

**Colorado Department
of Transportation**

Strategic Plan

and

BUDGET

for

Fiscal Year 2000-01

Governor Bill Owens

April 20, 2000



COLORADO DEPARTMENT OF TRANSPORTATION

BUDGET

FOR FISCAL YEAR 2000-2001

GOVERNOR BILL OWENS

TRANSPORTATION COMMISSION

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Donald G. Morrison, District 11, Limon

Executive Director, Thomas E. Norton

Per the attached Resolution TC-833 the Transportation Commission presents the Budget for the period July 1, 2000 through June 30, 2001 for approval by the Governor.

Approved: Bill Owen ..

Date: June 9, 2000

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

RESOLUTION FOR THE ADOPTION OF THE FY 2000-2001 BUDGET

RES. NO. TC-833

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, 2000, to the Joint Budget Committee, the House Transportation and Energy Committee, the Senate Transportation Committee and the Governor for their review and comment; and

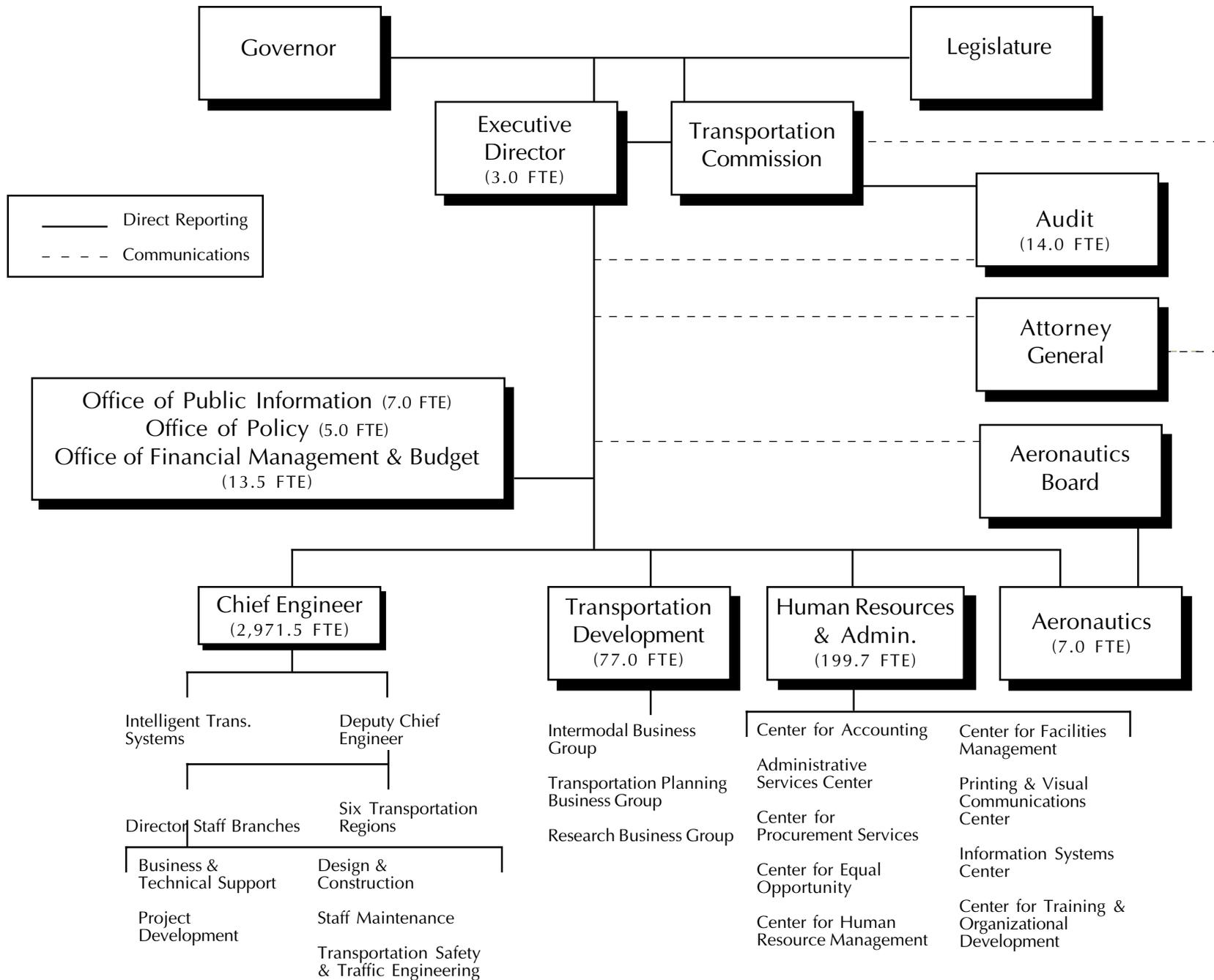
WHEREAS, C.R.S. 43-1-113(9)(c) requires that the Transportation Commission adopt a final budget allocation plan, which shall, upon approval of the Governor, constitute the budget for the Department of Transportation for Fiscal Year 2001.

NOW THEREFORE BE IT RESOLVED, that the Colorado Department of Transportation's Budget for the period July 1, 2000 through June 30, 2001 be approved by the Transportation Commission and forwarded to the Governor for action.

**COLORADO DEPARTMENT OF TRANSPORTATION
FISCAL YEAR 2000-2001**

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Organization of the Colorado Department of Transportation



COLORADO DEPARTMENT OF TRANSPORTATION

STRATEGIC PLAN

FOR

FISCAL YEAR 2000-01

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.

Department-wide Prioritized Objectives:

The Department has grouped all programs conducted by CDOT into five investment categories of System Quality, Safety, Mobility, Program Delivery and Strategic Projects. These categories are to be used for measuring the Department's performance, assigning annual budget and 20 year long-range financial planning.

The Department has identified performance measures for approximately two-thirds of its programs with the remaining to be completed over the next eight months. Once the performance trends have been identified for the individual programs, workshops will be held with the Transportation Commission to develop prioritized Department-wide objectives.

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
- 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:

No programs selected; measures have been identified

CDOT INVESTMENT CATEGORIES

System Quality

System Quality includes all programs that maintain the functionality and aesthetics of the existing transportation infrastructure. This investment category primarily includes the Department's maintenance activities on the highway system and right-of-way except for bridge program that includes local bridges. In addition to highway maintenance, the investment category includes maintenance activities for airports and the preservation of rail rights-of-way for transportation uses.

Program Goals

- Provide a smooth ride
- Keep traffic devices operating and available
- Provide a convenient system
- Provide an attractive system
- Provide a safe system

1. 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.

Objective(s):

Two sets of objectives have been set for the pavement program. The first set of objectives addresses the conditions for all state highways. The second set shows the objectives for those pavement projects conducted by CDOT's maintenance crews. Project work includes pothole repair, crack sealing, and machine patching.

Pavement Objectives

Overall Statewide Condition	60% good/fair - 40% poor
Interstate	85% good/fair - 15% poor
National Highway System	70% good/fair - 30% poor
All Other Roadways	55% good/fair - 45% poor

Pavement Maintenance Objectives

Roadway Surface	Current Level of Service
	2001 Target Level of Service

Performance Measure:

An annual survey of roadway condition that measures ride, rutting, and cracking is used for the overall Department Objectives. An annual survey of maintenance pavement work is conducted for the Pavement Maintenance Objectives.

2. 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.

Objective(s):

The Transportation Commission set financial objectives for how much the Department will spend on Bridge rehabilitation and replacement. Performance objectives have also been identified for those bridge activities conducted by CDOT’s maintenance crews, such as bridge deck repair and bridge joint repair. Additional objectives will be established over the next year to set objectives for statewide bridge conditions. This will require software enhancements to link bridge sufficiency ratings to long-range planning and investment models.

Bridge Financial Objectives

State Highway Bridge Allocations	\$25 Million per year
Local Roadway Bridge Allocations	\$7 Million per year

Bridge Maintenance Objectives

Bridge Maintenance Activities	Current Level of Service
(only includes activities for bridge deck and joint repair)	2001 Target Level of Service

Performance Measure:

Annual bridge inventory that measures the structural condition of the bridge (Structural Deficiency) and functional design of the bridge to address traffic volume (Functional Obsolescence). Information from this survey has been extracted and used to measure the performance of bridge maintenance activities. 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.

2. 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.

Objective(s):

Two objectives have been identified for Roadside Maintenance. The first objective addresses roadside facilities such as inlets, ditches, right-of-way fences, roadside slopes, and noise walls. The second objective addresses roadside appearance including landscaping and vegetation, mowing, and absence of noxious weeds.

Roadside Maintenance Objectives

Roadside Facilities	Current Level of Service 2001 Target Level of Service
Roadside Appearance	Current Level of Service 2001 Target Level of Service

Performance Measure:

Annual maintenance survey is conducted to observe the maintenance conditions along 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.

4. Rest Areas 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.

Rest Area Program Objectives

The Transportation Commission established two objectives:

Complete all rest area reconstruction and relocations by the year 2004.

Provide \$3.7 Million per year for Rest Area maintenance and minor rehabilitation conducted through CDOT’s maintenance program.

Rest Areas	Current Level of Service 2001 Target Level of Service
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Performance Measure:

Annual survey is conducted to observe maintenance conditions for the rest areas. 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.

5. 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.

Traffic Operations Objective

Traffic Operations

Current Level of Service

2001 Target Level of Service

Performance Measure:

Annual maintenance survey is conducted to observe the maintenance conditions along 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.

6. 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.

Objective(s):

The statewide level of service includes an individual objective for each of the two larger tunnels and the remaining non-staffed tunnels and snowsheds.

Eisenhower

Current Level of Service

2001 Target Level of Service

Hanging Lakes

Current Level of Service

2001 Target Level of Service

Statewide Objective

Current Level of Service

2001 Target Level of Service

Performance Measure:

Annual survey is conducted to observe maintenance conditions for the structures. 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.

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.

1. 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.

Objectives:

Reduce the percentage of alcohol related fatal crashes from 38.6 in 1994 to 25% by the year 2005

Reduce the total number of crashes per 100 million vehicle miles from 278.1 in 1993 to 250.0 by the year 2005 (10% reduction from 1993)

By the year 2005, increase the statewide overall seat belt rate to 80%

By the year 2005, reduce the involvement rate of drivers under age 25 from 845.8 per 10,000 licensed drivers to 775.0 in 2005.

Performance Measure:

Yearly analysis of crashes from law enforcement accident reports

2. 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.

Objectives:

Several objectives were identified through the Department’s Resource Allocation process this year. Additional objectives will be identified over the next six months.

Replace 10% of all signs per year by region to meet warranty requirements

Reduce rural run-off-the-road and urban intersection fatal and injury crashes by 20%

Performance Measure:

Annual survey is conducted to observe maintenance conditions for signing and striping. 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.

Yearly analysis of rural run-off- the-road crashes and urban intersection crashes from Department of Revenue traffic records.

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 includes highway construction, alternate modes, intelligent transportation systems, travel demand programs and weather related incident management teams.

Program Goals

- Improve mobility statewide
- Increase travel reliability

Program Objective(s):

During the Department’s Resource Allocation process, the Transportation Commission set an objective to allocate on the average of \$320 Million per year to this investment category. At the same time, the Transportation Commission identified regional allocations for the six Transportation Regions that cover the state. The intent is for 2001 to use the process identified in the State 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) over the next six months. The first report is to be available for the Transportation Commission June 2000 and the planning regions summer 2000.

1. 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.

2. 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.

3. 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.

4. 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.

5. 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 to keep facilities open for the flow of traffic versus those activities reported in System Quality which maintain the integrity of the transportation system.

Snow and Ice Objectives:

Maintenance Objectives	Current Level of Service
	2001 Target Level of Service

Performance Measure:

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.

Program Delivery

Those support functions that enable the delivery of CDOT's programs and services. Although the programs within this investment category do not result in tangible transportation projects, these programs 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.

Program Goals

- Complete projects/programs on time and within budget
- Assure programs/processes meet customer expectations
- Encumber funds in a timely manner

Program Objectives

During this year's Resource Allocation process, various performance measures and objectives were identified for the appropriated portions of CDOT's budget. However, many gaps still remain along with the work still needed for the non-appropriated programs within this category. The Department will be holding workshops with the Transportation Commission to discuss, refine, and select performance measures and objectives needed to complete the work. The work will be completed by May 2000 to feed the Department's Resource Allocation process beginning in May and the State's budgeting process.

1. 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, and the Policy Office.

Goal Statements:

- Establish increasing levels of funding through current and new funding sources.

- Expedite implementation of Colorado's 20-Year Transportation Plan through strategic investment of financial and human resources.

Performance Measures:

- Yearly analysis of revenue trends

- Annual analysis of 20 Year Plan implementation

2. General Support Program

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.

Goal Statement:

Align financial and human resources to support efficient delivery of projects and services

Performance Measure:

Comparison of General Support staff turnover rate compared to total personnel rate

Analysis of total year end expenditures to initial budget

3. Program Support

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 are used including 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.

Goal Statements:

Support completion of projects on time and within budget

Align resources to support efficient delivery of projects and services

Performance Measure:

Actual completed cost of projects as a percent of awarded project cost

Comparison of original ad date to actual ad date

4. Facilities/Property/Equipment Program

Functions associated with the maintenance, operation, replacement and upgrade of the Department's buildings, vehicles and non-computer equipment.

Goal Statements:

Ensure Department buildings and equipment are available and maintained in a safe and standard condition.

Performance Measure:

Comparison of budget to expenditures

Percent of capital plans accomplished

Strategic Projects

This program is comprised of 28 high-cost, high priority projects 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.

Goal Statements:

Accelerate completion of the projects

Increase investment in the program

Performance Measure:

Monthly encumbrance (contracting work) of funds.

FY 2000-2001 BUDGET

The Department of Transportation's budget for FY 2000-2001 totals \$946,090,728, plus an estimated \$438,667,000 to come from Transportation Revenue Anticipation Notes (TRANS), which require repayment from revenues in future years. 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 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 only Administration, the Division of Aeronautics, County & Municipal Bridge Funds, Persistent Drunk Driver Funds, and Gaming Funds appropriated by the State Legislature.

The following guidelines were used to develop the budget: 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 set the maintenance budget using a "levels of service" (LOS) plan and allocation system, with the targeted levels determined by the Transportation Commission. The Department FTE level for FY 2001 is 3,296.2, which is 0.5 less than in FY 2000.

BUDGET ADJUSTMENTS

DECISION ITEMS

The budget includes additional funding for the Commission allocated budget in the Maintenance Program and Road Equipment. The Transportation Commission has directed that \$5.7 million be added to maintenance for distribution through the levels of service model, and that \$2.0 million be added for the purchase of replacement road equipment (over 3/4 ton.) These adjustments were funded through reprioritizing other program resources.

Four 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 received an appropriation of \$5.1 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's Division of Aeronautics requested a Governor's initiative for **\$500,000** of General Funds (GF) to create an Automated Weather Observation System (AWOS) that will provide weather and safety-related information to pilots flying through Colorado's mountains. This request is pending enabling legislation (H.B. 00-1069) by the General Assembly.

The Legislature passed H.B.00-1164 to transfer 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. This transfer replaced approximately \$329,000 of GF with State Highway Funds (SHF), and moved related funding and 16.6 FTE.

The request for the Transportation Services for the Elderly and Disabled, for **\$20,000** of SHF, to match a one-time additional amount of \$80,000 federal funds was approved by the Commission. This is to contract for technical assistance for local private, non-profit organizations and certain public agencies that provide transportation for elderly persons and persons with disabilities.

SALARY AND BENEFITS

The FY 2001 salary survey and merit adjustments are based upon OSPB/JBC approved adjustment formulas for all units. The JBC did not impose a vacancy savings factor for the Administration Program for FY 2001, and a vacancy savings factor has not been applied to the Maintenance and Operations organizations for FY 2001. Legislation (H.B. 00-1215) is pending that would increase the State's contribution share for employee health insurance.

INFLATION

The Department utilizes inflation rates provided by the OSPB in the development of the budget request for areas other than maintenance. For FY 2001 the OSPB inflation factor is 0.0%. The Transportation Commission added \$5.7 million to the maintenance base allocation to address the desired LOS plan.

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 2001 the Department's statewide indirect cost assessment, as recommended by the OSPB, is \$2.2 million, which is a \$95,936 increase from FY 2000.

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 2001 is 3,296.2 FTEs (226.7 Legislatively appropriated and 3,069.5 Commission appropriated).

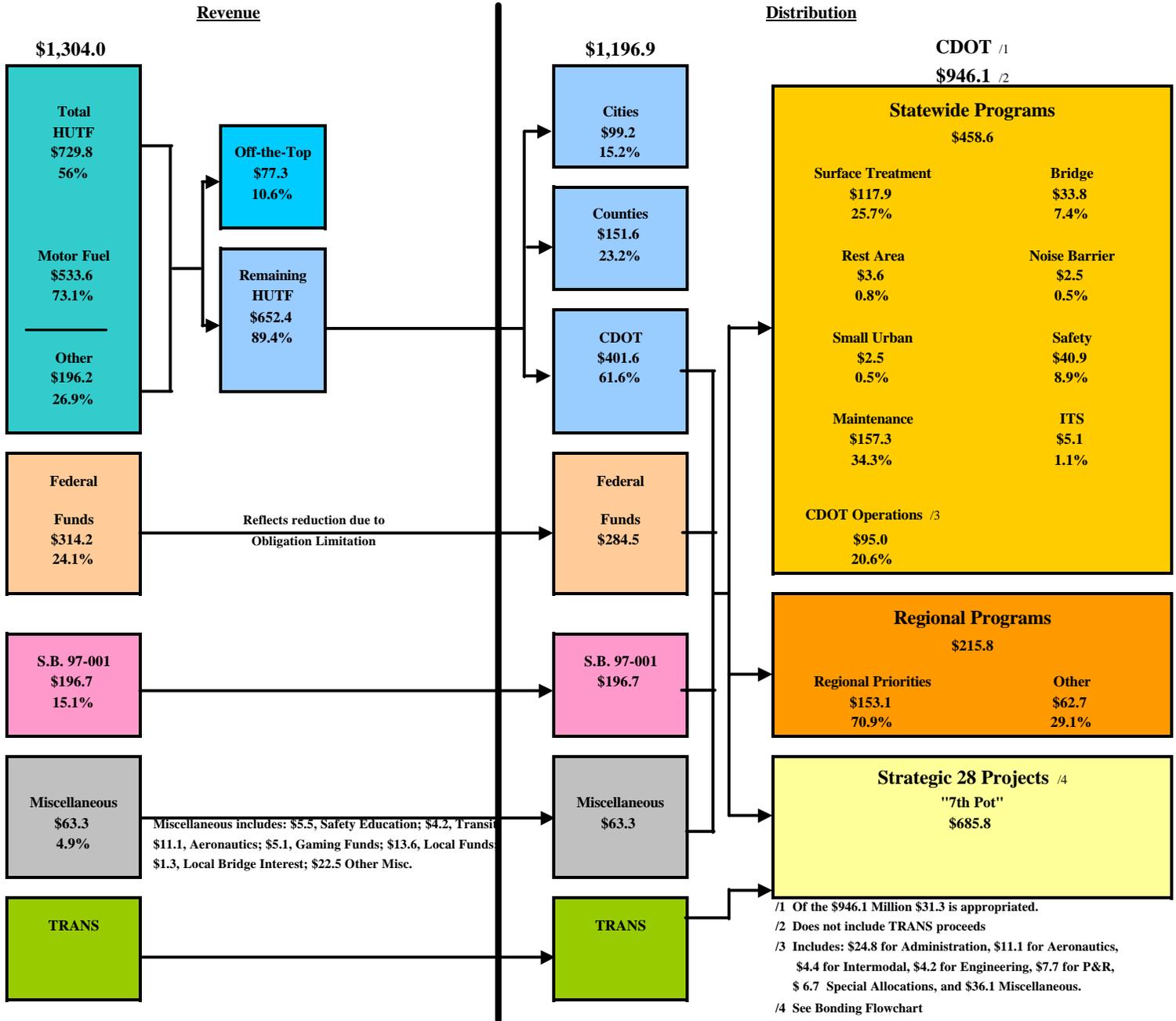
FY2001 ESTIMATED REVENUES BY SOURCE

In FY 2001, the Colorado Department of Transportation anticipates receiving approximately \$946.1 million, (assuming 90% federal obligation authority, which reduces the federal highway dollar estimate by \$29.7 million.) The total includes an estimated \$196,700,000 of sales and use taxes transferred from the State General Fund to the SHF, pursuant to S.B.97-001. Additional spending authority is attached to the TRANS issue explained on page 18.

STATE FUNDS	<u>FY 2001</u>
Highway Users Tax Fund - (State Share - SHF)	401,567,000
Miscellaneous CDOT Revenues (<i>Interest, Permits, etc.</i>)	22,530,000
Limited Gaming Fund - Decision Item	<u>5,089,000</u>
Sub-Total	429,186,000
GF to HUTF transfer for Construction (<i>pursuant to S.B.97-001</i>)	196,700,000
County & Municipal Bridge Fund	1,335,996
Total State Funds	\$627,221,996
LOCAL FUNDS	
Local Match & Reimbursements	\$13,577,971
FEDERAL HIGHWAY ADMINISTRATION FUNDS (FHWA)	
Apportionment	314,160,000
Less: Obligation Limitation	<u>(29,669,436)</u>
Total FHWA Funds	\$284,490,564
OTHER FUNDS	
Transit & FTA	4,199,839
Aeronautics Fund & FAA	11,102,358
Highway Safety Funds including MOST & LEAF	<u>5,498,000</u>
Total Other	\$20,800,197
ESTIMATED TOTAL CDOT REVENUE *	\$946,090,728

❖ Total Revenue does not include TRANS proceeds currently estimated at \$438,667,000, or Internal Cash Fund (ICF) "Spending Authority" of \$3,066,054. The ICF are derived from payments by internal or other governmental organizations.

Colorado Department of Transportation
Estimated FY 2000 - 2001 Financing System
(In Millions)



“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 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:
 - Federal transportation funds
 - S.B. 97-001 sales and use tax funds (state matching funds)
 - Note proceeds and/ or interest earnings
- Payment of debt service is subject to annual allocation by the Transportation Commission. As of the date of Transportation Commission action on this document, the bonds have not yet been issued. However, the following information is provided based on the most recent information at this time.

The bond proceeds are estimated at \$539.9 million. These funds will be held with a Trustee, which is Norwest/Wells Fargo.

Funding Sources for the 7th Pot includes: (See chart on page 20)

- Bond Proceeds
- Construction Fund Earnings (\$19.4 million)
- Senate Bill – 97-001 (General Funds)
- \$75 million from Transportation Commission funds

The Transportation Commission allocates: (See chart on page 20)

- \$ 36.3 million for FY 2001 debt service*
- \$ 7.7 million for FY 2001 for one-time issuance costs
- \$ 101.3 million will be held for FY 2002 projects or advancement of projects
- \$ 685.8 million for FY 2001 7th Pot projects

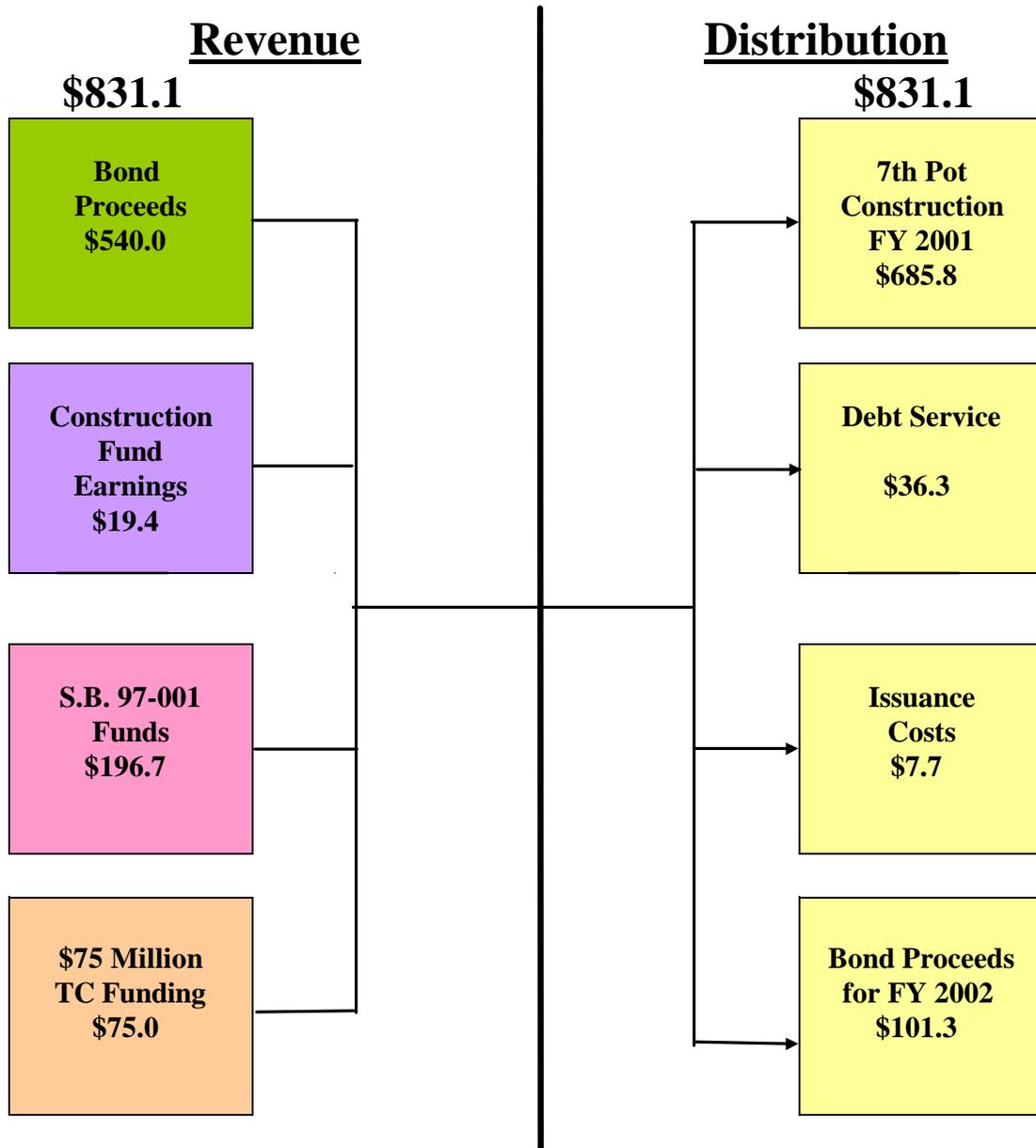
* The federal and state funding split has been established at 50% from each.

Strategic Projects Program

7th Pot

Bonding Program

(In Millions)



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 \$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 federal 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 18.4 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 2001. The obligation authority limit reduces estimated FY 2001 federal funds for Colorado by \$29.7 million, for a total of \$284.5 million instead of \$314.2 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 \$729.8 million in FY 2001. The major source of revenue for the HUTF is the State's motor fuel tax; this tax will generate \$533.6 million (73.8%), of the total HUTF in FY 2001. The remaining 26.2%, or \$196.2 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's, 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 2001, "off-the-top" is estimated to be \$77.3 million or approximately 10.6% 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.

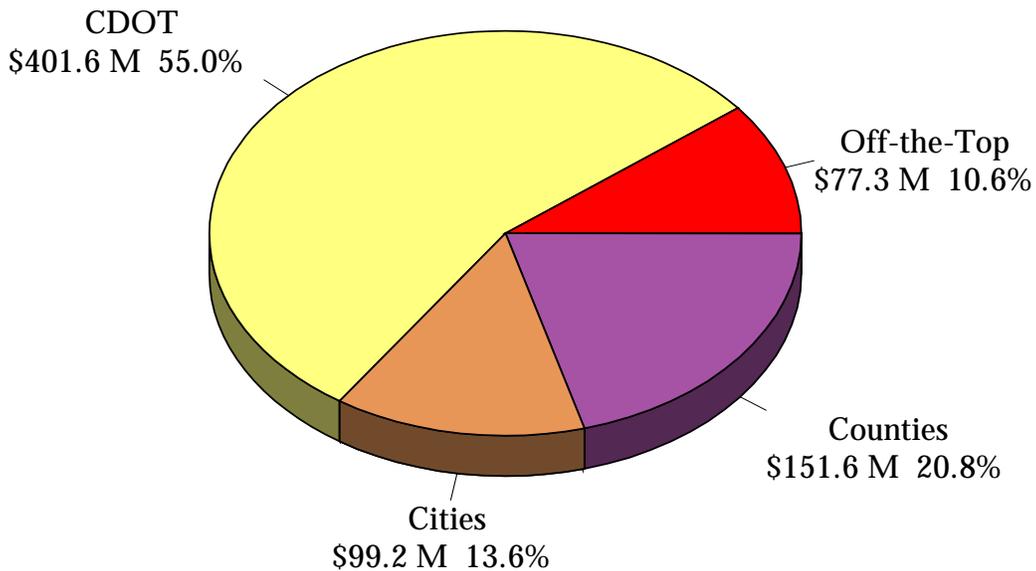
The portion of the HUTF that is distributed to CDOT plus interest and miscellaneous fees and federal reimbursements constitutes the State Highway Fund (SHF). In FY 2001, this is expected to be \$401.6 million, or 55% of the entire HUTF.

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 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 2001 this is estimated at \$196.7 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 2001 Distribution

\$729.8 Million



GAMING FUNDS

The Department of Transportation received an appropriation of \$5.1 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.

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 \$10.9 million anticipated in the Aviation Fund for FY 2001, approximately 64% of the revenue is reimbursed by the DOA to the "airports-of-origin." The remaining 36% are 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 \$2.5 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. 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 \$0.2 million in federal funds for FY 2001.

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.

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 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 2001.

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 Legislature 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 2001, 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 2001, Colorado will receive \$42.2 million in federal transit funds, of which \$4.0 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.

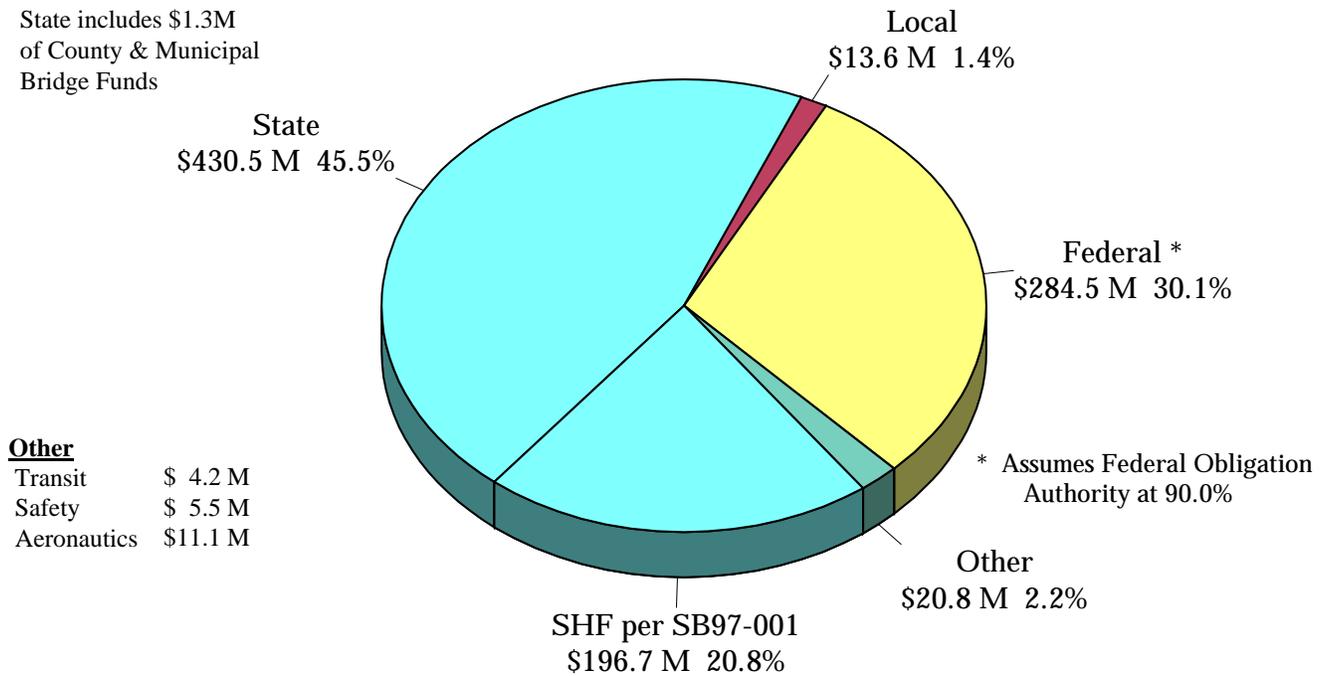
RAIL BANK FUNDS

The Department of Transportation did not request additional funds for this program in FY2001. The program, when funded, is to purchase abandoned railroad right-of-way and properties along transportation corridors pursuant to S.B.97-37. CDOT has recently negotiated a lease-purchase agreement with a private rail company to operate the Towner Rail Line, which was purchased by the State in FY98.

Colorado Department of Transportation

FY 2001 Revenues

\$946.1 Million



TRANS proceeds for FY2001 are estimated at \$438,667,000, but are not included in "Total Revenue."

FY 2001 Program Allocation Summary

REVENUES

State Funds	627,221,996	
Federal Funds	284,490,564	
Federal & Local Transit	4,199,839	
Aeronautics	11,102,358	
Transportation Safety	5,498,000	
Local Funds	13,577,971	

\$ 946,090,728

TOTAL AVAILABLE \$ 946,090,728

EXPENDITURES

/1 **Strategic 28 Projects (7th POT) \$271,700,000**

Statewide Programs

<i>/2</i> Surface Treatment	\$117,856,000
Bridge	\$33,817,000
Rest Areas	\$3,602,000
Noise Barriers	\$2,501,000
Small Urban	\$2,470,000
Safety	\$40,921,044
<i>/2</i> Maintenance	\$157,313,385
Intelligent Transportation Systems (ITS)	\$5,145,000
CDOT Operations	\$94,977,322

\$458,602,751

Regional Programs

Other Regional Priorities	\$153,059,410
Metropolitan Planning	\$3,338,567
Enhancements	\$9,279,000
Metro	\$27,115,000
Congestion Mitigation/Air Quality	\$22,996,000

\$215,787,977

Total \$946,090,728

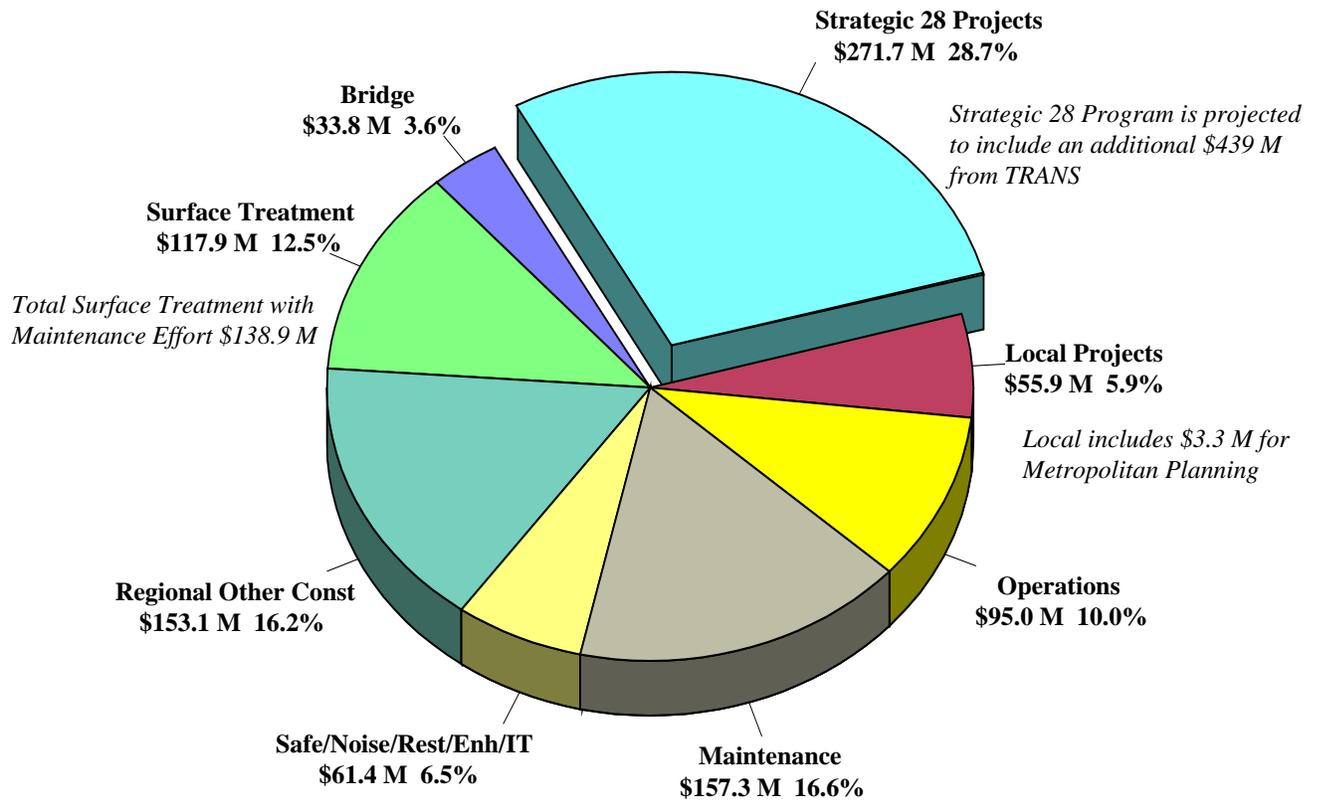
/1 TRANS proceeds for FY2001 are estimated at \$438,667,000, but are not included in "Total Revenue." The TRANS funds are dedicated to the Strategic 28/7th POT Program.

/2 \$21 million of the Maintenance Program is dedicated to Surface Treatment, thus bringing the Surface Treatment Program to a total of \$138.9 million in FY2001.

Colorado Department of Transportation

FY 2001 Budget

\$946.1 Million



TRANS proceeds for FY2001 are estimated at \$438,667,000, but are not included in "Total Revenue."
 The TRANS funds are dedicated to the Strategic 28/7th POT projects.

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. Of those fully funded, one is complete and open to the public and the others will be completed by July 2000.

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 pages 17 and 19 for a more thorough description of this financing method.

(Map 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 \$21.1 million of "Roadway Repair" work planned by Maintenance is tracked as part of the maintenance program.

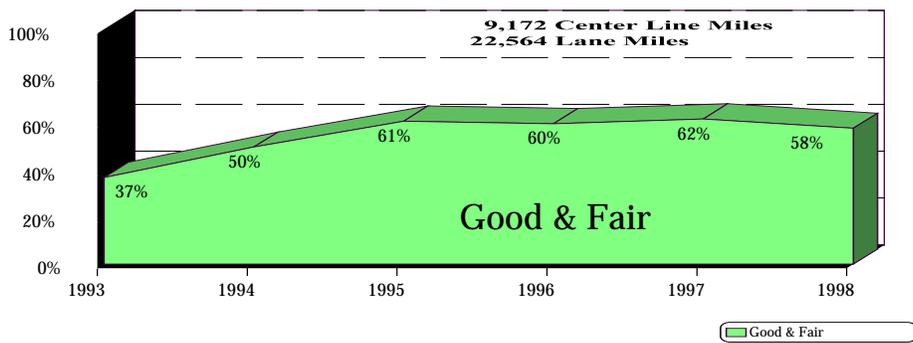
To preserve and maintain the State highway system, the Transportation Commission allocated \$117.9 million in FY 2001 to the Surface Treatment Program (plus a minimum of \$21.1 million transferred to the Maintenance program for surface work.) This is the seventh fiscal year of an increased level of funding 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: *(For Surface Condition Charts by System type see Appendix C)*

	<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
<i>/1</i> National Highway System	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



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. 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 Condition Chart in Appendix C*)

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 \$3.6 million for this effort FY 2001. In addition, the overall program also includes \$3.0 million for rest area maintenance and \$0.8 million for rehabilitation each year, and is identified in the Maintenance Levels of Service direction of effort.

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 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.

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.

SAFETY - 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 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.

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 driver’s licenses that have a motorcycle endorsement, and a \$4.00 surcharge on all motorcycle registrations.

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 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 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 & 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.

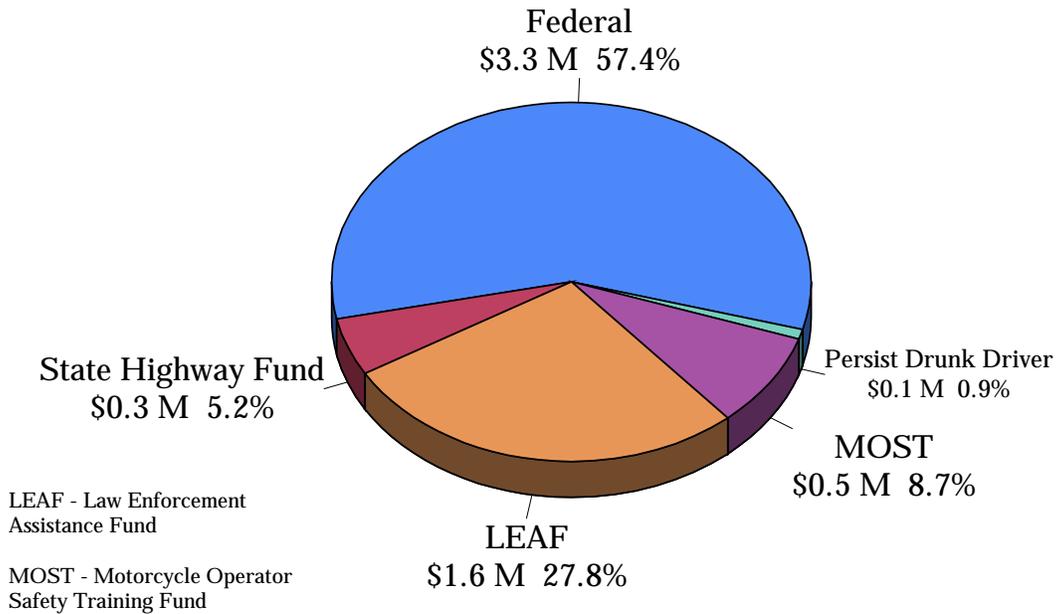
PERSISTENT DRUNK DRIVER PREVENTION PROGRAM

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 Health.

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, etc.

Colorado Department of Transportation
Safety Education Program
FY 2001 Revenue & Allocations
\$ 5.8 Million



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 Maintenance prioritizes their objectives and utilizes 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 FY2001, CDOT has begun the first year of 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. The following indicate some of the services provided in FY 1999 in numeric terms:

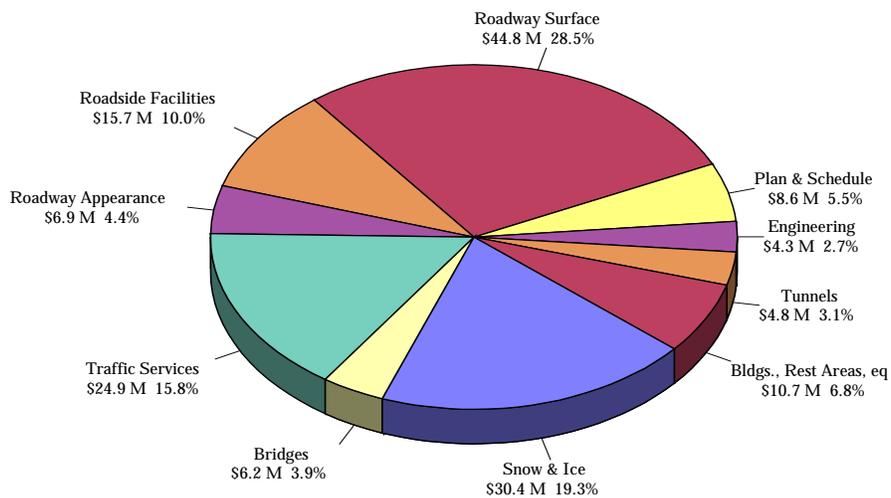
- Applied over 300,000 tons of asphalt mix and 3 million gallons of liquid asphalt to repair and maintain 3.2 million square yards of roadway surface.
- Repaired and replaced over 27,000 linear feet of sound barrier to enhance noise reduction

along highway right-of-way.

- Repaired, replaced and installed more than 14.1 million linear feet of fencing, cattle guard and gates.
- Removed over 165,000 cubic yards of trash with the help of more than 1800 Adopt-A-Highway volunteer groups.
- Mowed 59,000 miles of roadside vegetation to maintain sight distance, aid in drainage, control noxious weeds and improve appearance.
- Planted, removed and trimmed more than 41,000 trees to maintain safety and aesthetics of highway right-of-way.
- Installed, repaired or replaced 83,500 sign and sign posts damaged by accident, vandalism or deterioration.
- Repaired or replaced over 688,000-highway delineator posts.
- Repaired or replaced more than 915,000 linear feet of metal guardrail and 63,000 linear feet of concrete barrier.
- Striped 38,800 miles of centerlines, edgelines and lane markings to provide traffic control.
- Repaired almost 9,000 traffic and vehicle detection signals to correct signal failures or malfunctions.
- Snowplowed, sanded and/or de-iced over 4.7 million miles of roadway.
- Installed and repaired 349,500 linear feet of snow fence to aid snow removal efforts.
- Repaired more than 1.2 million dollars in damage caused by vehicle accidents.
- Removed graffiti and repaired damage caused by vandalism costing \$113,000.

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.

FY 2001 Maintenance - LOS \$157.3 Million



Plan based upon Target Level of Service allocation model.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

\$5,145,000 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 third year of an ongoing item for five years, for a total allocation of \$25,000,000.

Does not include \$2.4 M for CDOT Staff and operating costs identified in CDOT Operations in the Engineering Program.

OPERATIONS PROGRAM CATEGORIES

Legislatively Appropriated Programs are italicized

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 \$159 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 (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 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%; FY2000 - 2.2%; and FY2001 - 2.1%. 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 \$1,525,562, is not included in the dollar figure below, however the 18.0 FTE are part of the 219.7 FTE total.

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 Division of Accounts and Control. These costs are largely outside the CDOT's control.

PROGRAM 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 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 federally funded.

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.

AERONAUTICS PROGRAM - *Legislatively Appropriated*

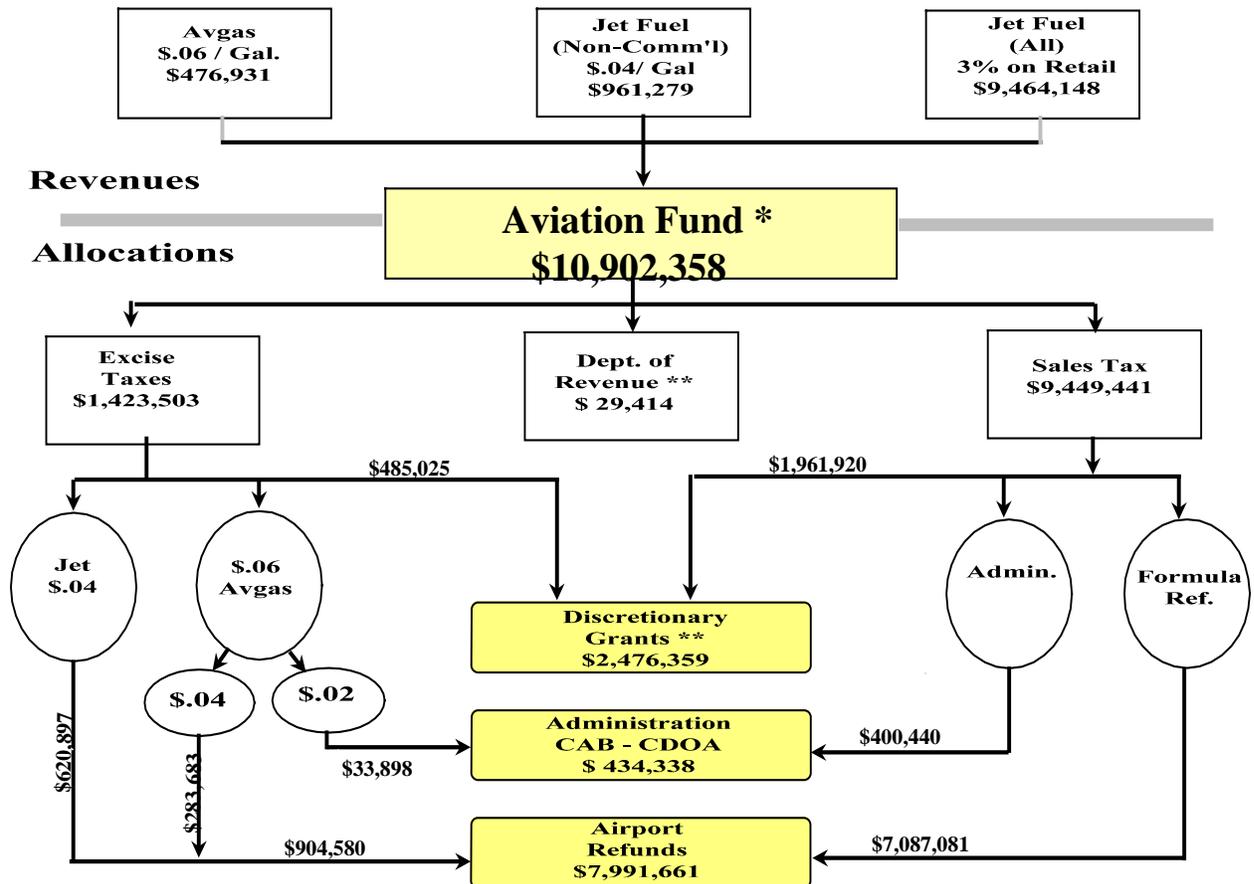
The Division of Aeronautics (DOA) was created by the General Assembly in 1988 and transferred to CDOT in 1991. The objectives of the DOA are to set priorities for improving the State's air transportation system; to increase the level of financial assistance to aviation users and providers in the State; 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 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 is a Decision Item request for \$500,000 of General Fund to construct aviation weather stations in Colorado’s mountainous terrain. (See *Decision Items* on page 47.)

FY 2001 Aeronautics Revenues & Allocations



* Does not include \$200,000 in federal grants or \$500,000 General Fund requested for FY 2001. Total Aeronautics program is \$11.6 million.
 ** Revenue allocation is a deduction from Discretionary Grants 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.

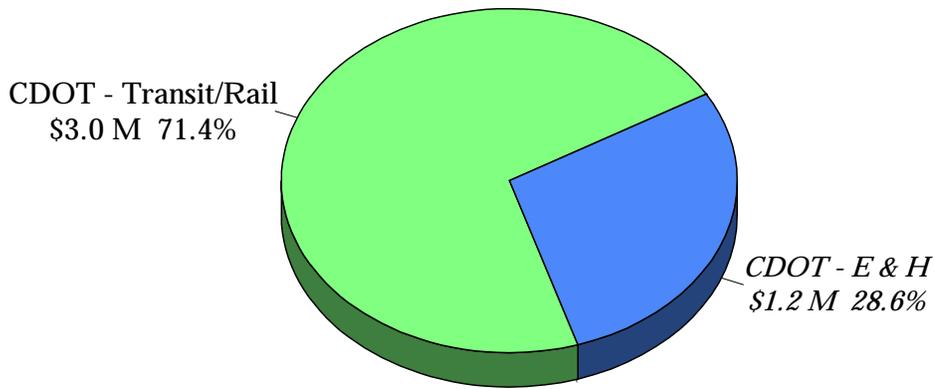
USC 49-5309 - Discretionary Capital Grant Program

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 2001 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 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 - 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 **\$42.5 million** and 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 FY2001. The program, when funded, is to purchase railroad right-of-way and properties along specific abandoned transportation corridors pursuant to S.B.97-37. The Towner Rail Line purchased by the State in FY98 is currently under a lease/purchase agreement to be sold.

COUNTIES AND MUNICIPALITIES BRIDGE FUNDS – Legislatively Appropriated

For FY2001 a request was made to the Legislature to provide additional spending authority of **\$1,335,996** 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 \$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%).

FY 2001 BUDGET ADJUSTMENTS DECISION ITEMS

Gaming Impacts on State Highways

The request for \$6,589,000 was reduced by the JBC and approved for **\$5,089,000** 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. The reduction removed a proposed highway project in SW Colorado on the Ute Mountain Ute Reservation, impacted by gaming.

Special Decision Item - Automated Weather Observation System (AWOS)

The Governor's initiative is a request for **\$500,000** General Funds to create an Automated Weather Observation System (AWOS) that will provide weather and safety-related information to pilots flying through Colorado's mountains. This request is pending enabling legislation (H.B. 00-1069) by the General Assembly and is, therefore, not included in the totals herein.

Budget Integration

The Office of Transportation Safety (OTS) and the Program for the Transportation of the Elderly and Handicapped were under the budget authority of the Joint Budget Committee and General Assembly. As now approved by the General Assembly in H.B.00-1164, the request was to statutorily transfer these programs to the budget authority of the Transportation Commission and integrate these programs with similar programs, which are currently under the Commission. Under this change, the Commission funds the State matching requirements of approximately **\$309,000** from the SHF and thus saves the General Fund a like amount.

Transportation Services for the Elderly & Handicapped - Added State Match

The request for the Transportation Services for the Elderly and Disabled, for **\$20,000** of SHF, previously General Fund, but changed due to Budget Integration just above, to match a one-time additional amount of \$80,000 federal funds was approved by the Commission. This is to contract for technical assistance for local private, non-profit organizations and certain public agencies that provide transportation for elderly persons and persons with disabilities.

Workplace Violence Prevention Program

This Commission approved item for **\$130,000** funds the continuation of funding for the approved plan to deter violence in the workplace. CDOT's workplace violence program began in 1995 when the Transportation Commission approved Policy Directive No. 10.0 and department-wide workplace violence training was presented. The Executive Management Team expanded the workplace violence program immediately following the December 8, 1998, tragedy in Greeley.

Employment Candidate Recruitment Program

This Commission approved item for **\$160,000** funds the continuation of funding for the approved plan to recruit viable employment candidates. This includes advertisements, Internet access, and outsourcing of application and recruitment of certain hard to fill classifications. This has become necessary to respond to the high retirement rate and very competitive job market.

Disparity Study – Report Update

This Commission approved item for **\$150,000** funds the update of the Equal Opportunity study to determine the availability and utilization of Disadvantaged Business Enterprise (DBE) by CDOT and vendors contracting with CDOT. The study provides CDOT and the Transportation Commission with a legal basis for tailoring our DBE program to meet the court’s requirements under “strict scrutiny.”

Maintenance Sections

The Transportation Commission has directed that **\$5.7 million** be added to maintenance for distribution through the levels of service (LOS) model.

Road Equipment

An increase of **\$2.0 million in the Road Equipment Program** (over $\frac{3}{4}$ ton) to address inflation and a deteriorating fleet of heavy equipment.

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**COLORADO DEPARTMENT OF TRANSPORTATION
FY 2000-2001 BUDGET**

APPENDIX A

STRATEGIC 28 MAP

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PROJECT INFORMATION

MAP

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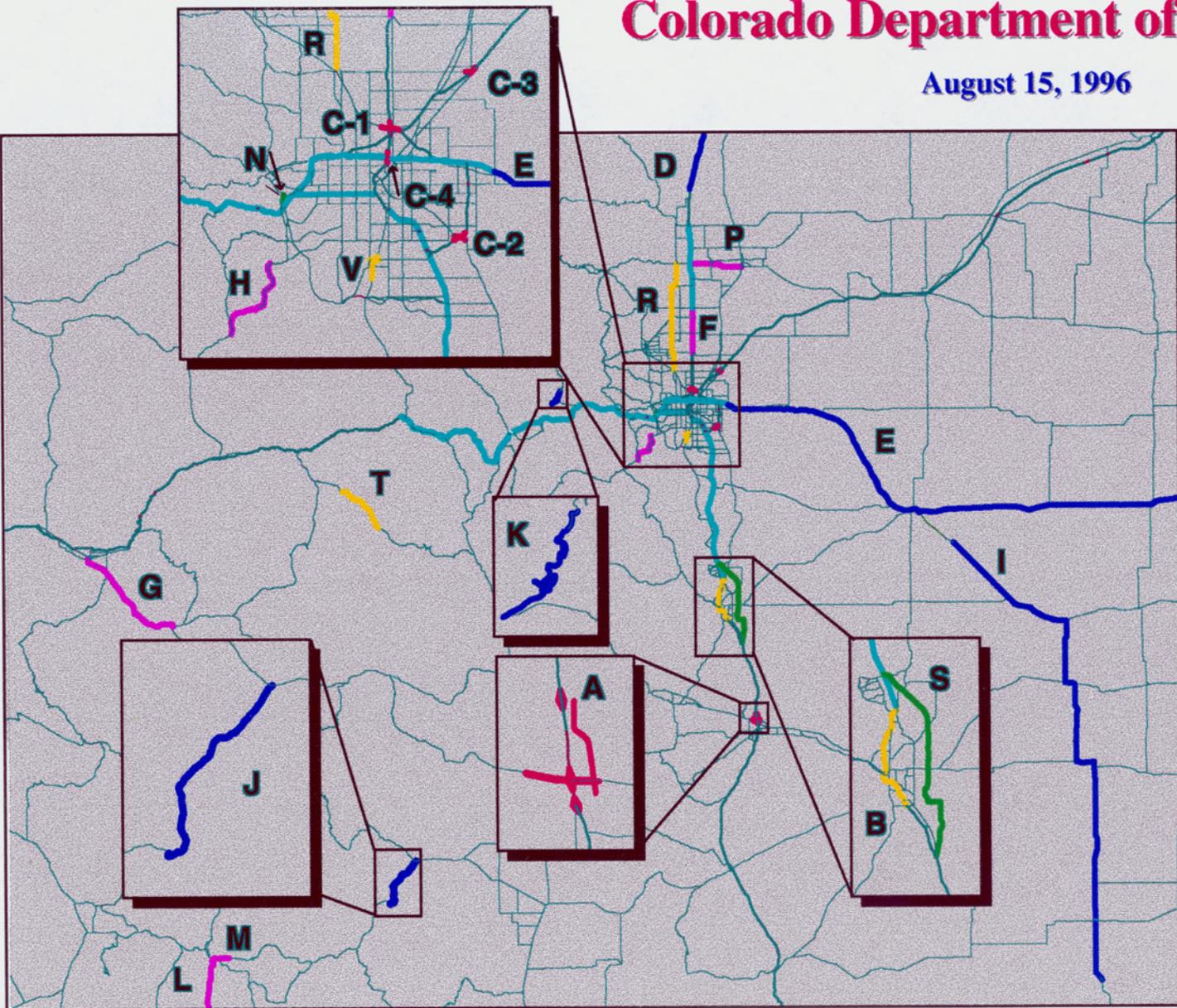
Acrobat Document

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 Mousetrapp | 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)

7th Pot Projects
Appendix A
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 285 – Goddard Ranch Court to Foxton Road

This project consists of widening a portion of US 285 from 2 to 4 lanes. The project is approximately 11 miles in length beginning at Parmalee Gulch Road to Foxton Road past Conifer and is located in Jefferson County. The project will help with congestion problems and expected traffic increases with residential development.

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.

State Highway 82 – Basalt to Aspen

This project consists of widening and reconstruction of State Highway 82 from Basalt to Aspen. This highly congested roadway is being widened and reconfigured to 4 lanes to accommodate the high traffic volume from tourism, workers commuting from Basalt, and in order to accommodate the bus transit/HOV system which depends on a continuous system of 4 lane highway on State Highway 82. Safety will be significantly improved with these improvements particularly in the Snow Mass Canyon area, which accounts for many winter traffic incidents.

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.

Interstate 76/120th Avenue

This project consists of interchange reconstruction in Adams County. A portion of this project is already complete. It is expected that the remaining phases, including ramps and an overpass, will be completed by the end of calendar year 2002.

I-70/I-25 Mousetrap Reconstruction

This project consists of interchange and corridor reconstruction at the junction of I-70 and I-25 and on I-70 east to Brighton Boulevard in Denver. The remaining segments of the project include the reconstruction of I-70 between the interchanges at Washington Street and Brighton Boulevard; these interchanges are being rebuilt as well. The project will help address the tremendous traffic growth on the I-70 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.

Other 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 Starts July 2000)

**COLORADO DEPARTMENT OF TRANSPORTATION
FY 2000-2001 BUDGET**

APPENDIX B

STATEWIDE SPECIAL ALLOCATIONS

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 **\$42.5 million** and are described in more detail below.

WASHINGTON CONTRACT

The Department of Transportation has a contract with a consultant based in Washington, D.C., to provide updates on federal legislation impacting CDOT. During FY 2001 the Department has budgeted **\$80,000** for this contract.

HAZARDOUS MATERIALS REMEDIATION

The Hazardous Materials Remediation 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 2001 investigations will be initiated at approximately 13 sites and remediation will be continued or initiated at 10 sites.

This program is necessary to comply with State and federal law. For FY 2001, the total program funding is **\$4,215,000**.

TRAINING

The Department has budgeted **\$220,500** for training in FY 2001. 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 in alternating years at **\$35,000 with FY2001 being an off year for \$0**. This is 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.

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 that affect pavement life. Colorado participates in this program and has allocated **\$136,000** of federal funds for the program in FY 2001.

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 **\$248,056** 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 State's overall experience, spread the cost, and protects all agencies against catastrophic cost increases.

FY 2001, CDOT is being assessed \$4,667,897 of which \$46,530 is paid from Administration and \$915 is paid by Aeronautics, leaving **\$4,620,452** funded here.

GAMING ALLOCATIONS

The Department of Transportation has received an appropriation of **\$5,089,000** 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 is **\$300,000** for this purpose in FY 2001.

ADDITIONAL SPECIFIC ALLOCATIONS

Additional specific allocations include:

- Local Transportation Assistance Program (LTAP) federal grant at **\$134,000**;
- Commercial Drivers License (CDL) Drug & Alcohol Testing at **\$120,000**;
- Traffic Data Collection Enhancement at **\$134,000**;
- National Pollutant Discharge Elimination System program (NPDES) at **\$600,000**;
- Workplace Violence Program at **\$130,000**;
- Employment Candidate Recruitment at **\$160,000**;
- Disparity Study – Report Update at **\$150,000**.

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 **\$8,171,235** for this purpose in FY 2001.

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.

Computer equipment is funded at **\$2,727,000** for FY2001 in support of the statewide, prioritized, multi-year, computer equipment migration plan.

Road equipment is funded at **\$10,931,604** for FY2001 in support of the statewide, prioritized, multi-year road equipment plan. This is a \$2.0 million increase over FY2000 to allow for more timely replacement of deteriorating equipment.

Other non-computer/non-road equipment is funded at a continuation level of **\$327,736**.

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, storage sheds, etc.

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 2001 allocation is **\$3,840,825**, including rental space at the Empire Park office complex in Denver due to the demolition of the CDOT West Annex.

**COLORADO DEPARTMENT OF TRANSPORTATION
FY 2000-2001 BUDGET**

APPENDIX C

ROADWAY SURFACE CONDITON

&

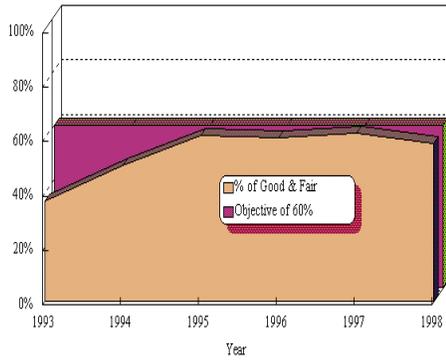
BRIDGE CONDITION

CHARTS

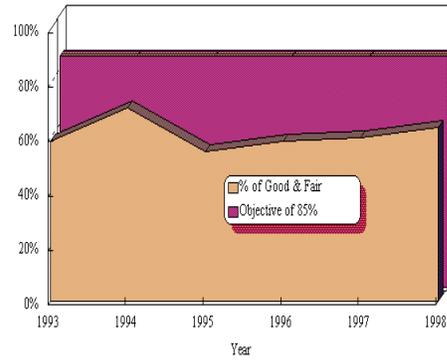
Colorado Department of Transportation Roadway Surface Condition - Statewide

Percentage Rated as Good & Fair -vs- Objectives

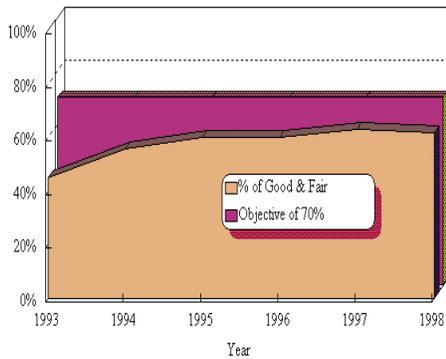
All Systems



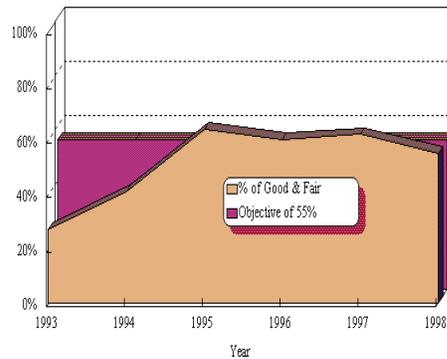
Interstate



National Highway System



Other Roadways

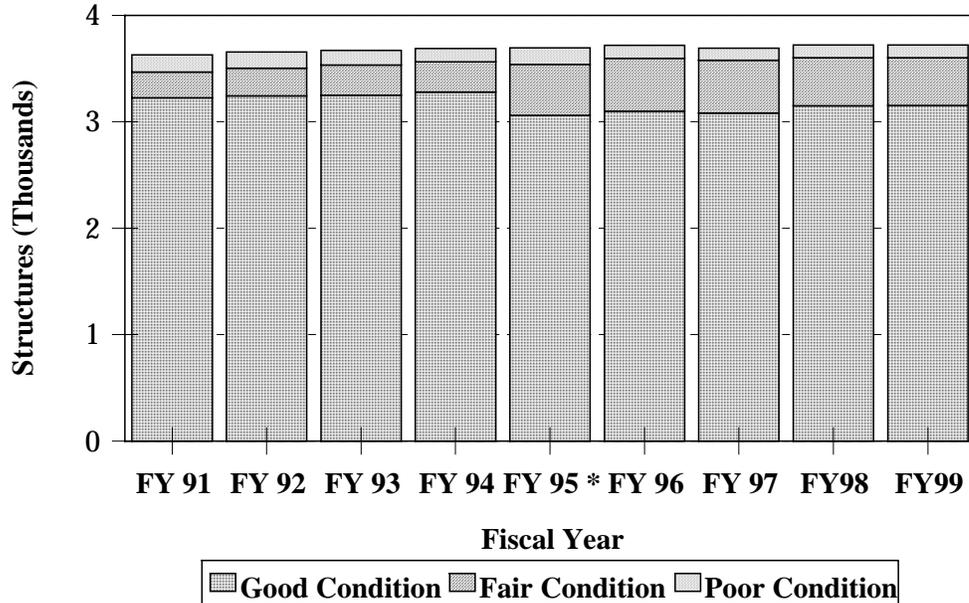


STP00BUD

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.

	1991	1992	1993	1994	1995	1996	1997	1998	1999
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