

**COLORADO DEPARTMENT
OF
TRANSPORTATION**

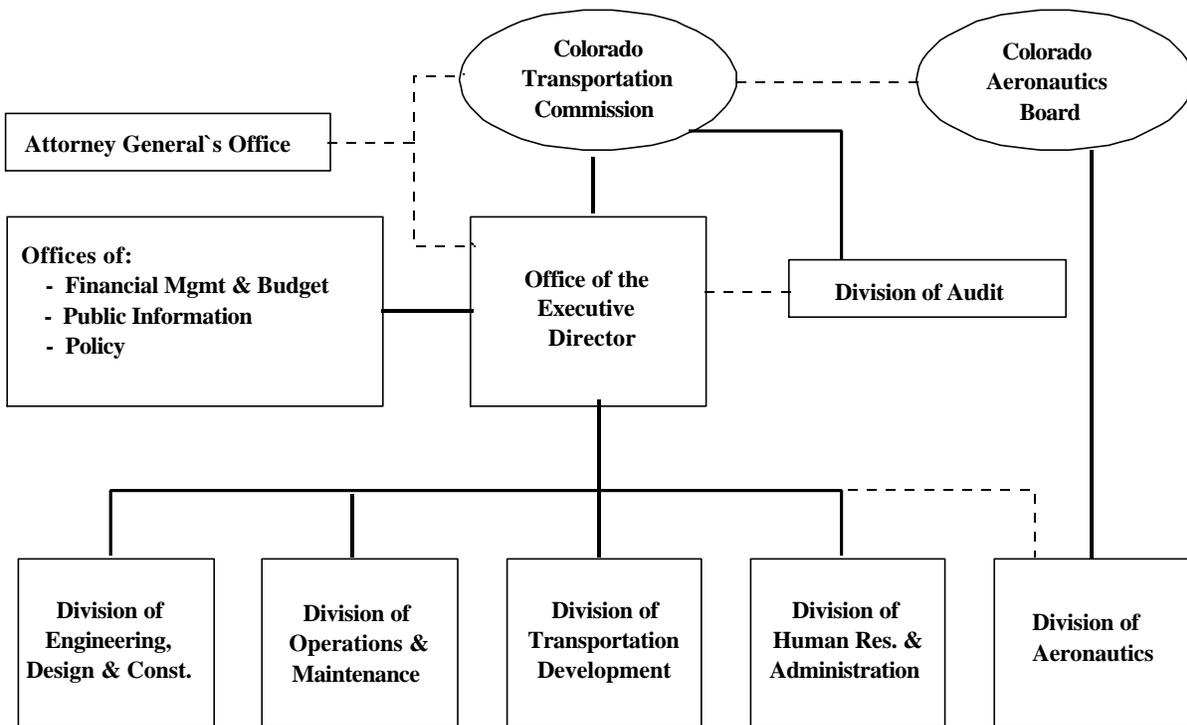
BUDGET

**FISCAL YEAR
1999-2000**

GOVERNOR BILL OWENS

APRIL 15, 1999

Colorado Department of Transportation



COLORADO DEPARTMENT OF TRANSPORTATION STATEWIDE TRANSPORTATION POLICIES

Adopted April 21, 1994

Reaffirmed March, 1998

CUSTOMER FOCUS

CDOT will strengthen its relationships with the increasingly informed and interested citizenry by reinforcing the public participation process to include out-reach, early involvement and review, candid and understandable presentations, and consistency in follow-up. The process must include local governments, interest groups, and formal organizations, along with methods to solicit and respond to the views of all those impacted by transportation performance, improvements and financing.

LEADERSHIP

CDOT will bring together varied interests to address the transportation needs and issues of Colorado's ever-changing social and physical environment. With a commitment to its vision, CDOT will utilize its unique statewide perspective and range of expertise in reaching optimal transportation solutions with its broad customer base.

MANAGEMENT OF THE TRANSPORTATION SYSTEM

CDOT will ensure through partnership that a unified statewide transportation system is planned, developed, coordinated, operated and maintained by considering the full range of alternatives available to service transportation needs. The management process should facilitate the movement of people, goods, information, and services. System management should promote efficient use and enhancement of existing facilities and preserve corridors for future transportation demand.

INTERMODALISM

CDOT will develop a balanced intermodal transportation system that provides the most appropriate transportation options, and takes advantage of the inherent efficiencies of each mode. CDOT will go beyond the traditional single-occupancy vehicle highway improvements by emphasizing a multimodal and intermodal approach to transportation planning, development, and maintenance. Such an approach is necessary to respond to the diverse needs of both urban and rural customers, to preserve and improve the environment, and to ensure the connectivity and interaction of modes.

PARTNERSHIP

CDOT will develop, support and/or participate in the formation of formal and informal partnerships for the quality development and implementation of Colorado's transportation goals. Through cooperative efforts and shared responsibilities, these partnerships will help to leverage the limited resources available, and tap new sources of support for transportation development in Colorado.

INTEGRATE REGIONAL AND STATEWIDE PRIORITIES

CDOT will collaborate with our partners to build consensus for the integration of local, regional and statewide transportation priorities. In order to optimize a limited resource base, effective integration requires mutual respect while addressing the issues and priorities of competing interests.

STATEWIDE TRANSPORTATION POLICIES

(continued)

FINANCE

CDOT will pursue diverse and cooperative funding options to reflect the interrelated nature of all modes within the transportation system. Public understanding of the financial requirements of the transportation system is a prerequisite for developing additional funding options that are reliable, equitable, flexible, adequate and acceptable. In an increasingly competitive environment for already limited resources, CDOT acknowledges and shares the public's concern over the cost and efficiency of government services. CDOT will continue to enhance its financial management practices to demonstrate accountability toward achieving established benchmarks.

SAFETY

CDOT will work cooperatively to promote safety in transportation through education, engineering and enforcement. CDOT will support innovative programs to enhance user, worker and vehicular safety, to improve conditions and facilities, and to reduce the risk of injuries, fatalities, and related costs.

BALANCE QUALITY OF LIFE FACTORS

CDOT recognizes the complex interrelationship of the environment, economic vitality and mobility, and is committed to balancing these factors in the development and implementation of the statewide transportation plan. By working with local, regional and state interests, CDOT will advocate the development of a coordinated decision-making process that balances the long range transportation, land use and quality of life needs in Colorado. It is not the intent of the Commission or CDOT to prohibit or interfere with local land use decisions.

ENVIRONMENT

CDOT will promote a transportation system that is environmentally responsible and encourages preservation of the natural and enhancement of the created environment for current and future generations. We will incorporate social, economic, and environmental concerns into the planning, design, construction, maintenance and operations of the state's existing and future transportation system. With the active participation of the general public, federal, state and local agencies, we will objectively consider all reasonable alternatives to avoid or minimize adverse impacts.

ACCESSIBILITY

CDOT will promote a transportation system that is reliable and accessible to potential users, including the transportation disadvantaged. Accessibility includes the availability of modal choices and connectivity, ease of use, relative cost, proximity to service and frequency of service. CDOT encourages multimodal accessibility to employment, medical care, shopping and other commerce, housing and leisure.

SOCIAL RESPONSIBILITY

CDOT recognizes the value of human capital in achieving state goals, and maintains a commitment to fostering nondiscriminatory practices in a safe and healthy work environment. Our commitment to fair and equitable business practices encompasses the interests of all of our customers. Overall, the general welfare of the total public will be continually reflected in CDOT's decision-making processes.

**FISCAL YEAR 1999-2000
BUDGET**

**COLORADO DEPARTMENT
OF
TRANSPORTATION**

<u>TABLE OF CONTENTS</u>	<u>PAGE</u>
<i>ORGANIZATION CHART</i>	
<i>TRANSPORTATION MISSION, VALUES, GOALS & POLICIES</i>	
BUDGET ADJUSTMENTS	1
REVENUE SOURCES	3
--- Financing System Chart	9
DEPARTMENT PROGRAM ALLOCATION SUMMARY	11
Construction Categories (Projects)	13
--- Strategic 28 Projects Program	13
--- Surface Treatment Program	14
--- Bridge Program	15
--- Rest Areas Program	17
--- Noise Barrier Program	17
--- Safety Construction Program	17
--- Other Regional Priorities	18
--- Metro & Small Urban Programs	18
--- Air Quality Program	18
--- Enhancement Program	19
Maintenance Program	20
CDOT Operations Program Categories	22
--- Administration Program - Legislatively Appropriated	22
--- Aeronautics Program - Legislatively Appropriated	23
--- Safety Education Program - Legislatively Appropriated	25
--- Intermodal Program - Commission and Legislative Appropriated	27
--- Engineering Program	29
--- Project Support Program	29
--- Planning, Policy & Research Program	30
--- Statewide Special Allocations	31
APPROVED FY 2000 BUDGET DECISION ITEMS	34

COLORADO DEPARTMENT OF TRANSPORTATION

FY 1999-2000 BUDGET

The Department of Transportation's budget for FY 1999-2000 totals \$885,518,587. The funding for the Department comes from different revenue sources of State, federal, and local funds. These sources are detailed in sections to follow. Federal law, State statute, or the State Constitution restrict 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 only Administration, the Division of Aeronautics, Transit for the Elderly and Disabled, and Safety Education programs appropriated by the State Legislature.

The following guidelines were used to develop the budget request: restrict full-time equivalent positions (FTEs) to the current level; complete "re-engineering" of the Department's engineering and project related staff; provide for any increases through reallocation of current resources; and continue to refine the prioritization of equipment and property purchases. The Department FTE level for FY 2000 is 3,296.7, which is the same as FY 1999.

BUDGET ADJUSTMENTS

DECISION ITEMS

The budget does not include additional funding Decision Items for the Commission allocated budget, but does include activity prioritization adjustments as directed by the Transportation Commission at its budget workshop on November 18, 1998. They directed that \$1 million of the Surface Treatment Program be identified to address added "pot hole" repair in maintenance sections with low levels of service, as indicated in roadway inspections. Additionally, they have directed that \$2 million of the Bridge Program be designated for additional repair and preventive maintenance on bridge joints and surfaces. These adjustments are funded by reprioritizing current program resources.

Two of the four Decision Items submitted and approved by the Office of State Planning and Budgeting (OSPB) were approved by the Joint Budget Committee (JBC) for legislative appropriation. The Department of Transportation requested, and the JBC approved, an appropriation of \$2.3 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. The Department also requested, and was approved, \$7,521, pursuant to H.B. 98-1037, which increased the mileage reimbursement for officers and employees traveling on State business. The Department requested, but was denied, \$114,510 for programming process changes required for the implementation of Colorado Peak Performance (CPP), the statutorily mandated merit pay system. The Department request for the statutory transfer of the Office of Transportation Safety (OTS) and the Program for the Transportation of the Elderly and Disabled from the budget authority of the General assembly to the Transportation Commission was denied. This transfer would have replaced \$304,000 of General Fund with State Highway Fund (SHF). Other than the Gaming request, these items are funded by reprioritizing current program resources, as the Legislature does not provide additional funds.

SALARY AND BENEFIT

The FY 2000 salary survey and merit adjustments are to be based upon OSPB/JBC approved adjustments formulas for all units. The JBC did not impose a vacancy savings factor for the Administration Program for FY 2000, and a vacancy savings factor has not been applied to the Maintenance and Operations organizations for FY 2000.

INFLATION

The Department utilizes inflation rates provided by the OSPB in the development of the budget request. For FY 2000 the OSPB inflation factor is 0.0%, except for a 2.0% increase for utilities. The exception to this guideline is the funding of the price increases for sand, salt and liquid de-icers in the maintenance program. The total inflation adjustment to allow for FY 2000 estimated increases is \$0.5 million.

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 Division of Personnel, the Division of Accounts and Control, the Division of Telecommunications, and others. For FY 2000 the Department's statewide indirect cost assessment, as recommended by the OSPB, is \$2.1 million, which is a \$406,308 decrease from FY 1999.

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 2000 is 3,296.7 FTEs (243.8 Legislatively appropriated and 3,052.9 Commission appropriated).

REVENUE SOURCES

In FY 2000, the Colorado Department of Transportation anticipates receiving approximately \$885.5 million, (assuming 90% federal obligation authority, which reduces the Federal highway dollar estimate by \$29.0 million) to develop and maintain the best possible State transportation system for Colorado. These funds from both federal and State levels will be used to address all modes of transportation including aviation, transit, bicycles, pedestrian, rail, and, of course, highways. This figure includes an estimated \$171,700,000 of sales and use taxes transferred from the State General Fund to the Highway Users Tax Fund (HUTF), pursuant to S.B.97-001.

ESTIMATED REVENUES - FY 2000

STATE FUNDS

FY 2000

Highway Users Tax Fund - (State Share - SHF)	379,724,000
Miscellaneous CDOT Revenues (<i>Interest, Permits, etc.</i>)	16,872,535
Limited Gaming Fund - Decision Item	2,252,000
Persistent Drunk Driver Fund	<u>60,000</u>
Sub-Total	19,184,535
GF to HUTF transfer for Construction (<i>pursuant to S.B.97-001</i>)	171,700,000

Total State Funds **\$570,608,535**

LOCAL FUNDS

Local Match & Reimbursements **\$14,439,790**

FEDERAL HIGHWAY ADMINISTRATION FUNDS (FHWA)

Apportionment	309,246,000
Less: Obligation Limitation	<u>(29,041,432)</u>
Total FHWA Funds	\$280,204,568

OTHER FUNDS

Transit & FTA	3,117,854
Aeronautics Fund & FAA	10,849,192
Highway Safety Funds including MOST & LEAF	<u>6,298,648</u>
Total Other	\$20,265,694

ESTIMATED TOTAL CDOT REVENUE * **\$885,518,587**

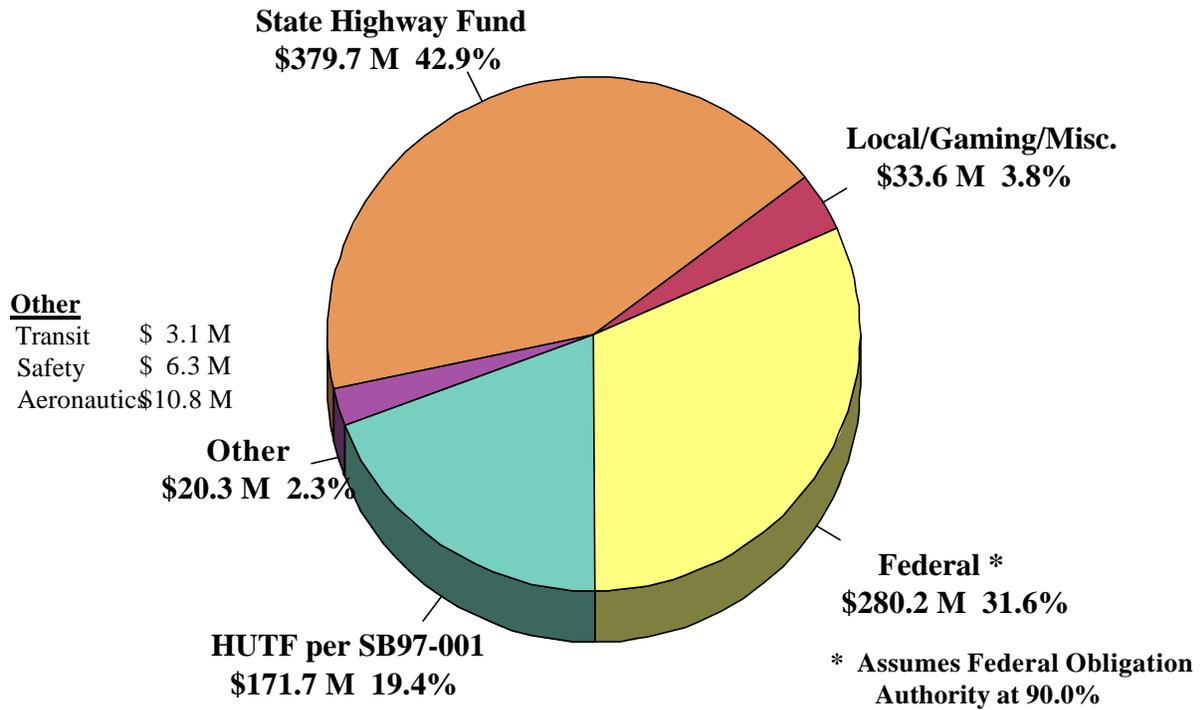
* Total Revenue does not include Internal Cash Fund (ICF) "Spending Authority" of \$3,041,707. These funds are derived from payments by internal or other governmental organizations.

NOTE: The **Counties & Municipalities Bridge Funds** is anticipated to receive additional spending authority of **\$987,205** for interest earned on the funds. This amount is not included in these CDOT budget figures.

Colorado Department of Transportation

FY 2000 Revenues

\$ 885.5 Million



FEDERAL REVENUES

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

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 \$268 million per year (obligation limitation is the mechanism for limiting highway spending each year).

TEA 21 provides a guaranteed level of Federal funds keyed to receipts of the Highway Account of the Highway Trust Fund (HTF). The new act also specifies that each State's share of apportionments 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 18.3 cents per gallon on gasoline and 24.3 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 2000. The obligation authority limit reduces estimated FY 2000 federal funds for Colorado by \$29.0 million, for a total of \$280.2 million instead of \$309.2 million.

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 \$684.6 million in FY 2000. The major source of revenue for the HUTF is the State's motor fuel tax; this tax will generate \$505.7 million (73.9%), of the total HUTF in FY 2000. The remaining 26.1%, or \$178.9 million, is comprised of motor vehicle registrations and other fees.

During the budget process, the State Legislature 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 Colorado State Patrol 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" distribution was adjusted to remove, over a three-year period, all agencies other than the State Patrol and Ports of Entry, and a portion to the Capital Construction Fund, thus leaving a larger share for road uses. For FY 2000, "off-the-top" is estimated to be \$67.2 million or approximately 9.8% 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 allocated by the Noble Bill to help finance Colorado’s highway system. In 1987, the Colorado General Assembly eliminated the Noble Bill 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.

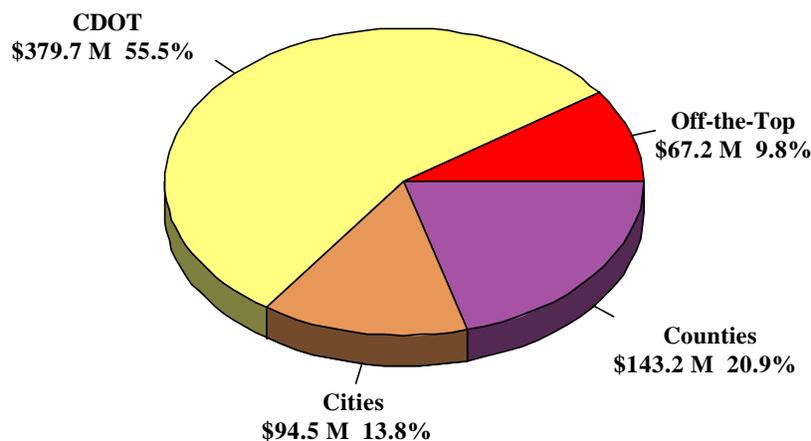
The portion of the HUTF that is distributed to CDOT plus interest and miscellaneous fees and federal reimbursements constitutes the State Highway Fund (SHF). In FY 2000, this is expected to be \$379.7 million, or 61.5% of the entire HUTF.

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 provides assistance to CDOT with construction funds provided through the transfer of sales tax revenues collected on the proceeds of sales and use taxes attributable to sales or use of motor vehicles and related items beginning July 1, 1997, and ending in FY 2001-02. 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 28 strategic corridor projects. In FY 2000 this is estimated at \$171.7 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 2000 Distribution

\$684.6 Million



GAMING FUNDS

The Department of Transportation has requested an appropriation of \$2,252,000 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. This decision item has received legislative approval.

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 fifteen 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 \$10.6 million anticipated in the Aviation fund for FY 2000, approximately 64% of the revenue is reimbursed by the DOA to the "airports-of-origin." The remaining 36% is disbursed from the Aviation Fund by the Colorado Aeronautical Board (CAB) as grants-in-aid and administrative funding for the DOA (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 \$2.6 million each year in discretionary grants to airports throughout Colorado. Grants help fund a variety of projects such as runway repair, emergency equipment upgrades, airport terminal rehabilitation and runway lighting. It is virtually a prerequisite that local matching funds are included in proposals to the CAB, to demonstrate local support for project requests.

FEDERAL

Federal support for Colorado's aeronautic 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 \$0.2 million in federal funds for FY 2000.

SAFETY EDUCATION PROGRAM - REVENUES

STATE

In addition to highway safety construction improvements that are funded from the General Fund (and federal funds), there are two major safety programs which receive state funds: 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 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 \$1.4 million in LEAF funds to be allocated in FY 2000.

No tax dollars go into LEAF; drunken drivers fund LEAF projects through a \$90 fee assessed upon conviction of an alcohol-related

traffic offense. The state receives \$75 of the \$90 fee and the county receives the remaining \$15.

In 1990, the Legislature created the Motorcycle Safety Training (MOST) program 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 2000, MOST funds total \$0.5 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.

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 - 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 set aside in the federal Highway Trust Fund and are awarded to states based on population. For FY 2000, Colorado will receive \$24.4 million in federal transit funds, of which \$2.9 million are administered by CDOT and the remaining funds are administered by FTA directly to the local entities.

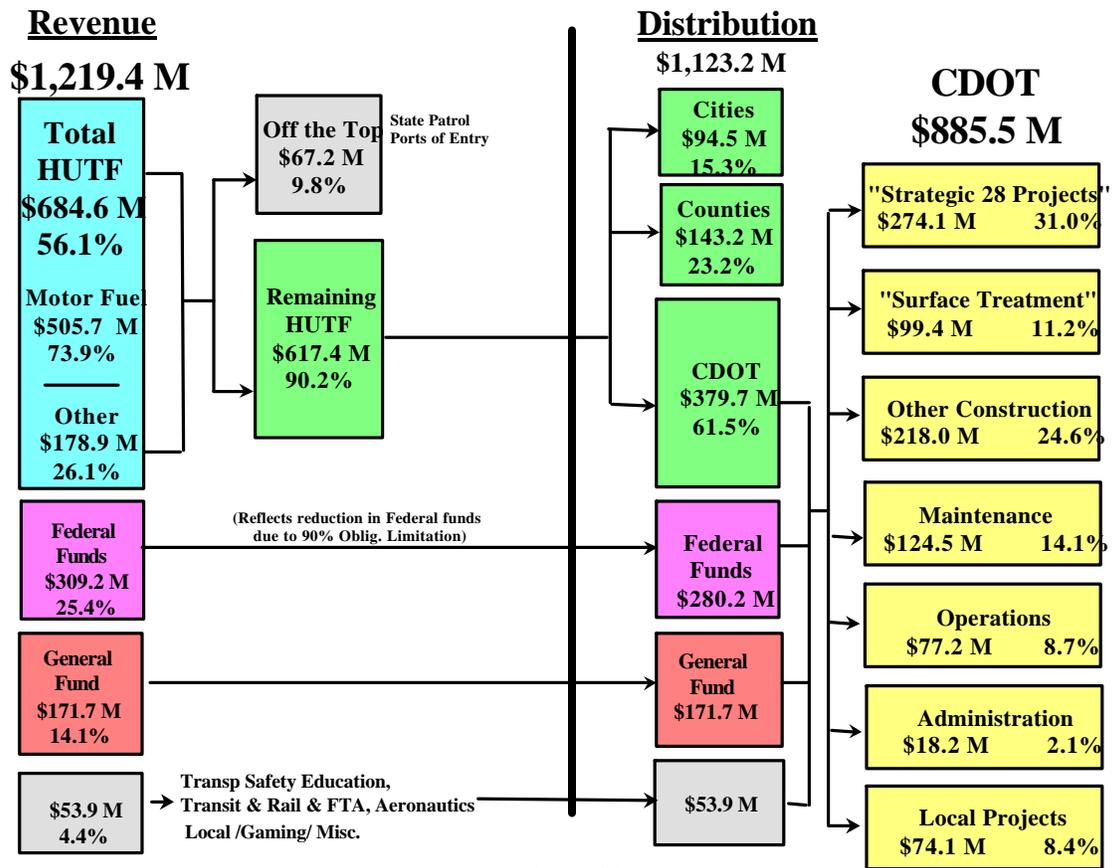
Under ISTEA, the Federal Transit Program is broken into six major programs:

- 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

The Department of Transportation did not request funds from the General fund for FY2000, to purchase railroad right-of-way and properties along specific transportation corridors pursuant to S.B. 97-37.

Colorado Department of Transportation FY 1999 - 2000 Financing System



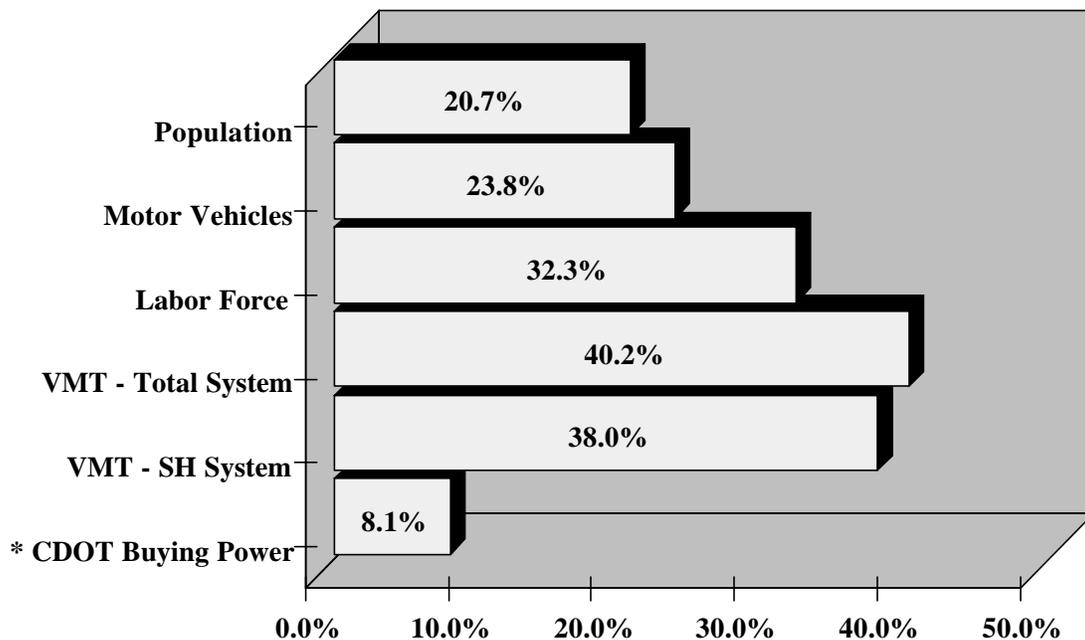
TRENDS AFFECTING BUDGET NEEDS

When evaluating the revenues and possible distributions there are several other factors that must be considered in the prioritization process. These include, among others: growth rate of population, vehicle miles traveled (VMT), vehicle registrations along with the rate of inflation for construction, per the Construction Cost Index. The implications for the future are significant as the demand for improved and expanded State transportation facilities is growing.

The budget distributions over the next pages portray the Department's best efforts in meeting the demands within limited resources.

VMT = Vehicle Miles Traveled
SH = State Highway System

Colorado Trends 1987 TO 1998



* Constant Dollars

FY 2000 PROGRAM ALLOCATION SUMMARY

CONSTRUCTION: **\$665,694,813**

CDOT Programs:

STRATEGIC 28 PROJECTS /1	\$274,135,911
SURFACE TREATMENT	\$99,400,000
(\$1,000,000 for "pot hole" repair in maintenance sections)	
BRIDGE	\$33,740,000
(\$2,000,000 for repair & maintenance of bridge joints and surfaces)	
REST AREAS	\$3,000,000
NOISE BARRIERS	\$2,500,000
SAFETY (includes signs, striping, construction)	\$30,874,755
ENHANCEMENTS	\$1,309,142
OTHER REGIONAL PRIORITIES	\$146,610,000

Local Programs:

METRO	\$26,518,061
SMALL URBAN AREAS	\$2,393,000
BRIDGE	\$8,000,000
SAFETY	\$3,691,940
AIR QUALITY	\$22,483,417
ENHANCEMENTS	\$7,765,245
METROPOLITAN PLANNING (PL)	\$3,273,342

MAINTENANCE: **\$124,460,405**

Personal Services	\$80,137,126
Operating	\$44,323,279
(Includes \$3,740,507 dedicated to Rest Area maintenance)	

OPERATIONS: **\$95,363,369**

APPROPRIATED:

	\$38,419,937
ADMINISTRATION	\$18,154,243
AERONAUTICS	\$10,849,192
SAFETY EDUCATION	\$6,298,648
TRANSIT	\$3,117,854

ENGINEERING

(*non add - costs are allocated to projects) \$74,612,697 *

PROGRAM SUPPORT

(Does not include \$1,866,445 allocated to projects) \$17,882,867

SPECIAL ALLOCATIONS \$39,060,565

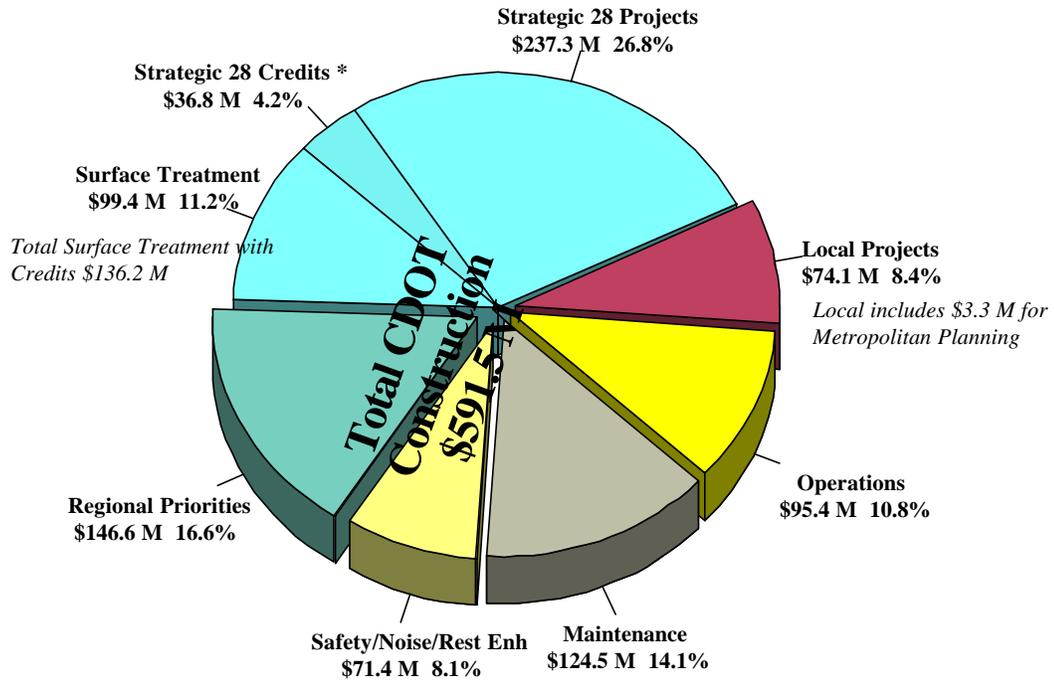
TOTAL **\$885,518,587**

\1 The Commission's commitment of \$125 million for Strategic Projects has been reduced by \$22,564,089 for FY 2000. FY 1999 was increased by the same amount, thus maintaining a \$125 million commitment over the two year period.

Colorado Department of Transportation

FY 2000 Budget

\$885.5 Million



* \$36.8 million of the Strategic 28 Projects are identified as “credits” to the Surface Treatment program. (see page 15)

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, 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, "7th Pot," which identified 28 high priority projects to be placed on an accelerated construction schedule. The primary objectives of the 28 Priority Projects are to expedite the completion of statewide strategic transportation projects, to establish a minimum annual level of funding for the completion of these projects and to provide a process for monitoring and reporting project progress.

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.

Twenty-eight projects have been selected for priority funding. Twenty-two are identified as base corridor projects and six are identified as corridor projects that require major investment studies (MIS). Total estimated costs to complete the program is \$4.86 billion.

To accelerate completion of these projects, the Transportation Commission has committed a minimum of \$125 million per year of which \$25 million is earmarked for preconstruction activities such as design, right-of-way (ROW) and utilities, and the remaining \$100 million for construction. Any additional revenue available from S.B. 97-001 (which allocates sales and use tax revenues attributable to vehicles and related items to the Highway Users Tax Fund) will also be dedicated to these projects. The Department is estimating an additional \$171.7 million will be available from S.B. 97-001 for FY 2000. (*Map and list of projects in Appendix A.*)

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, routine, and the "allowance from specific construction program projects" identified as "credits." An additional \$10 million of "Roadway Repair" work planned by Maintenance is tracked as part of the overall program.

To preserve and maintain the state highway system, the Transportation Commission allocated \$136.2 million in FY 2000 to the Surface Treatment Program. This consists of \$99.4 million for the basic program plus an additional \$36.8 million as "credits" to the surface treatment program from the "Strategic 28 Projects." Per Procedural Directive 1002.0, credits identify the portion of expenditures calculated for "Reconstruction" projects which add ten years or more to the remaining service life of the roadway and for "Major Widening" projects (for the existing pavement width only). The credit calculation represents the cost of the pavement portion of the project (excluding widening or additional lanes) for actual pavement depth up to six inches, on roads classified as being in poor condition. The Regions must include resurfacing credits for reconstruction and qualifying major widening projects when totaling surface treatment expenditures, except as otherwise provided by the Transportation Commission.

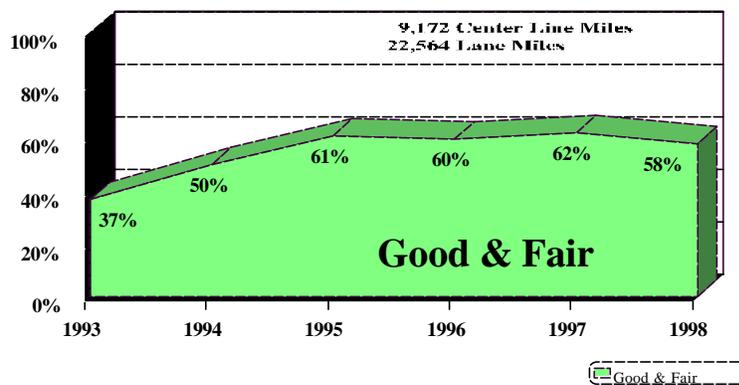
This is the sixth fiscal year of an increased level of funding for surface treatment. In contrast, in FY 1993, only \$46.4 million was budgeted for the program. The decision to increase the amount for resurfacing was based on 1993 data showing that 64% of the state highway system had pavement rated as "poor." The increased emphasis has had a positive effect. Currently, the pavement on the state system is rated 58% as "fair/good" and 42% as "poor."

The Transportation Commission has determined that the overall objectives for surface condition are:

	<u>Objectives</u>	<u>1998 Surface Condition</u>
Overall	60% good/fair - 40% poor;	58% good/fair - 42% poor
Interstate	85% good/fair - 15% poor;	64% good/fair - 36% poor
National Highway System /1	70% good/fair - 30% poor;	62% good/fair - 40% poor
All Other Roadways	55% good/fair - 45% poor.	55% good/fair - 45% poor

/1 NHS non-Interstate

Roadway Surface Condition



(For Surface Condition Charts by System type see Appendix C)

BRIDGE PROGRAM

The State's Bridge Program is funded by Congress through the Highway Bridge Replacement and Rehabilitation Program (HBRRP). 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 undercopings 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. Staff Bridge 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.

The currently estimated cost of replacing and rehabilitating qualifying structures is \$1.17 billion in today's dollars not including inflation. Of that amount, approximately \$890 million is for the State highway bridges, which will require an average expenditure of \$44.5 million dollars per year over the next 20 years. The statewide priority for resource allocation includes the replacement of 75% of structures on the State highway system with a SD rating of less than 50 by the year 2020. (*See Bridge Chart on next page*)

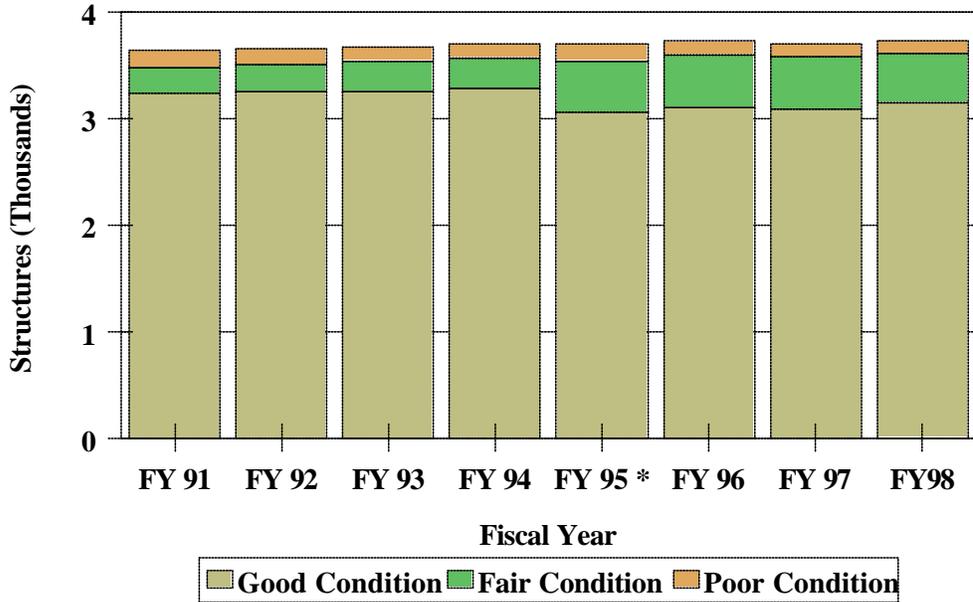
COUNTIES AND MUNICIPALITIES BRIDGE FUNDS

For FY2000 a request was made to the Legislature to provide additional spending authority of **\$987,205** in the Long Appropriations Bill for estimated interest on funds in these accounts that sunset in FY 1997. The request was approved by the JBC. This is for information only, as these funds are not included in the CDOT budget.

Bridge Program

Colorado State Highway System

Condition based upon: Structure Deficiency Rating (SDR)



* 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.

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

Good - Structure Deficiency Rating > 80

Fair - Structure Deficiency Rating > 50 but less than 80

Poor - Structure Deficiency 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 \$3.0 million for this effort FY 2000. In addition, the overall program also includes \$2.7 million for rest area maintenance and \$0.8 million for rehabilitation each year.

NOISE BARRIER PROGRAM

The Noise Barriers 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 \$2.5 million each year for barriers in order to complete 50 percent of the identified 109 locations.

SAFETY CONSTRUCTION PROGRAM

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 Transportation Commission has also approved a multi-year program to address locations with rock fall safety issues, with \$0.75 million for FY 2000 and a similar amount each year until 2002 for this program, funded from the Safety category.

The current statewide priorities for this program include:

- C 5% reduction in young driver fatal and injury crashes;
- C 10% reduction in Alcohol Impaired Fatal Crashes;
- C 20% reduction in Rural Run Off the Road and Urban Interstate Fatal and Injury Crashes;
- C 25% increase in use of proper restraints (seat belts and car seats, etc.)
- C Replacement of all Critical Traffic Control Signs on a 7 year cycle; and,
- C All roadway Striping will be replaced annually at a minimum.

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 other program area projects are identified in by departmental region, planning region, program and location in the STIP document.

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.

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 Transportation Commission was approached by the MPOs requesting funding from the Surface Transportation Program to meet some of their needs. The Transportation Commission elected to allocate \$2.4 million per year distributed to the urban areas with a population of greater than 35,000 but less than 200,000.

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 \$22.5 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 remainder 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%).

ENHANCEMENT PROGRAM

The Enhancement Program is another element of the federal Surface Treatment Program (STP) under TEA21-21. 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.

MAINTENANCE PROGRAM

The significant investment in our current infrastructure is protected by our Maintenance Program. 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 center line 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.

The "Avalanche Program" within the Maintenance Program is designed to protect the traveling public by forecasting and controlling avalanches in Colorado's high country. Individuals from CDOT's maintenance sections work with the Colorado Department of Natural Resources - Geological Survey on this program. For FY 2000, the Department of Transportation will be providing over \$267,000 to the Avalanche Control Program at the Geological Survey.

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. When weather deals a challenge, such as in a snow storm, Maintenance prioritizes the objectives and utilizes all available resources to address safety and access of the system as quickly as is possible.

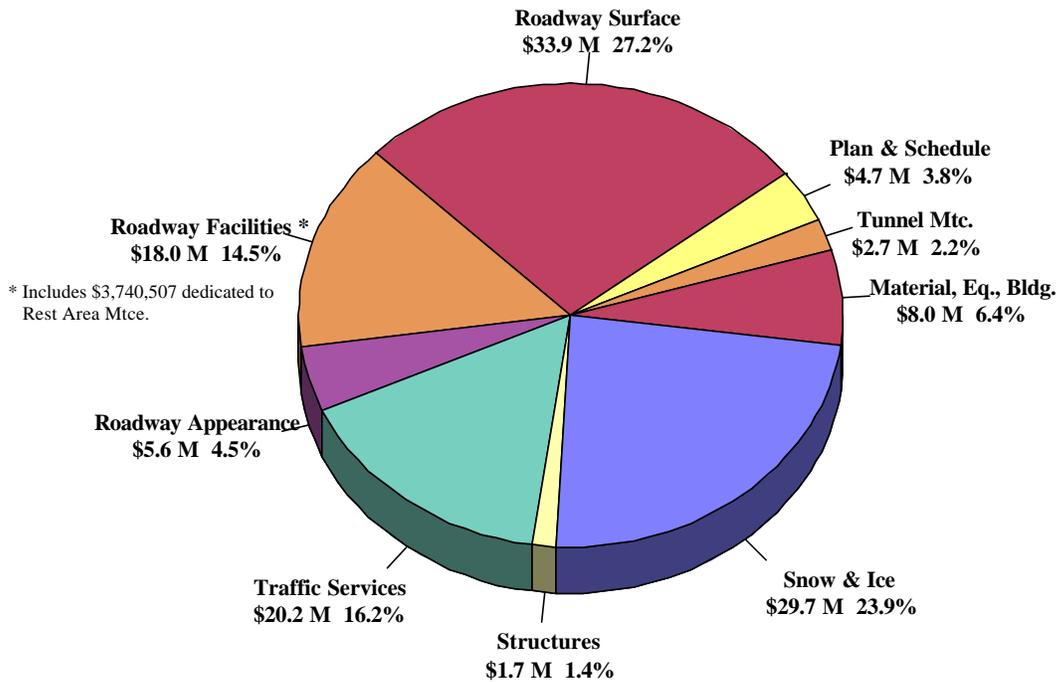
Among the level of services provided in FY 1998:

- < snow-plowing, sanding and/or de-icing 5.9 million miles of roadway, which is equivalent to over 12 round trips to the moon;
- < applying over 650,000 tons of sand and abrasives and more than 4.8 million gallons of liquid de-icer for snow and ice control;
- < repairing \$1.6 million in damage caused by motor vehicle accidents;
- < repairing, preserving, and extending the life of Colorado's highway system by applying over 333,000 tons of bituminous mix and 4.1 million gallons of liquid asphalt;
- < repairing or replacing over 73,000 highway signs;
- < applying nearly 562,598 gallons of paint and over 3.8 million pounds of glass beads for roadway striping or markings;
- < repairing or replacing 664,000 highway delineators (reflectors);
- < expending over \$62,000 on bicycle and pedestrian paths and trails maintenance;
- < expending over \$160,472 on repair or replacement of highway facilities due to vandalism and graffiti;
- < over 1800 Adopt A Highway groups have adopted over 3,500 miles of highway, and have helped our maintenance personnel to remove over 339,033 cubic yards of litter along the state highways.

Colorado Department of Transportation

FY 2000 Budget - Maintenance

\$124.5 Million



Plan based upon FY1998 actual work activity levels.

OPERATIONS PROGRAM CATEGORIES

Legislatively Appropriated Programs

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.

The administrative function includes the oversight of over 1,600 projects, as well as a maintenance program exceeding \$124 million. These offices and divisions handle administration and functions such as accounting, budgeting, auditing, personnel, information systems, public relations, facilities management, printing, among others. The Department's Center for Printing and Visual Communications is funded from Internal Cash Funds (ICF) (funding from user organizations).

By statute (CRS 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 1992 - 2.8%; FY 1993 - 3.2%; FY 1994 - 2.8%; FY 1995 - 3.4%; FY 1996 - 3.1%; FY 1997 - 2.8%; FY 1998 - 2.7%; FY 1999 - 2.6%; and FY2000 - 2.2%. These percentages include units funded with ICF which are not included in the State Highway Fund (SHF) budget figures, as they are funded through payments from operating budgets in other organizational units. Two of the three ICF organizations have changed to SHF, with Facilities Management Branch in FY96 and part of Information Systems in FY97. The remaining Printing and Visual Communications Center, funded with an ICF at \$1,513,341, is not included in the dollar figure below, however the 18.0 FTE are part of the 220.2 FTE total.

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

AERONAUTICS PROGRAM - *Legislatively Appropriated*

The Division of Aeronautics (DOA) was created by the General Assembly in 1988. 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.

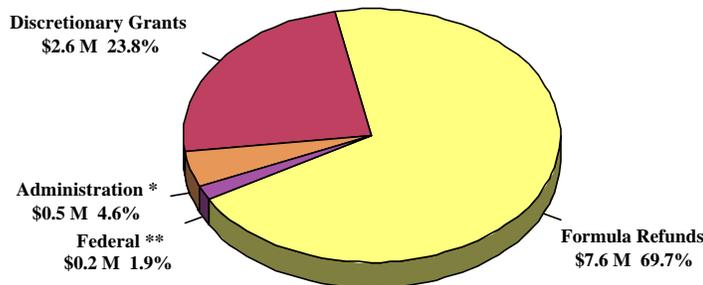
The DOA operates under the direction of the Colorado Aeronautical Board (CAB), a seven-member body appointed by the Governor and confirmed by the Senate. In addition to other duties, the CAB operates the Discretionary Grant Program which provides grants to local communities for aviation purposes.

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 to be appropriated by the General Assembly for "grants-in-aid" to the aviation community and as administrative expenses for the DOA (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.

Colorado Department of Transportation

FY 2000 Aeronautics Fund Distributions

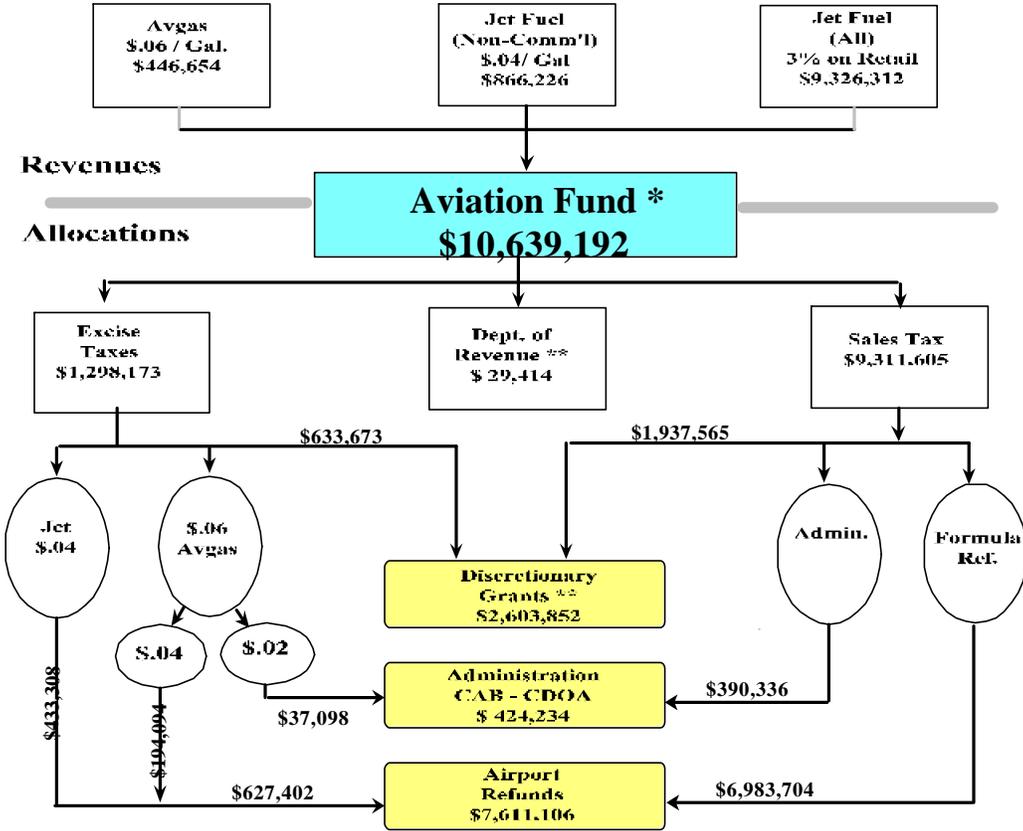
\$ 10.8 Million



* Administration includes payment of \$29,414 to the Dept. of Revenue

** An estimated \$210,000 is anticipated to be received from Federal Fund sources

FY 2000 Aeronautics Revenues & Allocations



* Does not include \$210,000 in federal grants requested for FY 2000. Total Aeronautics program is \$10.8 million.
 ** Revenue allocation is a deduction from Discretionary Grants and is subject to Legislative adjustment.

SAFETY EDUCATION PROGRAM - *Legislatively Appropriated*

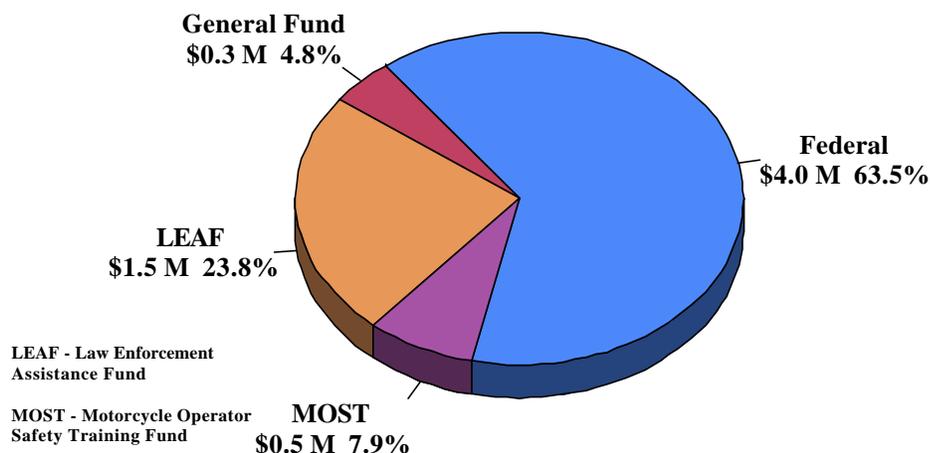
This Office is responsible for the promotion and coordination of transportation safety throughout the State. The Highway Safety Plan developed by this office is a long range plan mandated by the Federal Highway Safety Act of 1966 which is designed to reduce traffic accidents and deaths, injuries and property damage.

The Office of Transportation Safety (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.

Two State-funded programs are administered by the OTS. 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 driver's licenses that have a motorcycle endorsement, and a \$4.00 surcharge on all motorcycle registrations.

Colorado Department of Transportation Safety Education Program FY 2000 Revenue & Allocations \$ 6.3 Million



SAFETY EDUCATION PROGRAM (continued)

TRANSPORTATION SAFETY ADMINISTRATION

This program is funded with federal Section 402 funds and is matched dollar for dollar with State General 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 2000, 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 comes 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 2000, \$2.4 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 2000 this program is funded entirely with federal funds from the 408 & 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 2000, funding is expected to total \$.1 million.

INTERMODAL PROGRAM - Commission and *Legislatively Appropriated*

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. The administration of this program is appropriated by the General Assembly.

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.

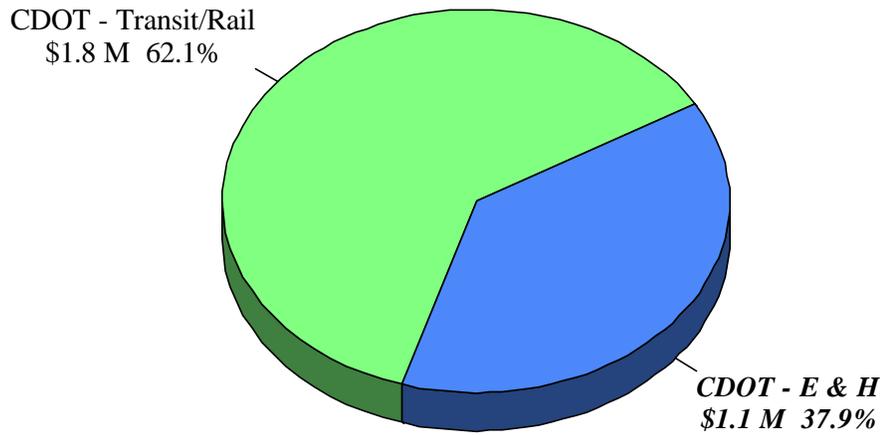
RAIL BANK PROGRAM

The Department of Transportation did not request additional funds for this program in FY2000. The program when funded, is to purchase railroad right-of-way and properties along specific transportation corridors pursuant to S.B. 97-37.

Colorado Department of Transportation

FY 2000 INTERMODAL

\$ 3.1 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 approach is intended to assure 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 - ADMINISTRATION

Project Support organizations are assigned for reporting purposes to Department administration units. However, their costs are project-related costs which are eligible to be charged directly to specific projects or indirectly against all projects (based upon the fact that the activity or activities benefits all projects). Project/program support charges include such things as audit activity and information system charges related to project design. In those cases where the specific project has federal funding, part of these direct or indirect project costs are paid with federal funds.

The organizations with activities included in this category are the: Office of Financial Management & Budget, Information Systems including Network Computing Systems, Equal Opportunity/Business Programs Office, Audit Division, and Legal Services.

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 total **\$26.1 million** and are described in greater detail below.

WASHINGTON CONTRACT

The Department of Transportation has a contract with the a consultant based in Washington, D.C., to provide updates on federal legislation impacting CDOT. During FY 2000 the Department has budgeted **\$80,000** for this contract.

UNDERGROUND STORAGE TANKS

The Underground Storage Tank Program is a major ongoing operation to test and remove leaking underground petroleum and hazardous waste storage tanks and to clean up past contamination where necessary and appropriate. For FY 2000 investigations will be initiated at approximately 13 sites and remediation will be initiated at 10 sites.

This program is necessary to comply with state and federal law. For FY 2000, the total program funding is **\$4,128,000**.

TRAINING

The Department has budgeted **\$222,000** for training in FY 2000. These funds are used to support three major programs. One is the Training Support Program which provides financial support to regions for their high priority training needs. The second program is the Leadership Development Institute. This program is necessary to help employees in the Department learn how to more effectively assume leadership roles in an organization like the Colorado Department of Transportation. The third relates to implementation of the "Pay-for-Performance" system for employee compensation.

TRAVEL MAP

The State travel map is budgeted for **\$17,000** during FY 2000 to print approximately 100,000 copies of the map. This map is provided free to the public by the Department's Office of Public Information.

E-470 TOLL AUTHORITY LOAN

The Department of Transportation has budgeted **\$4,000,000** for FY2000 as the last year of a five year agreement to loan a total \$20,000,000 to the E-470 Toll Authority, which is construction the E-470 Beltway.

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. In addition there is a Disadvantaged Business Enterprises (DBE) - Supportive Services federal grant at **\$120,000**.

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 which affect pavement life. Colorado participates in this program and has budgeted **\$136,000** of federal funds for FY 2000.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

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

\$6,000,000 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 second year of an ongoing item for 5 years for a total allocation of \$25,000,000.

VEHICLE LEASE PAYMENTS

Vehicle lease payments made to the State Fleet Management Program in the Department of General Support Services are partially accounted for in this budget line. The budgeted amount of **\$206,954** represents an increase in costs from State Fleet due to higher costs above the amount that the Department traditionally allocated for its own fleet management program vehicles (three-quarter ton and under).

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 States's overall experience, spread the cost, and protects all agencies against catastrophic cost increases. FY 2000, CDOT is being assessed \$4,515,106 of which \$45,007 is paid from Administration and \$885 is paid by Aeronautics, leaving **\$4,469,214** funded here.

GAMING ALLOCATIONS

The Department of Transportation has requested, and was approved, an appropriation of **\$2,252,000** 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.

DIVISION OF PARKS - 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 of **\$300,000** for this purpose was approved by the General assembly for FY 2000.

ADDITIONAL SPECIFIC ALLOCATIONS

Additional specific allocations include: Local Transportation Assistance Program (LTAP) federal grant at **\$134,000**, CDL Drug & Alcohol Testing at **\$120,000**, Traffic Data Collection Enhancement at **\$534,200**, the NPDES Discharge Program at **\$200,000**, and the Persistent Drunk Driver Fund safety program at **\$60,000** to coincide with anticipated revenues for the program.

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 budgeted **\$248,943** for this purpose in FY 2000.

SPECIAL ALLOCATIONS - EQUIPMENT PROGRAM

Equipment funding is made by the Transportation Commission each year based upon a recommendation from executive management. Each organizational unit within CDOT may submit a request for new or replacement equipment. This equipment may include office equipment and research equipment. The department's multi-year computer equipment plan has been approved by management and the commission. This portion of equipment is funded at **\$2,727,000** for FY 2000 to maintain the multi-year computer migration plan.

The remaining portion for other non-computer/non-road equipment is funded at **\$327,736**.

Road Equipment, included here for FY 1998, 1999 & 2000 at **\$8,931,604**, has historically been included as a part of the Maintenance Program total.

SPECIAL ALLOCATIONS - 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, storage sheds, etc.

Requests for property funds are made by each Region and the Department's Denver headquarters. These requests 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 2000 allocation is \$3,728,956, including rental space at Empire Park office complex in Denver due to the demolition of the CDOT West Annex.

FY 2000 BUDGET ADJUSTMENTS - (DECISION ITEMS)

The Transportation Commission is making budget adjustments to base funding levels for a number of subprograms. A more detailed description is below.

REALLOCATION OF RESOURCES

The budget does not include additional funding Decision Items for the Commission allocated budget, but does include activity prioritization adjustments as directed by the Transportation Commission at its budget workshop on November 18, 1998. They directed that \$1 million of the Surface Treatment Program be identified to address added "pot hole" repair in maintenance sections with low levels of service as indicated in roadway inspections. Additionally, they have directed that \$2 million of the Bridge Program be designated for additional repair and preventive maintenance on bridge joints and surfaces. These adjustments are funded by reprioritizing current program resources.

LEGISLATIVELY APPROPRIATED DECISION ITEM REQUEST

C* *GAMING IMPACTS

The Department of Transportation requested, and was approved, an appropriation of \$2.3 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.

C* *MILEAGE REIMBURSEMENT

The Department also requested \$7,521 pursuant to H.B. 98-1037, which increased the mileage reimbursement for officers and employees traveling on State business.

LEGAL SERVICES HOURS - Decision Item is Requested by the Department of Law

Decision Item was requested by the Department of Law for additional services needed by CDOT to handle Right of way and condemnation cases. There is a need for \$150,000 for CDOT to pay for contract attorney or legal assistant time. This was approved by the Legislature.