and the Department of Public Safety, Colorado State Patrol, which enforces highway laws. These appropriations are referred to as "off-the-top" deductions and, by statute, cannot increase more than 6% annually (7% prior to S.B.95-47). With other changes made by S.B. 95-47, the off-the-top distributions were adjusted to remove, over a three-year period, all agencies other than the State Patrol and Ports of Entry, thus leaving a larger share for road uses. For FY 2002, "off-the-top" is estimated to be \$75.5 million (plus \$0.6 million not subject to the 6% limitation) or approximately 10% of the total fund. After these appropriations are deducted from the "Basic Fund" (i.e., the original seven-cent per gallon fuel tax enacted in 1969, and all fees), the remaining dollars are distributed 65% to CDOT, 26% to the counties, and 9% to the cities.

From 1979 to 1987, a percentage of Colorado's sales and use tax had been transferred by statute to help finance Colorado's highway system. In 1987, the Colorado General Assembly eliminated this transfer but continued limited General Fund highway support through FY 1991. In 1981, a 2-cent tax was added on each gallon of gasoline and diesel fuel and, in 1983, a 3-cent tax was added on each gallon of gasoline and 4 cents on each gallon of diesel. In 1986, a 6-cent tax was added on each gallon of gasoline and 7.5 cents on each gallon of diesel. In 1989, the General Assembly passed House Bill 1012 during the Special Session to increase the gasoline tax to 20 cents per gallon. The diesel tax of 20.5 cents was decreased to 18 cents on January 1, 1990. As part of the same legislation, on January 1, 1991, the gasoline tax was raised to 22 cents per gallon and on January 1, 1992 the diesel tax returned to 20.5 cents per gallon. The additional gas taxes are distributed 60% to CDOT, 22% to the counties, and 18% to the cities.

The portion of the HUTF that is distributed to CDOT plus interest and miscellaneous fees and federal reimbursements constitutes the State Highway Fund (SHF). In FY 2002, this is expected to be \$424.8 million, or 61.6% of the entire HUTF.

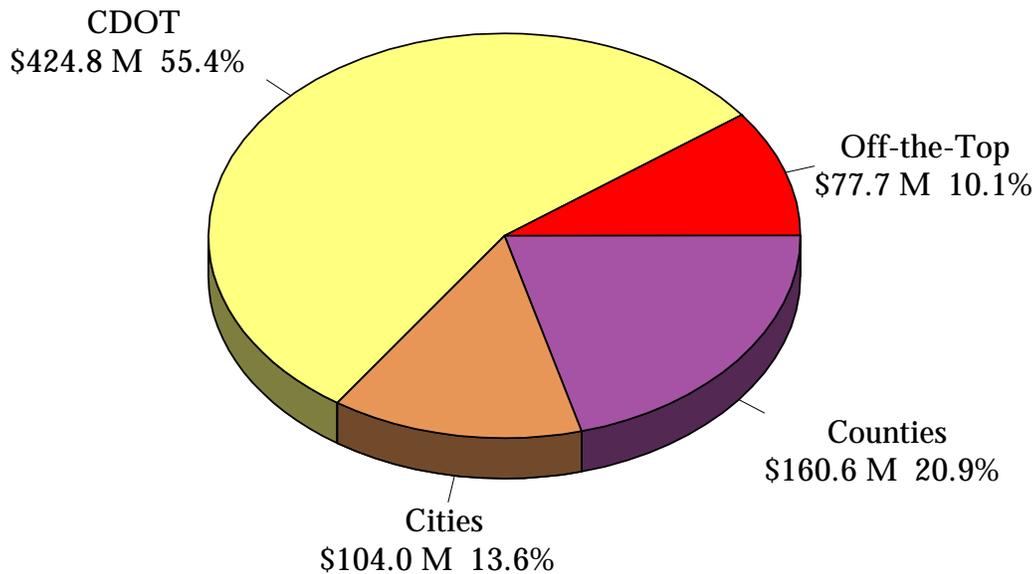
In addition to the assistance from S.B.95-47 in reducing "off-the-top" deductions, the General Assembly and Governor approved S.B.97-001. This Act provided assistance to CDOT with construction funds through the transfer, from the GF to the SHF, of a portion of sales and use tax revenues collected on the sales or use of motor vehicles and related items beginning July 1, 1997, and ending in FY 2001-02. H.B.98-1202 extended the sales and use tax transfer through

June 30, 2008, and H.B.99-1206 made the transfer permanent. Cities and counties do not receive additional Highway Users Tax Fund distributions from the transfers. All of the funds transferred are to be used for the Strategic 28 Priority Projects Program. In FY 2002 this is estimated at \$212.3 million.

The State Highway Fund is used primarily for the maintenance of the State highway system, and for matching available federal construction funds.

Colorado Highway Users Tax Fund FY 2002 Distribution

\$767.1 Million



GAMING FUNDS

The Department of Transportation is requesting an appropriation of \$8.9 million from the General Fund retention (the 50% portion of the Limited Gaming Fund transferred to the General Fund) to handle the construction and maintenance needs associated with the increased traffic on State highways in the vicinity of the gaming communities. This request was made in accordance with S.B. 94-60, and was approved by the Legislature.

AERONAUTICS REVENUES

STATE

Like other programs within the Department of Transportation, this program receives no General Fund revenue to support its aviation activities. Financial support for aeronautical activities is provided through the State Aviation Fund, which generates revenues through an excise tax on general and non-commercial aviation fuels. Four cents per gallon is collected at the wholesale level on non-commercial jet fuel and six cents per gallon is assessed on aviation gasoline (AvGas) for light single-engine and twin-engine aircraft. All but 2 cents of this revenue is returned to the airport of origin earmarked for airport development. The remaining 2 cents is placed into the Aviation Fund to be disbursed as "grants-in-aid" to the aviation community and as administrative expenses for the CDOT Division of Aeronautics (DOA) (capped at five percent of the annual deposits into the Aviation Fund). The 3% jet fuel sales tax collected on sales of jet fuels to all non-commercial users is similarly disbursed.

Of the \$11.0 million anticipated in the Aviation Fund for FY 2002, approximately 65% of the revenue is reimbursed by the DOA to the "airports-of-origin." The remaining 35% of revenues are disbursed from the Aviation Fund by the Colorado Aeronautical Board (CAB) as grants-in-aid, and for administrative funding for the DOA, which is limited to 5% of the annual deposits to the Aviation Fund.

Using State revenue from the sale of aviation fuel and jet fuel, the Division of Aeronautics distributes about \$3.4 million each year in discretionary grants to airports throughout Colorado. This amount is an increase over previous years due to S.B. 00-156, which moved 10% of the amount going to Formula Refunds to Discretionary Grants. These grants are made to help fund a variety of projects such as runway repair, emergency equipment upgrades, airport terminal rehabilitation and runway lighting. The CAB generally requires that local matching funds are included in proposals to the CAB, to demonstrate local support for project requests.

FEDERAL

Federal support for Colorado's aeronautics program is minimal, excepting the funds for Denver International Airport, which is not part of the CDOT Division of Aeronautics. CDOT is estimated to receive \$0.22 million in federal funds for FY 2002. For FY 2002, there are 3.0 FTE funded from these federal funds, which is 1.0 more than for FY2001.

Federal support of the Aeronautics Program is designed to accomplish aeronautical projects of federal interest. These projects require a 10% match from the State Aviation Fund, which is provided by the CAB from the Discretionary Grant Program.

SAFETY EDUCATION PROGRAM - REVENUES

STATE

In addition to highway safety education programs with federal funds that are now matched with SHF (which were matched with General Fund, prior to H.B.00-1164) there are two major safety programs, which are entirely State funded: the Law Enforcement Assistance Funds (**LEAF**) and the Motorcycle Operator Safety Training (**MOST**) Program.

LEAF was created by the Legislature in 1982 to help cities and counties enforce drunken driving laws. The Office of Transportation Safety (OTS), within the Safety and Traffic Branch of CDOT, is assigned the responsibility of allocating LEAF money to law enforcement agencies statewide. Today, there are approximately 40 law enforcement agencies in the State receiving LEAF money, with \$1.6 million in LEAF funds to be allocated in FY 2002.

No tax dollars go into LEAF. A \$90 fee is assessed upon conviction or a guilty plea for an alcohol-related traffic offense. The State receives \$75 of the \$90 fee and the county receives the remaining \$15.

In 1990, the General Assembly created the Motorcycle Safety Training (MOST) Program to promote safe motorcycle riding and established a five-member MOST Program Advisory Committee. Effective July 1, 1997, surcharges of \$1 on each motorcycle-endorsed driver's license and \$4 on each motorcycle registration are credited to the MOST fund. For FY 2002, MOST funds total \$0.54 million of this amount, \$0.4 million is set aside for motorcycle training organizations to be used as 50% tuition reimbursement. The remaining \$0.1 million is for administrative costs.

PERSISTENT DRUNK DRIVER PREVENTION PROGRAM (*STATE FUNDS*)

The Persistent Drunk Driver Program was established to develop methods to deter persons from repeat drinking and driving. The funds for this program are derived from a penalty surcharge imposed by judges upon persons with multiple drunk driving convictions. The fund proceeds are appropriated by the General Assembly to CDOT, the Department of Revenue and the Department of Human Services, for implementation of programs addressing the prevention of repetitive drunk driver offenses. The CDOT portion of this program is budgeted by the Legislature at \$10,000 for FY 2002.

FEDERAL REVENUES

Four major programs in the Safety Education Program that receive federal funds:

- Transportation Safety Administration
- Highway Safety Plan
- Alcohol Incentive Grant Program
- Fatal Accident Reporting System (FARS)

INTERMODAL REVENUES

TRANSIT – FEDERAL REVENUES

Colorado's transit systems are primarily funded through the Federal Transit Administration (FTA), formerly the Urban Mass Transportation Administration (UMTA). Operating and capital assistance for urbanized areas (Colorado Springs, Boulder, Denver, Fort Collins, Grand Junction, Greeley, Longmont and Pueblo) is awarded by the FTA directly to those areas. Federal assistance for transit services in non-urbanized areas, transit planning and transportation for the elderly and disabled, is administered by CDOT. Federal funds for transit programs are partially derived from 1.5 cents per gallon tax set aside in the federal Highway Trust Fund and are awarded to states based on population. For FY 2002, Colorado will receive \$42.2 million in federal transit funds, of which \$4.2 million are administered by CDOT, and the remaining funds are allocated directly to the local entities by FTA.

Under ISTEA, the Federal Transit Program is allocated into six major programs:

- USC 49-5311- Assistance for Non-urbanized Public Transportation;
- USC 49-5310 - Assistance for Transportation of Elderly Persons and Persons with Disabilities;
- USC 49-5303 - Transit Planning Assistance for Urbanized Areas;
- USC 49-5313&14 - Statewide Transit Planning Assistance;
- USC 49-5307 - Formula Funding for Urbanized Areas; and
- USC 49-5309 - Discretionary Capital Grant Program.

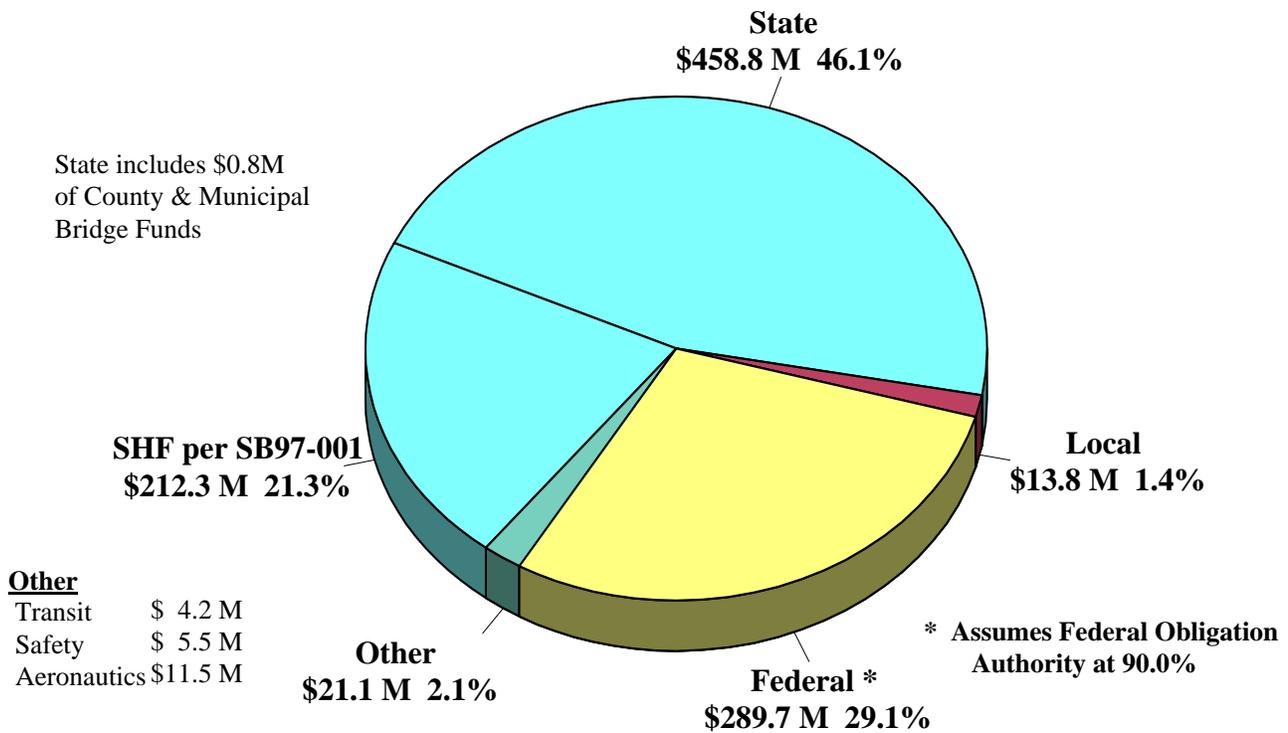
RAIL BANK FUNDS – STATE REVENUES

The Department of Transportation did not request additional funds for this program in FY2002. The program, when funded, is used to purchase abandoned railroad right-of-way and properties along transportation corridors pursuant to S.B.97-37.

Colorado Department of Transportation

FY 2002 Revenues

\$995.8 Million

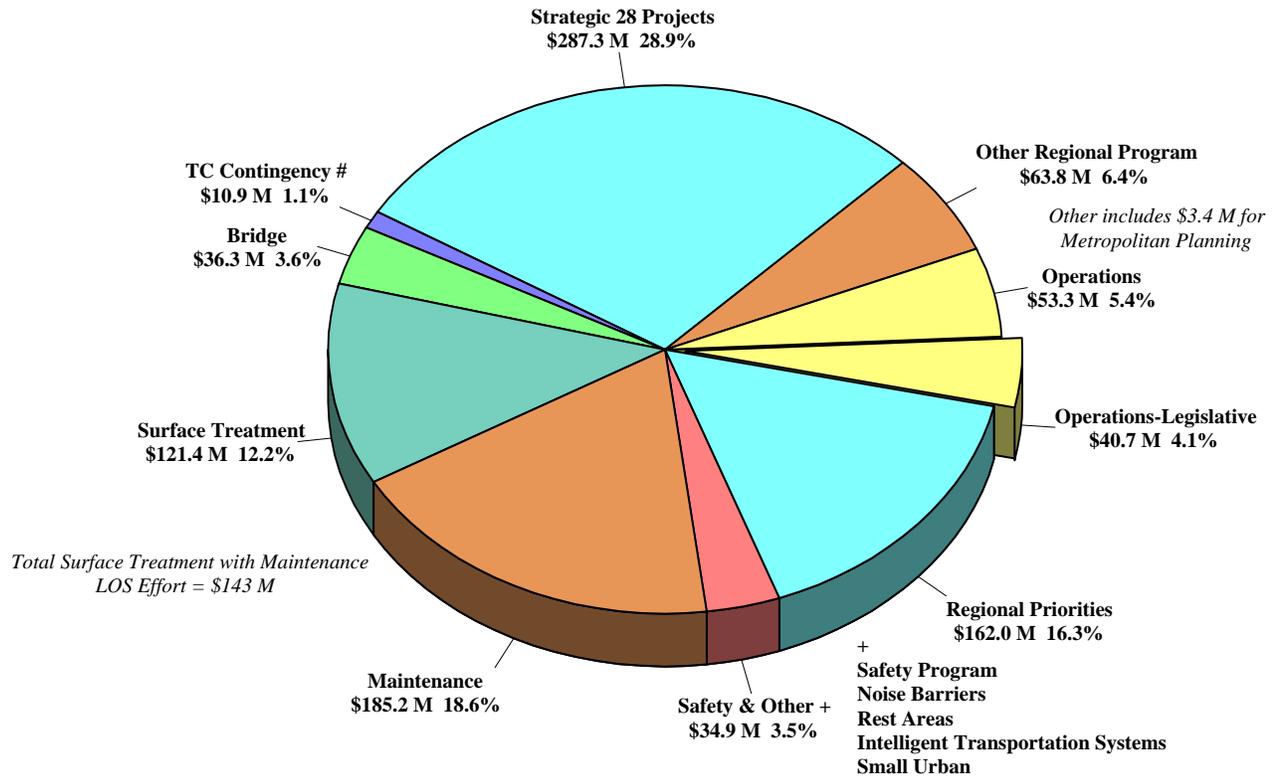


* Total Revenue does not include TRANS proceeds, which are used over multiple years, with an estimated \$132.1 million of the FY2000 issuance and \$326.3 million of the FY2001 issuance to be utilized for FY2002 7th Pot projects. This also does not include Internal Cash Fund (ICF) "spending authority" of \$3,175,926, which is derived from payments by internal or other government organizations.

Colorado Department of Transportation

FY 2002 Budget

\$995.8 Million



TRANS proceeds from FY2000 and FY2001 will be used to fund FY2002 7th Pot Projects. Maintenance includes \$21.6 M from Surface Treatment and \$21.6M from Safety Program. # The TC Contingency Reserve is used primarily to address emergency response to flooding, rock & mudslides and to address other emergency maintenance or weather related issues.

CONSTRUCTION CATEGORIES

Highway construction projects are selected in order to address a particular problem on the State highway system such as safety, surface deterioration, system enhancement, and bridge deterioration, air quality, etc. Projects are selected and prioritized by local officials through the statewide planning process. These projects are then included in the Statewide Transportation Improvement Program (STIP). All projects must be included in the STIP in order to receive funding. Funding approved by the Transportation Commission for the Construction Program is used to fund specific projects in the STIP.

Projects may be funded from a variety of sources including federal, State, local, reimbursable, and private funds or any combination thereof. Projects utilizing federal funds must meet specific federal requirements. Some of the funds are passed through to other governmental entities.

STRATEGIC 28 PROJECTS PROGRAM

On August 15, 1996, the Transportation Commission adopted the Strategic Transportation Project Investment Program, otherwise known as the “7th Pot.” This program identified 28 high priority projects of statewide significance. The primary objective of the Strategic 28 Priority Projects was 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, four of the 28 projects have been fully funded and are now complete and open to the public.

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

Pursuant to H.B.99-1325, the proceeds from TRANS are dedicated toward this program. See page 24 for a more thorough description of this financing method.

(Map, status and list of projects in Appendix A.)

STATEWIDE PROGRAMS

SURFACE TREATMENT PROGRAM

The Surface Treatment Program involves a combination of federal and State funds. Federal Surface Transportation Program funds may be utilized in this program for any roads that are not functionally classified as local or rural minor collectors. The budgets indicated below include a combination of the base program of major, minor and an additional \$21.6 million of "Roadway Repair" work planned by Maintenance is tracked as part of the maintenance program.

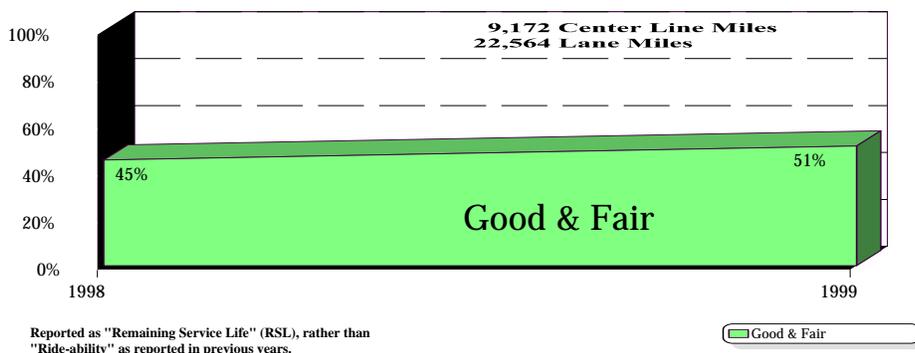
To preserve and maintain the State highway system, the Transportation Commission allocated \$121.4 million in FY 2002 to the Surface Treatment Program (plus a minimum of \$21.6 million transferred to the Maintenance program for surface work.) This is the ninth fiscal year of an increased level of funding for surface treatment. In contrast, in FY 1993, only \$46.4 million was budgeted for the program. The decision to increase the amount for resurfacing was based on 1993 data showing that 64% of the state highway system had pavement rated as "poor." The increased emphasis has had a positive effect. Currently, the pavement on the State system is rated 51% as "fair/good" and 49% as "poor" now using "Remaining Service Life" (RSL) rather than "Ride-ability" as reported in previous years.

The Transportation Commission has determined that the overall objectives for surface condition are: *(For Surface Condition Charts by System type see Appendix C)*

<u>Surface Condition</u>	<u>Objectives</u>	<u>1999</u>
OVERALL	60% good/fair - 40% poor	51% good/fair - 49% poor
Interstate	85% good/fair - 15% poor	63% good/fair - 37% poor
<i>/1</i> National Highway System	70% good/fair - 30% poor	50% good/fair - 50% poor
All Other Roadways	55% good/fair - 45% poor	49% good/fair - 51% poor

/1 NHS non-Interstate

Roadway Surface Condition



BRIDGE PROGRAM

Congress through the Highway Bridge Replacement and Rehabilitation Program (HBRRP) funds the State's Bridge Program. For HBRRP purposes, a bridge is defined as a structure including supports erected over a depression or an obstruction, such as water, highway, or railway, and having a track or passageway for carrying traffic or other moving loads, and having an opening measured along the center of the roadway of more than 20 feet (6.1 meters) between undercroppings of abutments or spring lines of arches, or extreme ends of openings for multiple boxes; it may also include multiple pipes, where the clear distance between openings is less than half of the smaller contiguous opening.

The HBRRP, although it has changed somewhat throughout the years, has funded structurally deficient and functionally obsolete bridges that qualify for what is known as the "Federal Select List of Bridges" (the Select List). On a two-year cycle, CDOT and consulting engineers inspect all of the public bridges within the state in accordance with the National Bridge Inspection Standards (NBIS) and, each year, CDOT reports the conditions of the bridges to the Federal Highway Administration (FHWA). From that information, those bridges that are determined to be either Structurally Deficient (SD) or Functionally Obsolete (FO) AND have a Sufficiency Rating of eighty or less are placed on the Select List. The Sufficiency Rating is a value from zero to one-hundred (with zero being the worst) that rates bridges based on structural safety, serviceability, and essentially for public use. To be classified SD or FO, bridges must meet specific criteria defined by FHWA. Those structures that have a Sufficiency Rating LESS THAN fifty qualify for HBRRP replacement funding while those with a Sufficiency Rating from fifty to eighty qualify for rehabilitation funding. The Bridge Design and Management Branch provides this information to the State's Regional Transportation Directors, the cities and counties through the Special Highway Committee, and to Transportation Planning organizations for their use in selecting and prioritizing bridge projects within their jurisdictions to be included in the Statewide Transportation Improvement Program (STIP).

The Code of Federal Regulations (CFR) states that not less than 15 percent nor more than 35 percent of the apportioned funds shall be expended for projects located on public roads, other than those on a Federal-aid system (Off-System). No less than 65% is spent on Federal-aid bridges (On-System). Historically, the numbers of bridges qualifying for the Select List has been fairly constant. That is to say, that the numbers of bridges in the poor, fair, and replaced categories shown in the table do not change dramatically from year to year because as bridges are being replaced, others are deteriorating and becoming eligible for the Select List.

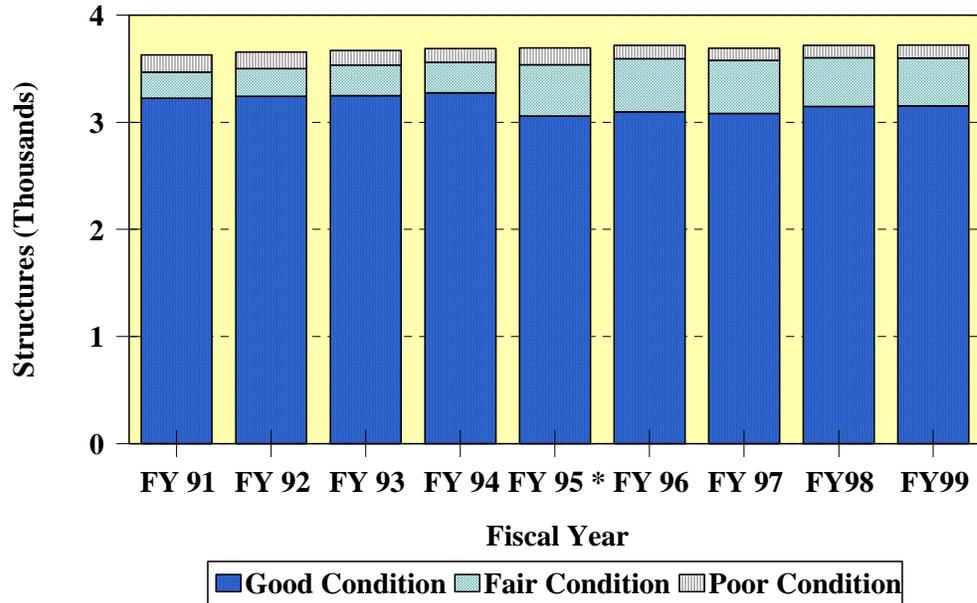
Based on the current Bridge Management Model (PONTIS) the currently estimated cost of replacing and rehabilitating structures on the State Highway system requires \$638 million or approximately \$31.9 million per year not including inflation.

(See Bridge Condition Chart on next page)

Bridge Program

Colorado State Highway System

Condition based upon: Structure Sufficiency Rating (SSR)



* The apparent increase in Poor & Fair in FY 95 is due to FHWA formula adjustments for Load Carrying Capacity. The number of Replacements varies partly due to the difference in cost per structure as based on size and location.

	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>	<u>1999</u>
Good	3,226	3,242	3,249	3,277	3,060	3,098	3,082	3,149	3,154
Fair	242	261	284	285	477	497	496	454	447
Poor	162	153	138	127	158	123	114	117	120
TOTAL	3,630	3,656	3,671	3,689	3,695	3,718	3,692	3,720	3,721

Good - Structure Sufficiency Rating > 80

Fair - Structure Sufficiency Rating > 50 but less than 80

Poor - Structure Sufficiency Rating < 50

REST AREAS PROGRAM

The Transportation Commission has a multi-year program to complete rest areas on the Interstate system to the level identified in the Rest Area Study by the year 2004. The Commission's statewide prioritization has approved \$3.7 million for this effort FY 2002. In addition, the overall program also includes \$3.9 million for rest area maintenance and rehabilitation each year, and is identified in the Maintenance Levels of Service direction of effort. It should be noted that the current amount of funding is limited by other priorities and reduced departmental revenues, and thus may affect the plan completion date of FY2004.

NOISE BARRIER PROGRAM

The Noise Barrier Program is a multi-year program approved by the Transportation Commission for the completion of Type II noise barriers. This is intended to reduce the noise problems for those properties along CDOT right-of-way. The Commission's statewide prioritization calls for allocation of approximately \$2.6 million each year through 2002.

SMALL URBAN AREAS

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) discontinued the Federal-aid Urban Program except for those areas with a population greater than 200,000. As a result, the remaining urbanized areas were unable to fund many local projects. The Metropolitan Planning Organizations (MPOs) approached the Transportation Commission requesting funding from the Surface Transportation Program to meet some of the MPO needs. The Transportation Commission elected to allocate \$2.5 million per year distributed to the urban areas with a population of greater than 35,000 but less than 200,000. This program is currently scheduled to be discontinued after FY 2004.

SAFETY PROGRAM - Safety Education Program & Roadway Safety

Under TEA-21, once the Surface Transportation Program (STP) funds are distributed to the states, each state must set aside 10% for safety construction activities, i.e., hazard elimination and rail-highway crossings.

The current statewide priorities for this include programs that reduce fatalities, injuries and property damage for all users of the system. The investment category includes two areas of focus. The first focus area includes those programs used to influence driver behavior. The second area focuses on highway improvements to improve the safety of the motoring public.

DRIVER BEHAVIOR PROGRAMS – Safety Education Program

In combination with traditional roadway safety improvements, this program promotes safety through education and enforcement programs such as media campaigns (“TWIST”, “Heat is On”, “CHILL”), and education programs through media campaigns and school districts for groups which are disproportionately represented in crashes.

This Office of Transportation Safety (OTS), within the Safety and Traffic Branch of CDOT, is assigned the responsibility for the promotion and coordination of transportation safety education throughout the State. The Highway Safety Plan developed by this office is a long-range plan mandated by the Federal Highway Safety Act of 1966, which is designed to reduce traffic accidents and deaths, injuries and property damage.

The OTS develops projects with State and local governmental agencies, non-profit organizations and universities for inclusion in the Highway Safety Plan. These projects are designed to address problems identified in major safety areas such as alcohol/drug countermeasures, police traffic services, roadway safety, occupant protection, traffic records, emergency medical services, and motorcycle safety. Federal funding is made available for these projects with local matching funds.

The OTS administers two State-funded programs. These are the Law Enforcement Assistance Fund (LEAF) and the Motorcycle Operators Safety Training (MOST) Program. LEAF provides grants to assist local law enforcement agencies in the enforcement of drunken driving laws. Funding for this program comes from fines collected from every person who is convicted of, pleads guilty to, or receives a deferred sentence for a violation of alcohol/drug driving laws.

Funding for the MOST Program is provided from a \$1.00 surcharge on all drivers' licenses that have a motorcycle endorsement, and a \$4.00 surcharge on all motorcycle registrations.

Additionally, since Colorado does not have an "Open Container" law, there is a **sanction provision** in federal law, which requires 1.5 percent of CDOT's IM, NHS and STP roadway funds to be transferred to Safety Education programs in FY 2001 and 2002. This amounts to \$3.5 million in FY 2002. The penalty transfer increases to 3 percent of these programs' funds in FY 2003. CDOT expects the penalty to continue after the current TEA-21 authorization.

TRANSPORTATION SAFETY ADMINISTRATION

This program is funded with federal Section 402 funds and is matched dollar for dollar with State Highway Funds. This program funds the general administration of the Office of Transportation Safety within CDOT as well as the overall management of the various projects within the office. For FY 2001, this program will total \$0.5 million matched at a 50% federal and 50% state ratio.

HIGHWAY SAFETY PLAN

This program annually funds approximately 40 joint projects between local agencies and the Office of Transportation Safety, for eight highway safety areas, which include:

- Alcohol/Drugs and Driving
- Occupant Protection
- Police Traffic Services
- Emergency Medical Services
- Traffic Records
- Motorcycle Safety
- Pedestrian and Bicycle Safety
- Roadway Safety

Federal funds for the first seven safety areas come from the National Highway and Traffic Safety Administration (NHTSA) 402 funds. Funds for the Roadway Safety area come from the FHWA 402 program and deal with non-construction safety areas, such as proper traffic signs and signals, traffic engineering and maintenance training. For FY 2001, \$2.8 million in federal funds are allocated to this program and are matched on a 75% federal and 25% State or local ratio.

ALCOHOL INCENTIVE GRANT PROGRAM

The program aims to reduce alcohol-related driving and crashes. For FY 2001 this program is funded entirely with federal funds from the 408 and 410 Programs at a \$1.2 million dollar level.

FATAL ACCIDENT REPORTING SYSTEM (FARS)

The FARS program is 100% federally funded from section 403 funds, and is currently under a three-year cooperative agreement with NHTSA with an option to renew for an additional two years. Funds for this program become available annually on a calendar year basis. For FY 2001, funding is expected to total \$.1 million.

PERSISTENT DRUNK DRIVER PREVENTION PROGRAM – Legislatively Appropriated

The Persistent Drunk Driver Program was established pursuant to H.B. 98-1334 to develop methods to deter persons from repeat drinking and driving. The funds for this program are derived from a penalty surcharge of between \$25 and \$250 imposed by judges upon persons with multiple drunk driving convictions. The fund proceeds are appropriated by the General

Assembly to CDOT, the Department of Revenue and the Department of Human Services, for implementation of programs addressing the prevention of repetitive drunk driver offenses.

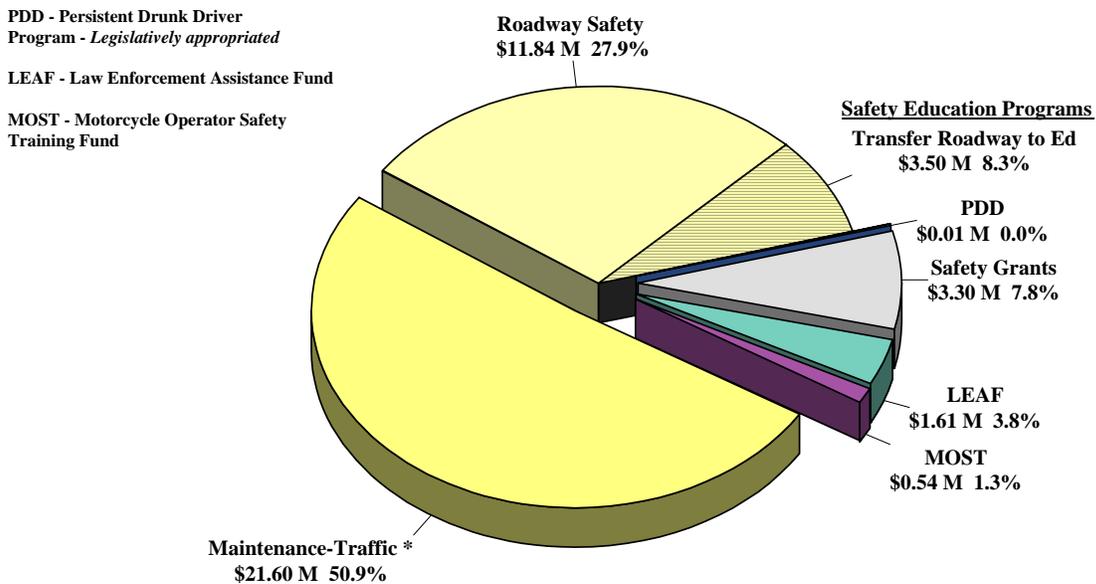
SAFETY - ROADWAY Safety Program

This program identifies roadway improvements to improve decision-making and reaction times of the motoring public. Roadway improvements include such projects as replacement of signs and roadway markings, sight-distance improvements, acceleration/deceleration lanes, intersection improvements, lighting, etc.

Since Colorado does not have an "Open Container" law, this **Penalty program** requires 1.5 percent of CDOT's IM, NHS and STP funds to be transferred to Safety in FY 2001 & 2002, and a transfer of 3 percent of these program's funds in FY 2003. CDOT expects the penalty to continue after the current TEA-21 authorization.

**Colorado Department of Transportation
FY2002 Safety Program**

\$ 42.4 Million *



* \$21.6M of Safety Program funds are indicated in the Maintenance Program total .

MAINTENANCE PROGRAM

Our Maintenance Program protects the significant investment in our current infrastructure. The program is designed to keep the 9,200-mile State highway system open and safe for the traveling public. This involves all activities from the centerline of the highway to the right-of-way fence on both sides of the highway. Examples of highway maintenance activities include: patching by hand or machine, sealing of pavement cracks and joints, seal coating, blading unpaved surfaces and shoulders, cleaning drainage structures, cleaning and shaping ditches, repairing slopes because of washout or erosion, maintaining stream beds, sweeping the road surface, picking up litter and trash, controlling vegetation, maintaining roadway signs and lighting, painting bridges, snow plowing and ice control, removing of snow and sanding, and controlling avalanches. This preservation effort is not only vital to the integrity of the infrastructure; it is an imperative component of highway safety for the traveling public.

While maintenance work by nature is somewhat reactive, CDOT's maintenance personnel strive to provide a consistent level of service to the traveling public that ensures a safe and efficient highway system. For example, when weather deals a challenge, such as in a snowstorm, flood, or avalanche, our Maintenance forces prioritize their objectives and utilize all available resources to address safety and access of the system as quickly as is possible.

In an effort to provide statewide consistency in service, for FY2002, CDOT has continued a Performance Budgeting System for the Maintenance Program. The "Maintenance Levels of Service" (MLOS) system includes an annual physical rating and/or survey to observe results or conditions for approximately fifty activity or system items. The measured items are then categorized into nine "Maintenance Program Areas" (MPAs), which are: planning, scheduling, inspection, and training, roadway surface, roadside facilities, roadside appearance, traffic services, bridge, snow and ice, buildings, grounds, rest areas and equipment, and major tunnels. There are five service levels established for each MPA, with calculations translated to a scale of A through F, with A being the best or highest service level and F being the worst. In order for field staff to properly carry out the Commission's priorities there are definitions and pictures clearly delineating the various levels of effort.

The ratings for each MPA are then applied as the base level to a modeling system that provides costs matrices to identify budget requirements to achieve changes to the target MLOS. This provides the Transportation Commission with the necessary cost/benefit analysis to allow prioritization of level of effort and related funding in all major MPAs. The MPAs are also identifiable in the Department's overall investment categories to allow a link with investment strategies and result oriented allocations.

Prior to MLOS results were reported in terms of quantity, as illustrated below, without the results being noted in terms of system quality, mobility or program delivery. During the FY 2000 these Transportation Workers:

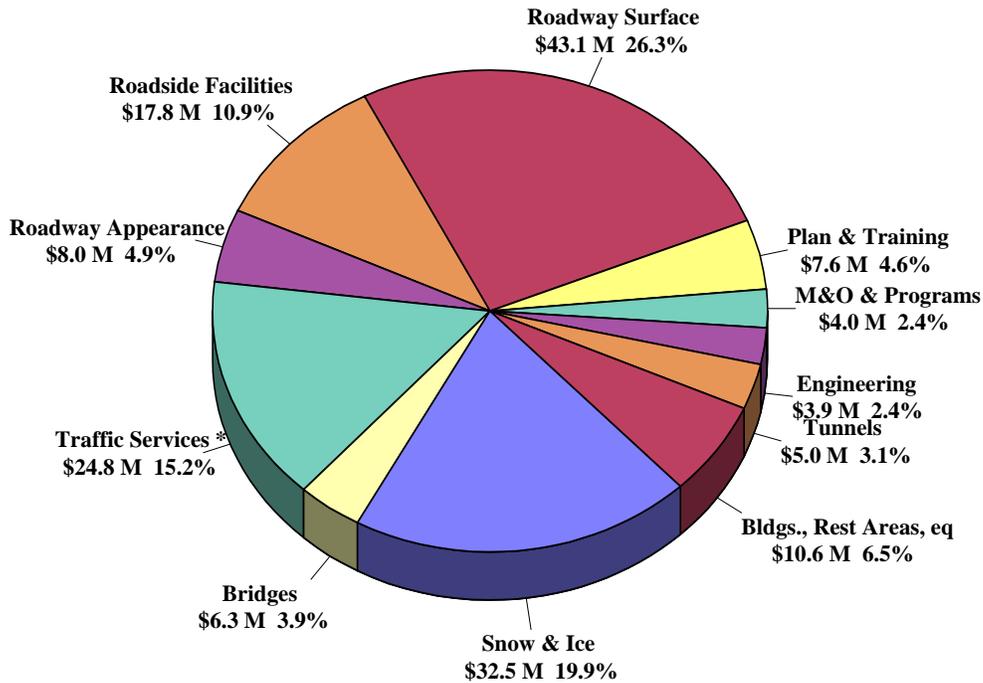
- Extended the life of highways by repairing and maintaining over 9.8 million square yards of roadway surface by performing patching, seal coating and fog coating activities.
- Utilized 389,000 tons of asphalt and 3.5 million gallons of liquid asphalt in asphalt preservation activities.
- Striped over 36,000 miles of roadway and created 812,000 square feet of pavement markings using 2.5 million pounds of glass beads, 379,000 gallons of paint and 343,000 pounds of thermoplastics.
- Snowplowed, sanded and/or de-iced 4.4 million miles of highway.
- Repaired and installed 2.2 million feet of snow fence to assist in snow removal operations.
- Picked up 126,000 cubic yards of trash with the help of 20,000 Adopt-A-Highway volunteers.
- Installed, replaced and repaired 87,000 signs and/or posts damaged by accident, vandalism or deterioration.
- Replaced, installed or repaired over 12.9 million linear feet of fencing along right of way.
- Provided over 45,000 hours of traffic surveillance through Colorado’s two major vehicular tunnels along the I-70 corridor. This in turn provided quick response to the 420 emergencies that occurred, helping to ensure safe passage for the motoring public.

These activities support the level of service in the MPAs and drive the MLOS rating applied by the system survey. The following chart indicates the investment anticipated in each MPA, in order to achieve the target levels, ranging from A through C, as established by the Commission.

MPA	Current LOS	Projected LOS
Planning & Training	B	B
Road Surface	B+	B+
Roadside Facilities	A-	B+
Roadside Appearance	B+	B
Traffic	C+	B
Structures	D+	C-
Snow & Ice Control	B	B
Equipment, Bldgs., Grounds	B-	B-
Tunnels	A	A
Total Maintenance Program - Statewide	B-	B

FY 2002 Maintenance - LOS

\$163.6 Million



* Plan based upon Target Level of Service allocation model, not including \$21.6M of Safety Funds under Traffic Services.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

\$5.3 million is provided to continue the Revised Model Deployment Initiative (RMDI) work into its second phase of a five-year plan which will design, build, operate, and maintain, and/or finance the implementation of an expanded ITS program. This program will include expansion of the existing ITS infrastructure throughout the state and a management center (CTMC). This is the fourth year of an ongoing item for five years, for a total allocation of \$25 million.

Does not include \$2.5 M for CDOT Staff and operating costs identified in CDOT Operations in the Engineering Program.

OPERATIONS PROGRAM - CATEGORIES

ADMINISTRATION PROGRAM - *Legislatively Appropriated*

The administrative portion as defined by State statute, includes salaries and expenses of the following offices and their staffs: Transportation Commission, executive director, chief engineer, regional directors, budget, internal audit, public information, equal employment, special activities, accounting, administrative services, building operations, management systems, personnel, procurement, insurance, legal, and central data processing (C.R.S. 43-1-113(2)(a)(III)).

The administrative function includes the oversight of over 1,600 projects, as well as a maintenance program exceeding \$162 million. These offices and divisions handle administration and functions such as accounting, budgeting, auditing, personnel, information systems, public relations, facilities management, and printing, among others.

By statute (C.R.S. 43-1-113(6)(a)), the amount budgeted for administration, as defined in statute, in no case shall exceed five percent of the total budget allocation plan. The percentage budgeted for administration in recent years has been FY 1995 - 3.4%; FY 1996 - 3.1%; FY 1997 - 2.8%; FY 1998 - 2.7%; FY 1999 - 2.6%; FY2000 - 2.2%; FY2001 - 2.1%; and FY2002 - 2.1%. These percentages include units funded with Internal Cash Funds (ICF), which are not included in the State Highway Fund (SHF) budget figures, (funded through payments from operating budgets in other organizations.) The Printing and Visual Communications Center, is now the only Administration ICF at \$1,561,309 and their 18.0 FTE are part of the 219.7 FTE total for Administration.

Miscellaneous administration expenses appropriated by the General Assembly include Workers' Compensation for the administrative units, Statewide Indirect Costs, and general insurance. The State Office of Risk Management in the Department of Personnel/General Support Services determines general insurance, which includes Property and Liability coverage and Workers' Compensation assessments. Statewide Indirect Costs are based upon the Statewide Indirect Cost Plan established by the State Controller's Office. These costs are largely outside of CDOT's control.

PROJECT SUPPORT – Administration – Commission Appropriated

Project Support organizations are assigned for reporting purposes to Department administration units. However, they incur project-related costs, which are eligible to be charged directly to specific projects or indirectly against all projects (based upon the activity or activities benefiting all projects). Project/program support units include the Office of Financial Management & Budget, Information Systems - Network Computing Systems, Equal Opportunity/Business Programs Office, Audit Division, and Legal Services with charges related to projects. In those cases where the specific project has federal funding, part of these direct or indirect project costs are federally funded.

AERONAUTICS PROGRAM - *Legislatively Appropriated*

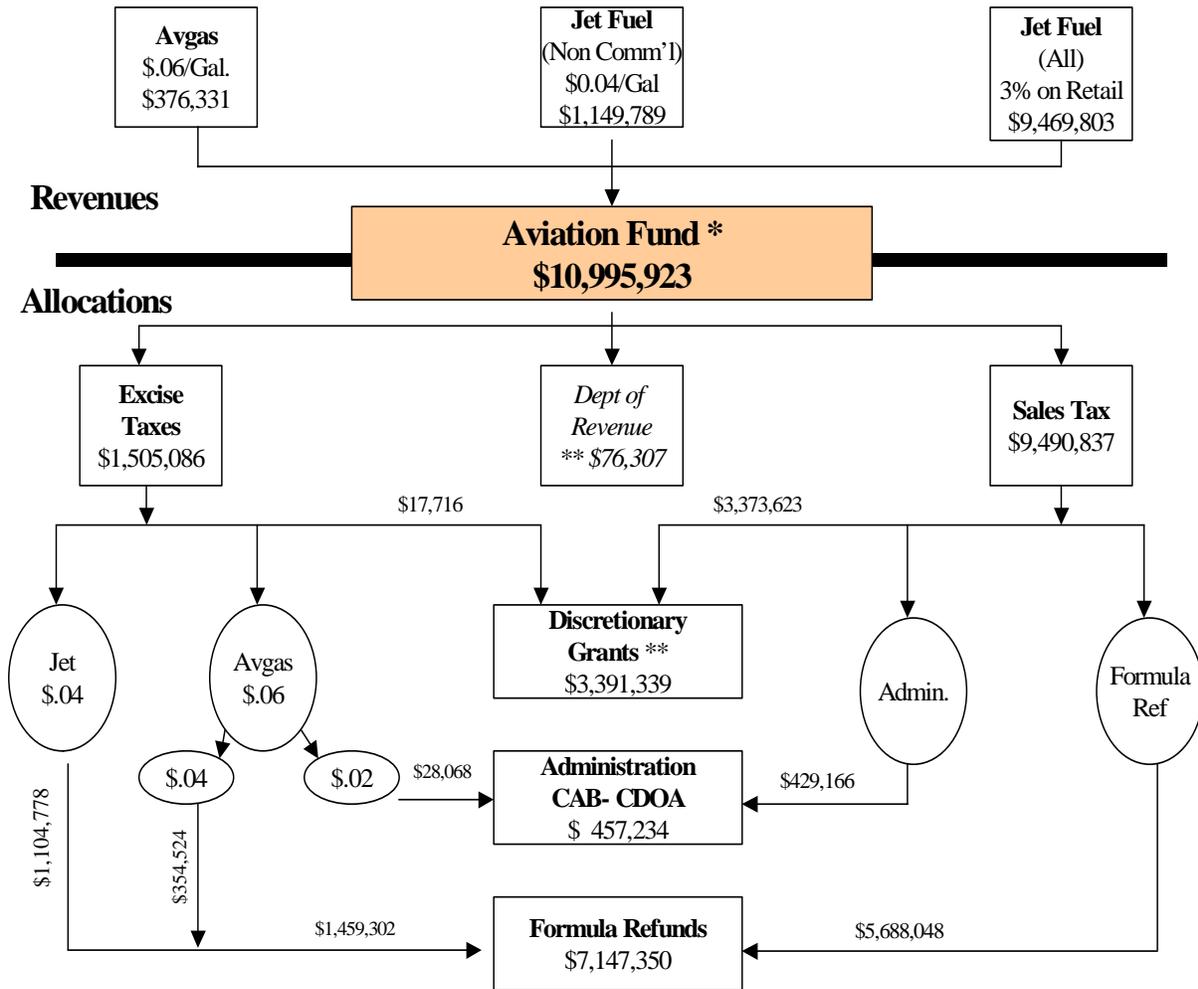
The Division of Aeronautics (DOA) was created by the General Assembly in 1988 and transferred from the Department of Military Affairs to CDOT in 1991, when the Department of Transportation was created. The objectives of the DOA are to set priorities for improving the State's air transportation system; to increase the level of financial assistance to aviation users and providers in the State; to provide technical assistance to airport operators and aviation users who are unable to meet their needs with local resources; to enhance aviation safety through education; and to promote economic development through the development, operation and maintenance of the State aviation system. (*See revenue information on the next page.*)

The DOA operates under the direction of the Colorado Aeronautical Board (CAB), a seven-member body appointed by the Governor and confirmed by the Senate. In addition to other duties, the CAB operates the Discretionary Grant Program, which provides grants to local communities for aviation purposes.

Financial support for the Division of Aeronautics and other aeronautical activities is provided through the State Aviation Fund, which generates revenue through an excise tax on general and non-commercial aviation fuels. Four cents per gallon is collected at the wholesale level on non-commercial jet fuel and six cents per gallon is assessed on aviation gasoline (AvGas) for light single-engine and twin-engine aircraft. All but two cents of this revenue is returned to the airport of origin for airport development. The remaining two cents is placed into the Aviation Fund that is appropriated by the General Assembly for distribution by the CAB mainly to airports for special aviation projects for grants to and for the administrative expenses for the DOA (statutorily capped at five percent of the annual deposits into the Aviation Fund). The three-percent jet fuel sales tax collected on sales of jet fuels to all non-commercial users is similarly dispersed. In addition, the DOA receives some federal funding to perform special projects, and there was a Decision Item approved for \$250,000 of Capital Construction Funds (to be matched by the CAB with \$100,000 from Discretionary Grants) to construct additional aviation weather stations in Colorado's mountainous terrain. (*See Decision Items*)

The Division of Aeronautics Revenue and Expenditure Chart is on the next page.

FY 2002 Aeronautics Revenues & Allocations



* Does not include \$220,000 in federal grants request for FY 2002.

** Dept. of Revenue allocation is a deduction from "Discretionary Grants" amount and is subject to Legislative adjustment.

INTERMODAL PROGRAM

This program includes a number of small federal grant programs involving transit and rail planning. The transit programs also disburse federal funds to various communities around Colorado for the purchase of capital equipment such as buses and vans. These funds are identified for CDOT as pass through funds to other governmental units.

USC 49-5311 - Assistance for Non-urbanized Public Transportation

This program is administered by CDOT and provides capital, operating and administrative assistance to organizations that provide public transportation in small urban and rural areas (under 50,000 population). Funds are awarded by CDOT to public and private non-profit transit operators on a competitive, discretionary basis.

USC 49-5310 - Assistance for Transportation of Elderly Persons and Persons with disabilities

This CDOT-administered program provides funds for capital equipment to private non-profit organizations that transport elderly persons and persons with disabilities. Funds can be used in either urbanized or non-urbanized areas. Like the USC 49-5311 program, these funds are awarded by CDOT on a competitive, discretionary basis.

USC 49-5303 & 5313&14 - Transit Planning Assistance

The USC 49-5303 program is appropriated to the state based on a population formula. The state then distributes these funds to the local entities based on a formula that was developed in cooperation with MPOs and approved by the Federal Transit Administration (FTA). The USC 49-5313&14 funds can be used for a variety of non-operating purposes including transit planning, research, training, administration of the USC 49-5303 program, demonstration projects and special studies.

USC 49-5307 - Formula Funding for Urbanized Areas

The FTA USC 49-5307 program offers funds to urbanized areas over 50,000 for capital and operating expenses. Unlike other federal transit programs, USC 49-5307 programs are administered directly by FTA instead of CDOT although states can choose to administer this program.

Large urbanized areas, those with a population over 200,000 (Denver and Colorado Springs), receive funds based on population, population density and transit operating data. Funding for small-urbanized areas is awarded to the state based on population. These funds are available on an 80% federal and 20% local ratio for capital and 50% federal and 50% local ratio for operating expenses.

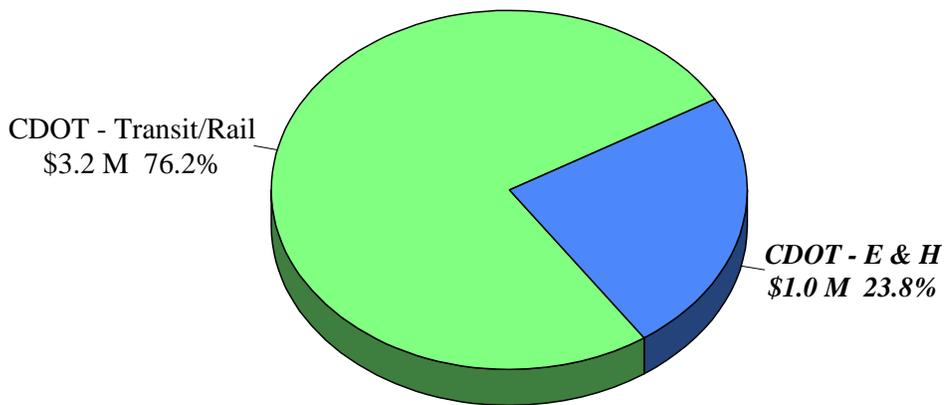
USC 49-5309 - Discretionary Capital Grant Program

The FTA USC 49-5309 Capital Grant program is designed to offer assistance on a discretionary basis for capital equipment and facilities.

Colorado Department of Transportation

FY 2002 INTERMODAL

\$ 4.2 Million



ENGINEERING PROGRAM

In FY 1998 the Department implemented the first phase of “Re-engineering.” This entailed the blending of previously separate organizations and tasks. The Department’s Regional engineering and project related staff in the traditional “Preconstruction” and “Construction” organizations were combined into “Program Engineer Units” with “Project Teams,” responsible for projects from inception to completion. This “complete” project management assures more inclusive and timely involvement by all required staff and task groups.

This Program involves a multitude of activities in preparation for, and construction of, highway projects. Activities include everything from preparing project plans (design work), obtaining rights-of-way, clearing utilities, and obtaining environmental clearances. The project teams now also include the construction phase, including those activities necessary to the actual construction of the highway project and are deemed necessary for federal and State regulatory control.

Some typical construction phase activities include: testing and monitoring the statewide usage of various materials used by construction forces; conducting chemical and physical properties tests and analyses on various materials used in construction; publishing and maintaining policies and procedures necessary to the administration of highway construction contracts; conducting training on policies and procedures; assuring that contracts are awarded to the lowest responsible bidder; supervising construction activities; inspecting construction-related mechanical aspects, etc. In addition the ITS operating unit is now reported as part of the Engineering Program, with the Traffic Operations Center (TOC) reported as a special allocation. This group is developing technological methods for addressing traffic congestion and safety problems throughout the State.

PROGRAM SUPPORT - PLANNING & RESEARCH PROGRAM

This program is responsible for numerous activities involving evaluation of the current condition of the State’s highway system and planning and researching future transportation needs in Colorado. Some of these activities include providing an inventory of the system; providing current maps; maintaining records on all public roads; maintaining records on fuel consumption; analyzing traffic data; forecasting traffic demands; and analyzing roadway capacity, truck size and weight data, and hourly traffic distribution. This program includes performance of in-house research related to highway and transportation activities.

The Planning Program includes the **Metropolitan Planning Program** for those areas with a population greater than 50,000 and the Statewide Planning Program. These two programs are primarily responsible for developing and implementing a statewide planning process, which will lead to a long-range multi-modal transportation plan and the transportation improvement programs (TIPs) for each urbanized area as well as a statewide transportation improvement program.

The Research Branch is responsible for investigating transportation problems affecting Colorado and researching possible solutions and then tracking these solutions to determine how effective they were in solving the problem. If a solution is found to be effective, it is shared with cities and counties. In addition, this program is responsible for collecting critical highway data (traffic volumes, vehicle classification, and vehicle size and weight), which is used in the design of highway projects as well as providing project level assistance to the CDOT regions.

The Intermodal area is primarily responsible for expanding the role of alternative modes of transportation. This involves several different areas: awarding Federal Transit Administration grants; assisting transit agencies in promoting their service; serving as a staff resource to the transportation planning regions as it relates to alternative modes; assisting communities in developing local bicycle off and on street facilities; developing mass transit and passenger rail demonstration projects, such as the SkiXpress service between Denver the I-70 ski areas; working with communities on developing tele-commuting facilities; and developing public-private partnerships. In addition, this area is managing several major corridor/major investment studies along the Front Range and SH 82. The last major emphasis area this branch deals with is in the pavement management system, which involves collecting annual pavement condition and forecasting of resource needs.

STATEWIDE SPECIAL ALLOCATIONS

Statewide special allocations are for programs or activities, which have been determined by management and the Transportation Commission to be critical to meeting the needs of the traveling public. These special allocations may reflect the carrying out of Federal or State law or a concern with the long-term needs of the Department. In most cases, these allocations impact the entire Department. These special allocations are described in detail in **Appendix B**.

MISCELLANEOUS PROGRAMS

RAIL BANK PROGRAM – Legislatively Appropriated

The Department of Transportation did not request additional funds for this program in FY2002. The program, when funded, is to purchase railroad right-of-way and properties along specific abandoned transportation corridors pursuant to S.B.97-37.

COUNTIES AND MUNICIPALITIES BRIDGE FUNDS – Legislatively Appropriated

For FY2001 a request was made to the Legislature to provide additional spending authority of **\$775,080** in the Long Appropriations Bill for estimated interest on remaining funds in these accounts that sunset in FY 1997.

REGIONAL PROGRAMS

OTHER REGIONAL PRIORITIES

The Department's Other Regional Priorities Program includes such things as reconstruction, restoration and rehabilitation, major widening, minor widening, new construction, roadway improvements, transportation safety management, and operational improvements. These projects, as well as all others, are identified by departmental region, planning region, program and location, in the STIP document.

METROPOLITAN PLANNING PROGRAM

The Planning Program includes the **Metropolitan Planning Program** for those areas with a population greater than 50,000. Administered by the Division of Transportation Development. See page 45 - Planning & Research Section

ENHANCEMENT PROGRAM

The Enhancement Program is another element of the federal Surface Treatment Program (STP) under TEA-21. This program provides funding to the states according to a formula basis. Each state must set aside 10% of the funds for transportation enhancements. Enhancement funds may be used for only:

- facilities for pedestrians and bicycles;
- acquisition of scenic easements and scenic or historic sites;
- scenic or historic highway programs;
- landscaping and other scenic beautification;
- historic preservation;
- rehabilitation of operation of historic transportation buildings, structures, or facilities;
- preservation of abandoned railway corridors;
- control and removal of outdoor advertising;
- archaeological planning and research;
- mitigation of water pollution due to highway runoff.

The Transportation Commission has determined that distribution of Enhancement funds is to be made to each transportation region. The regional transportation director works with each local entity to determine specific project selection and funding levels.

METRO PROGRAM

Under TEA-21, once the Surface Transportation Program (STP) funds are distributed to the states, each state must divide 50% of the STP funds (after the 10% set-asides for Safety and Enhancements) by population between each of its areas over 200,000 population and the remaining areas of the state. In Colorado, only the Denver urbanized area and the Colorado Springs urbanized area exceed 200,000 population. Project selection for these funds is made by the MPO in consultation with CDOT.

CONGESTION MITIGATION AND AIR QUALITY PROGRAM

Under ISTEA, and expanded under TEA-21, a program was established called the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. This program is designed to direct funds to transportation projects in Clean Air Act non-attainment areas for ozone and carbon monoxide. Colorado has five non-attainment areas, i.e., Denver, Boulder, Longmont, Colorado Springs, and Fort Collins. Projects under this program must contribute to meeting the attainment of national ambient area-air quality standards. If a State has none of these non-attainment areas or the non-attainment areas reach attainment, these funds may be used for PM10 non-attainment areas. If all attainment standards have been met, these funds may be used as if they were Surface Transportation Program (STP) funds.

The federal funds are apportioned to the states based on weighted non-attainment and maintenance area population. Of the \$23.4 million of CMAQ Program for Colorado, \$1.0 million has been allocated to rural PM10 non-attainment areas including Pagosa Springs, Telluride, Canon City, Aspen and Steamboat Springs. The remainders of these funds are allocated to the three Metropolitan Planning Organization (MPO) areas (DRCOG, PPACG and NFRT & AQPC) based on the MPO Air Quality Conformity Plans (i.e. DRCOG 76.31%, PPACG 18.13% and NFRT & AQPC 5.56%).

FY 2002 BUDGET ADJUSTMENTS DECISION ITEMS

Gaming Impacts on State Highways

A request for **\$8,893,000** from the Limited Gaming Fund to offset major growth in traffic on State highways in the vicinity of the gaming communities of Black Hawk, Central City and Cripple Creek. This request was made in accordance with S.B. 94-60, and was approved by the Legislature.

Special Decision Item - Automated Weather Observation System (AWOS)

The Governor's initiative is a request for **\$250,000** Capital Construction Funds to fund additional Automated Weather Observation System (AWOS) locations that will provide weather and safety-related information to pilots flying through Colorado's mountains. This request was made in accordance with H.B. 00-1069 and was approved by the Legislature.

Long Bill Consolidation

The Department of Transportation is requesting a **no fiscal impact decision item** to change the Long Bill structure for the Department of Transportation. The proposal is to eliminate the Executive Director's Office, as reflected in the annual Long Bill, and to appropriate the remaining "pots" funds shown therein directly to the Division of Aeronautics.

Prior to the enactment of H.B. 00-1164, "pots" funds for the Division of Aeronautics, the Program for the Transportation of the Elderly and Handicapped, and the Office of Transportation Safety were all reflected in the Executive Director's Office in the Long Bill. H.B. 00-1164 moved the budgets for the Transportation of the Elderly and Handicapped and the Office of Transportation Safety to the purview of the Transportation Commission effective July 1, 2000.

The remaining "pots" funds consist of State Aviation Funds and federal funds that are dedicated for the Division of Aeronautics. The Department proposes appropriating these funds directly to the Division of Aeronautics and eliminating the Executive Director's Office designation in the Long Bill. This was approved and implemented in the FY2002 Long Bill.

Other Decision Items

There are also five decision items approved under the Construction, Maintenance and Operations budget, appropriated by the Transportation Commission. These items, which are included in the budget, are \$50,000 for a position within the Governor's office to facilitate transportation understanding and document approvals; a Water Quality issue affecting the Region 1 Maintenance Section for \$150,000; an Air Quality issue affecting Region 6

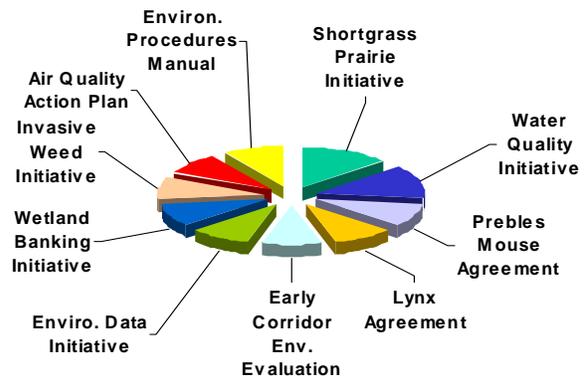
Maintenance for \$275,000; an Environmental Impact Study (EIS) at \$2,000,000 for a Public/Private Initiative (P/PI) for the East Corridor; and an Environmental Streamlining Initiative for \$1,000,000 to address environmental impact issues and clearances in a more comprehensive manner.

The following is a graphic summary of the environmental decision item:

Environmental Streamlining

Objectives

- Create a more efficient, effective and predictable project development process by addressing environmental concerns and responsibilities earlier in the planning process
- More efficiently comply with environmental regulations through programmatic agreements with resource agencies.
- Maximize environmental benefits of resources expended by CDOT for mitigation purposes.



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**COLORADO DEPARTMENT OF TRANSPORTATION
FY 2001-2002 BUDGET**

APPENDIX A

STRATEGIC 28

MAP

&

PROJECT INFORMATION

MAP

use Acrobat Reader



Acrobat Document

Status Report



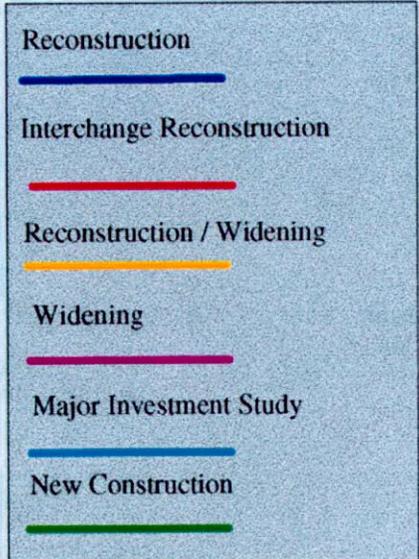
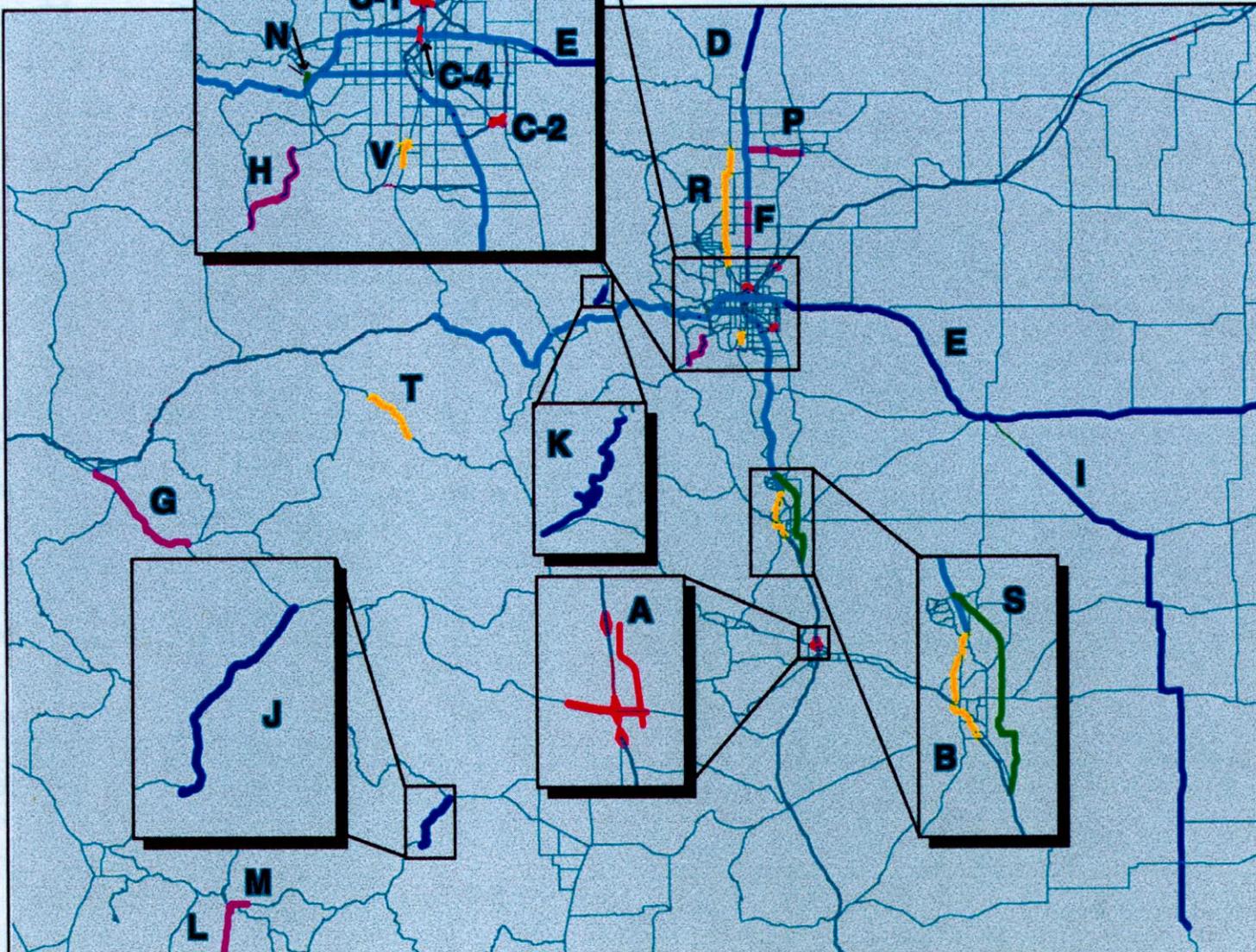
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Colorado Department of Transportation

August 15, 1996

Office of Financial
Management and
Budget
(303) 757-9262

Strategic Project Investment Program



- | | | | | | |
|--------------------------|------------------------------------|-------------------------------|--------------------|-----------------|----------------------|
| A: I-25/SH 50/SH 47 | C-3: I-76/120th | F: North I-25 (SH 7 to SH 66) | J: Wolf Creek Pass | N: C-470 | T: SH 82 |
| B: Colorado Springs I-25 | C-4: I-70/I-25 Mousetrap | G: US 50 | K: Berthoud Pass | P: US 34 | V: Santa Fe Corridor |
| C-1: I-25/US 36/SH 270 | D: North I-25 (Owl Cny. Rd. to WY) | H: US 285 | L: SH 550 | R: North US 287 | |
| C-2: I-225/Parker | E: East I-70 | I: South US 287 | M: SH 160 | S: Powers Blvd. | |

- Major Investment Corridors:
- Southeast (I-25 Broadway to Lincoln Ave.)
 - East (Denver to DIA)
 - West (US 6, I-25 to I-70)
 - I-70 West (DIA to Eagle County Airport)
 - Denver to Colorado Springs (I-25)
 - North I-25 (Denver to Ft. Collins)

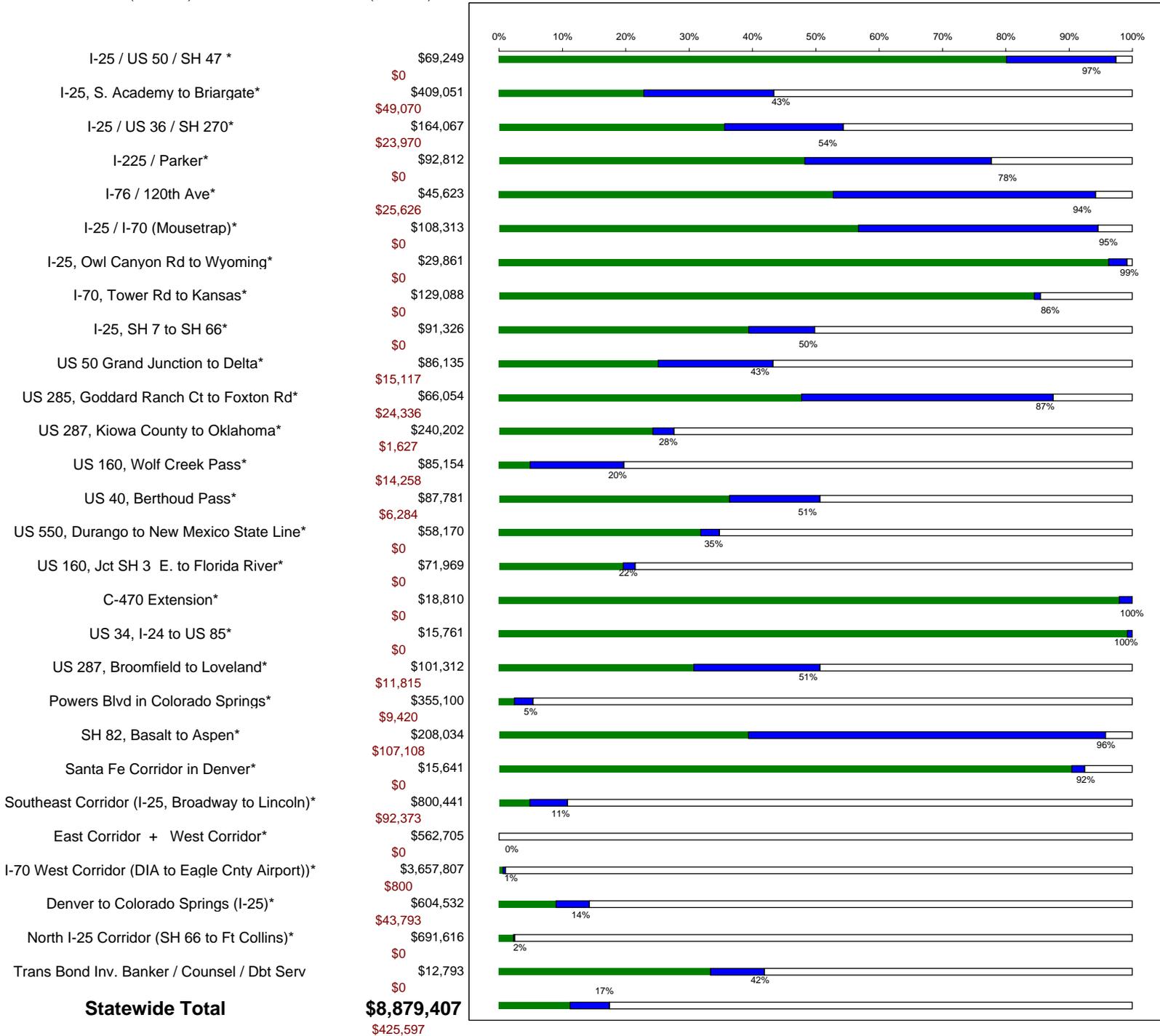
Status of 7th Pot Projects as of February 22, 2001

█ Expended
█ Encumbered
█ Corridor Total

\$997,807,265
\$549,192,434
\$8,879,407,000

Project Location
(\$ in 000's)

Corridor Total Program
(Transbond funds)
(\$ in 000's)



FY2000 Transbond Proceeds = \$535,799,272
FY2001 Transbond Proceeds = \$TBD
Total Transbond Proceeds = \$535,799,272

* These Corridors have had prior year Non-Strategic Program funding and accomplishments which are not reflected in these percentage calculations.

7th Pot Projects Appendix A

Projects Already or Nearly Complete:

I-25/US 50/SH 47 Interchange

I-25, Owl Canyon Rd. to Wyoming

C-470 Extension

US 34, I-25 to US 85

Santa Fe Corridor Light Rail (Service Started Summer 2000)

Interstate 76/120th Avenue

I-70/I-25 Mousetrap Reconstruction

US 285 – Goddard Ranch Court to Foxton Road

State Highway 82 – Basalt to Aspen

Remaining Project Descriptions:

I-25 - Through Colorado Springs

This project consists of safety and capacity improvements from South Academy Boulevard to Briargate Parkway. Numerous interchanges require reconstruction and are important safety projects. Reconstruction of these congested interchanges will significantly help traffic operations on I-25.

I-25/US 36/-270

This project is located in Denver between Lowell Boulevard and I-270 and I-76 interchanges. It consists of capacity improvements, highway and interchange reconstruction, extends westbound I-270 from I-76 to US 36 and extends eastbound I-270 from I-25 to I-76. It also includes the construction of a Direct Connect HOV lanes to US 36 from northbound I-25 and opens the Bus/HOV lanes in US 36 west of Federal to Lowell.

I-225 and Parker Road (State Highway 83)

This project consists of safety and capacity improvements from approximately Peoria Street through Hampden Avenue on State Highway 83. It has both highway and interchange reconstruction for four major interchanges at Peoria Street, I-225, Vaughn Way and Hampden Avenue.

I-70 East Tower Road to Kansas

This project completes the reconstruction and surface condition improvements of the I-70 East corridor to Kansas from Tower Road in Aurora. The surface condition improvements consist of resurfacing the highway in concrete with a portion being resurfaced in asphalt.

I-25 North-State Highway 7 to State Highway 66

This project consists of reconstruction of three interchanges along I-25 north from State Highway 7 north of Brighton to State Highway 66 north of Longmont.

US 50- Grand Junction to Delta

This project consists of widening from 2 to 4 lanes, 34 miles of US 50 from Grand Junction in Mesa County to Delta in Delta County. The widening is needed for traffic and safety improvements.

US 287 – Hugo to the Cheyenne/Kiowa County Line

This project consists of resurfacing 82.7 miles of US 287 with concrete. This stretch of highway has over 65% truck traffic and asphalt overlays have not held up to traffic conditions, so concrete is being used.

US 287 –Campo to the North Kiowa County Line

This project consists of resurfacing 82.7 miles of US 287 with concrete. This stretch of highway has heavy truck traffic and asphalt overlays have not held up to traffic conditions, so concrete is being used.

US 160 – Wolf Creek Pass

This project consists of reconstruction and safety improvements of Wolf Creek Pass on US 160 located in Mineral County. A high mountain pass, the project construction including tunnel work will allow full, safe and effective use of the roadway.

US 40 – Berthoud Pass and in Winter Park

This project consists of safety improvements and erosion control from the town of Winter Park in Grand County to the junction of US 40 and I-70 past Empire. The west side of Berthoud Pass, a high mountain pass, has significant erosion problems which effect safety and water quality, which will be addressed by the project. Other safety improvements include widening and climbing lanes to help alleviate congestion.

US 550 – New Mexico State Line to Durango

This project consists of reconstruction and widening of US 550 from the New Mexico State line to US 160 at Durango. Significant realignment, reconstruction, safety and capacity improvements will be made to this 16-mile stretch of roadway.

US 160 – State Highway 3 to the Florida River

This project consists of reconstruction and widening of US 160 at the junction of State Highway 3 in La Plata County near Durango to the Florida River. Portions of the highway will be widened from 2 to 4 lanes; because of existing residences and businesses frontage systems will also be needed for the project. The project will address congestion and the high accident rate, twice the state average on the roadway.

US 287 – Broomfield to Loveland

This project consists of the reconstruction and widening of 17 miles of US 287 between the City of Loveland at State Highway 402 and 10th Avenue in Broomfield. Capacity and safety are the major needs addressed by this project, which includes the construction of the Berthoud Bypass.

Powers Boulevard – Colorado Springs

This project consists of a new roadway and interchange construction and widening. Located in Colorado Springs and El Paso County a new roadway extension will be constructed between Woodman Road and State Highway 83. Interchanges will be constructed at Woodman Road and Platte Avenue and a new roadway extension and widening to connect Fountain to I-25. El Paso County is projected to be the largest county in Colorado by 2000 and these improvements to Powers Boulevard are important for congestion and safety. Additional funding in the future will be needed to complete Powers Boulevard as a limited-access freeway.

Southeast Corridor – I-25 and I-225

The Southeast Corridor project is a multi-modal project and it is a joint effort between the Colorado Department of Transportation and the Regional Transportation District. A significant economy of scale is achieved by the linking of the projects. The highway portion of the project includes reconstruction and widening of 14 miles of I-25 and 4 miles of I-225. This is one additional highway lane in each direction from Broadway to I-225 with two additional lanes running in each direction on I-25 from I-225 to C-470. The improvements are expected to relieve congestion and improve commuter time between the Denver Central Business District and the Southeast Business District the most highly traveled corridor in Colorado and in conjunction with light rail improve air quality.

I-70 West – Denver to Eagle County

The I-70 to Eagle County corridor is 150 miles long, passes through several of the major Colorado ski areas and is the major access way for others. It is highly congested especially during peak periods. A Programmatic Environmental Impact Statement is currently underway which will be used to determine what improvements will be made to the I-70 West corridor and which projects will have the highest priority.

I-25 South Castle Rock to Lincoln Avenue

This project consists of capacity improvements, interchange reconstruction and overpass construction on I-25 South in Douglas County from the town of Castle Rock to Lincoln Avenue in the Southeast Business District. An additional highway lane will be added in each direction from Lincoln Avenue to Founder/Meadows Parkway a distance of approximately 8.7 miles. Congestion relief and safety will result from this project.

I-25 South – Monument to South Academy Boulevard

This project consists of various safety and capacity improvements in this 25.5-mile section between State Highway 105 at Monument to South Academy Boulevard in Colorado Springs.

I-25 North Denver to Fort Collins

This project is for capacity improvements in this 55-mile corridor between the cities of Denver and Fort Collins. 14 miles will be widened from 4 to 6 lanes between State Highway 7 and State Highway 66. Completion dates of the segments vary. Specific improvements will be outlined at the conclusion of the Major Investment Study of this corridor.

East & West Corridor MIS's

These Major Investment Study projects will provide light rail alternatives for commuters and travelers in the Denver area. One segment will connect Downtown Denver to DIA, and the other will connect Downtown Denver to the Cold Spring Park-and-Ride in Jefferson County. These projects will relieve congestion and reduce pollution in the Denver area. Neither project is expected to begin before FY 2020.

**COLORADO DEPARTMENT OF TRANSPORTATION
FY 2001-2002 BUDGET**

APPENDIX B

STATEWIDE SPECIAL ALLOCATIONS

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STATEWIDE SPECIAL ALLOCATIONS

Statewide special allocations are for programs or activities, which have been determined by management and the Transportation Commission to be critical to meeting the needs of the traveling public. These special allocations may reflect the carrying out of Federal or State law or a concern with the long-term needs of the Department. In most cases, these allocations impact the entire Department. These special allocations are described in more detail below.

HAZARDOUS MATERIALS REMEDIATION

The Hazardous Materials Clean-up Program is an ongoing operation to test and remediate (remove and clean up) underground storage tanks and MTL contamination on CDOT property throughout the State. This is being done to comply with federal and State environmental laws. The underground fuel tank remediation is now mostly reimbursable from an external health agency fund.

This program is necessary to comply with State and federal law. For FY 2002, the total program funding is **\$4,215,000**.

DISADVANTAGED BUSINESS ENTERPRISES (DBE) CERTIFICATION

Colorado businesses, which are owned by minorities or females, may be certified to do business with CDOT upon a successful review and investigation, by the Department of Regulatory Agencies (DORA). CDOT has budgeted **\$240,000** of federal funds for a contract with DORA to do these investigations and certify that only legitimate DBE businesses are participating in the Department of Transportation's DBE Program.

STRATEGIC HIGHWAY RESEARCH PROGRAM

The Strategic Highway Research Program (SHRP) is a national program, which is designed to study long-term pavement performance and the factors that affect pavement life. Colorado participates in this program and has allocated **\$85,000** of federal funds for the program in FY 2002.

WORKERS' COMPENSATION INSURANCE

The State Office of Risk Management in the Department of Personnel and General Support Services, annually assesses each department an amount for Workers' Compensation. This figure is based upon the agency's loss record. The agency's loss record is then pooled with all other State agencies to share the State's overall experience, spread the cost, and protects all agencies against catastrophic cost increases. FY 2001, CDOT is being assessed \$3,267,512 of which \$32,571 is paid from Administration and \$640 is paid by Aeronautics, leaving **\$3,234,301** funded here.

GAMING ALLOCATIONS

The Department of Transportation requested, and will receive, an appropriation of **\$8,893,000** from the General Fund retention (the 50% portion of the Limited Gaming Fund transferred to the General Fund per S.B.94-60) to handle the construction and maintenance needs associated with the increased traffic on State highways in the vicinity of the gaming communities. **\$828,000** of these Gaming funds are allocated to the Maintenance program.

DIVISION OF PARKS – COLORADO DEPARTMENT OF NATURAL RESOURCES

By statute (CRS 33-30-110(4)), the Division of Parks and Outdoor Recreation (DPOR), in the Colorado Department of Natural Resources, is permitted to request funding from the State's portion of the HUTF for road maintenance and construction in State Parks and Recreation Areas. By agreement with the DPOR, the requested amount is **\$300,000** for this purpose in FY 2002.

ADDITIONAL SPECIFIC ALLOCATIONS

Additional specific allocations include:

- Commercial Drivers License (CDL) Drug & Alcohol Testing at **\$120,000**;
- Traffic Data Collection Enhancement at **\$534,000**;
- National Pollutant Discharge Elimination System program (NPDES) at **\$500,000**;
- Workplace Violence Program at **\$130,000**;
- Employment Candidate Recruitment at **\$160,000**;

TRANSPORTATION COMMISSION CONTINGENCY FUND

The Transportation Commission annually budgets an amount to handle emergencies or contingencies, which may impact the State highway system or the Department's operations. These funds are budgeted in a separate line so that funding will not have to be cut from other budgeted programs in the event of an emergency or contingency. The Transportation Commission has a budget of **\$10,870,039** for this purpose in FY 2002.

Examples of recent contingency fund utilization include emergency repairs for bridges and roadways in response to flooding, rockslides and mudslides. These funds are also used to provide adequate maintenance budget for other emergencies or weather related issues, which cannot be projected.

SPECIAL ALLOCATIONS - EQUIPMENT PROGRAM

Equipment funding is set by the Transportation Commission and is based upon available funds and recommendations from executive management. Each organizational unit within CDOT may submit requests for new or replacement equipment, including office and research equipment, but the Computer and Road equipment budgets are based on approved plans. The base amounts were increased 2.9% for inflation.

Computer equipment is funded at **\$2,806,083** for FY2002 in support of the statewide, prioritized, multi-year, and computer equipment migration plan.

Road equipment is funded at **\$11,248,621** for FY2002 in support of the statewide, prioritized, multi-year road equipment plan.

Other non-computer/non-road equipment is funded at a continuation level of **\$337,240**.

SPECIAL ALLOCATIONS – FACILITIES / PROPERTY PROGRAM

CDOT annually requests an appropriation from the Transportation Commission to purchase land, to construct buildings, and to do controlled maintenance on Department-owned land and buildings. The purchase of land and buildings is for Department operations such as office buildings, maintenance barns, sand storage sheds, and other department operations.

Property funds requested by the Regions and the Department's Denver headquarters are reviewed and prioritized by the Department's Property Committee against available funds. The Property Committee then submits a list of recommended projects to the Transportation Commission. The Transportation Commission may approve, reject, or modify the requested amount. The FY 2002 allocation is **\$3,956,050**, including rental space at the Empire Park office complex in Denver due to the demolition of the CDOT West Annex.

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