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Colorado Department of Transportation

Twin Tunnels under Construction

Budget Allocation Plan

for

Fiscal Year 2014-15

Governor John Hickenlooper

March 20, 2014

Colorado Department of Transportation
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RESOLUTION FOR THE FY 2014-2015 BUDGET

Resolution # TC-3148

RESOLUTION FOR THE FY 2014-2015 BUDGET

WHEREAS, in accordance with § 43-1-113 (2), C.R.S. the Transportation Commission of Colorado ("Commission") formally approved and submitted a draft budget allocation plan for the moneys subject to its jurisdiction for the fiscal year beginning on July 1, 2014 to the Joint Budget Committee, the House Transportation Committee, the Senate Transportation Committee and the Governor on December 15, 2013 for their review and comment; and

WHEREAS, C.R.S. 43-1-113(9)(c) requires that the Transportation Commission adopt a final budget allocation plan, which shall upon approval by the Governor constitute the budget for the Department of Transportation for Fiscal Year 2014-2015; and

WHEREAS, the annual Long Appropriations bill will not yet be approved by the General Assembly prior to the adoption of this budget by the Transportation Commission and therefore minor adjustments may need to be made by staff after adoption of the Fiscal Year 2014-2015 budget by the Transportation Commission; and

WHEREAS, the Delphi workgroup—a group comprised of Director Hunt and other members of senior management, regional transportation directors, asset managers and staff from the Division of Transportation Development and the Office of Financial Management and Budget as well as the regions—met on August 27, 2013 and in a 6 hour Delphi process came to consensus on a recommendation to the Asset Management Committee of the Commission for the FY2014-2015 budget and RAMP program (sized at $165 Million) for all asset management programs; and

WHEREAS, on September 18, 2013, the results of the Delphi Workshop including specific asset management projects or plans were presented to the Asset Management Committee of the Commission, who requested certain revisions to the recommendations; and

WHEREAS, there were also revisions to the recommendations based on an update of the Bridge Enterprise revenue projections, and an organizational change which moved responsibility for some traffic signals from MLOS to ITS; and

WHEREAS, the chart below shows the baseline FY 2014-2015 budget recommendations (with adjustments as noted) and the recommended FY 2014-2015 RAMP program allocations for each asset.

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(In Millions)	**FY15 Delphi Baseline Budget**	***Adjustments***	**FY15 Budget Recommendation to TC**	**Delphi RAMP $165M Average**	**FY15 Total With RAMP**
Surface Treatment	$149.5		$149.5	$85.7	**$235.2**
Bridge, BE & Bridge Fixed Costs	$135.0	$4.5	$139.5	$28.7	**$168.2**
MLOS	$253.1	-$1.8	$251.3	$0.0	**$251.3**
Road Equipment	$14.0		$14.0	$6.9	**$20.9**
ITS	$11.6	$3.2	$14.8	$12.8	**$27.6**
(In Millions)	**FY15 Delphi Baseline Budget**	***Adjustments***	**FY15 Budget Recommendation to TC**	**Delphi RAMP $165M Average**	**FY15 Total With RAMP**
Rockfall	$5.1		$5.1	$4.0	**$9.1**
Buildings & Buildings COPs	$9.6		$9.6	$11.2	**$20.8**
Tunnels	$1.5	$1.0	$2.5	$9.9	**$12.4**
Culverts	$3.6		$3.6	$6.0	**$9.6**
Walls	$0.0		$0.0	$0.0	**$0.0**
Total	**$583.0**	**$6.9**	**$589.9**	**$165.2**	**$755.1**

WHEREAS, the Delphi presentation by the Property Program included a budget request for $8.9 Million and RAMP request of $13.5M RAMP Program 1, and the program was recommended to receive $9.6 Million Baseline Budget and $11.2M RAMP Program 1, which was proposed to be allocated thus:

$9.6M Baseline Budget, including COPs:

- $2.7 Million for Certificates of Participation (COPs)
- $2.0 Million for Controlled/Deferred Maintenance
- $0.1 Million for code review
- $2.7 Million for 8 sand sheds
- $0.73 Million for Twin Lakes Extensions and Roof
- $1.13 Million for Crook Six Bay
- $0.24 Million for Sugar City South

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$11.2M RAMP:

- $9.7 Million for Region 1 KOA Master Improvement
- $1.5 Million for Region 3 Walden Vehicle Storage Facility Replacements; and

WHEREAS, the Delphi presentation by the Tunnel Program included a baseline request for $1.5 Million and a RAMP request of $7.4 Million of RAMP Program 1; and the Asset Management Committee recommended that tunnels receive an additional $1.0 Million, for a total of $2.5 Million in the baseline budget. Tunnels were recommended to receive $9.9 Million in RAMP Program 1. Proposed projects for these funds as follows:

$2.5M Baseline Budget:

- $0.5 Million for Hanging Lake Tunnel Backup Generator
- $2.0 Million for Tunnels Inspections

$9.9M RAMP:

- $4.7 Million for Eisenhower – Johnson Memorial Tunnel Switchgear
- $3.0 Million for Hanging Lake Tunnel VMS/CMS/LUS Replacement
- $0.9 Million for No Name Tunnel and Beaver Tail Tunnel Lighting
- $0.6 Million for Hanging Lake Tunnel CP6 Vertical Lift Doors
- $0.33 Million for Hanging Lake Tunnel Lighting (may be modified pending CDC request)
- $0.3 Million for Hanging Lake Tunnel Emergency Power Units
- $0.05 Million for Hanging Lake Tunnel Fire Suppression Upgrade
- $0.03 Million for Wolf Creek Tunnel Cameras to Monitor Tunnel Interior; and

WHEREAS, the Surface Treatment, Bridge On-System, Road Equipment, Intelligent Transportation Systems and Culverts programs utilize existing models or systems for prioritizing projects, managers of those assets shall ensure the model will guide project selection for the amount approved by the Transportation Commission Asset Management Committee following the FY'15 Delphi presentation; and

WHEREAS, the Rockfall Mitigation program is managed through the Rockfall Management Plan and is currently being further developed to also manage a broader range of geohazards, and until the comprehensive geohazard management plan is formally developed, the Rockfall Mitigation manager shall seek Transportation Commission approval of projects that in total will not exceed the amount approved by the Transportation Commission; and

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WHEREAS, at a November 20, 2013 workshop, the Transportation Commission directed staff to increase Regional Priority Program (RPP) from $10M to $50M for the FY2015 budget. This will be accomplished by reducing the FASTER Safety line in the FY2015 budget by $40M and redirecting those funds to safety elements of Asset Management programs, and using the $40M of flexible funding from those Asset Management programs to increase RPP to the required $50M; and

WHEREAS, at the same November 20, 2013 workshop, the Transportation Commission directed that the distribution of the FY2015 RPP funding was to be calculated using the 45% VMT, 40% Lane Miles, 15% Truck VMT formula. This formula will sunset after the FY2015 budget and further Transportation Commission discussions will result in a formula for the 2040 Statewide Plan and for the FY2016 budget.

NOW THEREFORE BE IT RESOLVED, that the Colorado Department of Transportation's FY 2014-2015 budget allocation plan for the period of July 1, 2014, including $589.9 Million allocated to Asset Management Programs as indicated above, and $50 Million for RPP allocated by the 45/40/15 formula for FY2015 only, is approved by the Transportation Commission and forwarded to the Governor on or before April 15, 2014.

BE IT FURTHER RESOLVED, that the Colorado Transportation Commission accepts staff recommendations for funding RAMP Asset Management in FY 2014-2015 with modifications outlined in this resolution and with the understanding that staff will implement the projects and spirit and intent of the plans as presented to the Transportation Asset Management Committee or shall return to that Committee for approval of revision to those projects or plans.

_____ _____

Transportation Commission Secretary **Date**

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COLORADO DEPARTMENT OF TRANSPORTATION

Budget for Fiscal Year 2014-2015

John Hickenlooper, Governor

Donald E. Hunt, Executive Director

Transportation Commission

Doug Aden, Chairman, Grand Junction, District 7

Ed Peterson, Vice Chairman, Evergreen, District 2

Shannon Gifford, Denver, District 1

Gary Reiff, Vice Chairman, Greenwood Village, District 3

Heather Barry, Westminster, District 4

Kathy Gilliland, Loveland, District 5

Kathy Connell, Steamboat Springs, District 6

Sidny Zink, Durango, District 8

Les Gruen, Colorado Springs, District 9

Bill Thiebaut, Pueblo, District 10

Steven Hofmeister, Holyoke, District 11

Herman Stockinger, Secretary

Per the attached Resolution TC - 3148 the Transportation Commission presents the Budget for the period July 1, 2014 through June 30, 2015 for approval by the Governor.

Approved: _____

Date: _____

Made pursuant to the provisions of Sections 43-1-106 and 43-1-113, C.R.S. (2013)

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Table of Contents

Introduction **1**
About the Department 1
Budget Layout 1
Responsible Acceleration of Maintenance and Partnerships (RAMP) 2
Asset Management 2
Office of Cash Management 2
Organizational Chart 3
CDOT Boards & Commissions **5**
The Colorado Transportation Commission 5
CDOT Boards & Commissions (continued) **6**
The Colorado Aeronautical Board 7
CDOT Revenue Overview **9**
Highway Users Tax Fund (HUTF) Revenue 11
Miscellaneous State Highway Fund Revenue 13
Safety Education Funding 14
Capital Construction Fund Appropriations 15
Senate Bill 09-228 (Strategic Projects) 16
Transit Revenue 17
Aeronautics Revenue 18
State Infrastructure Bank Interest Income 19
Federal Highway Revenue – The Highway Trust Fund (Highway Account) 20
CDOT Program Summary **23**
Maintenance 27
Surface Treatment 29
Structures On-System 30
Rockfall Mitigation 32
Highway Safety Improvement Program 33
Railway-Highway Crossings Program 34
Hot Spots 35
Traffic Signals 36
FASTER Safety 37
Capital Expenditures 38
Transportation Systems Maintenance & Operations: Performance Programs & Services 39

Colorado Department of Transportation
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(303) 757-9011 • http://www.coloradodot.info

Financial Management:(303) 757-9262 • Government Relations:(303) 757-9772 • Public Relations:(303) 757-9228

Highway Safety Education 40
Transportation Systems Maintenance & Operations: Intelligent Transportation Systems 43
Transportation Systems Maintenance & Operations: Congestion Relief 45
Regional Priority Program (RPP) 46
Strategic Projects 47
Project Support – Operations, Planning, and Research (SPR) 48
Administration 49
Aeronautics 50
Transportation Alternatives 52
STP-Metro 53
Congestion Mitigation & Air Quality (CMAQ) 54
Metropolitan Planning 55
Bridge Off-System 56
Transit 57
State Infrastructure Bank 59
State Highway Fund Contingencies 60
Debt Service & Certificates of Participation 61

State Bridge Enterprise 63

The Colorado Bridge Enterprise (BE) Board 63
Bridge Enterprise Revenue Summary 64
State Bridge Enterprise (BE) Revenue 65
Bridge Enterprise Program Allocation Summary 66
State Bridge Enterprise 67

High Performance Transportation Enterprise (HPTE) 70

The High Performance Transportation Enterprise Board 70
HPTE Revenue Summary 71
High Performance Transportation Enterprise (HPTE) Revenue 72
HPTE Program Allocation Summary 73
High Performance Transportation Enterprise Allocations 74

Appendix A 77

Senate Bill 09-108 (FASTER) Overview 77

Appendix B 79

Project Indirect Costs & Construction Engineering 79

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Introduction

About the Department

The Colorado Department of Transportation (CDOT) is a billion-dollar per year, 3,318 employee organization dedicated to providing the best multi-modal transportation system for Colorado that most effectively and safely moves people, goods, and information.

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

The Department is responsible for a highway system that encompasses more than 9,100 center-lane miles (about 23,000 total lane miles) and includes 3,437 bridges. This system each year handles more than 28 billion vehicle miles of travel. Although the Interstate system accounts for only about 10 percent, or 952, of the center-lane miles on the state system, about 40 percent of state-highway travel within Colorado takes place on Interstate highways.

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

CDOT maintenance forces take care of the highway system, plowing snow and repairing pavement. Last winter, these men and women plowed 6.2 million miles of highway. They also repaired road damage and potholes, using more than 234,045 tons of asphalt and 1.2 million gallons of liquid asphalt in preservation activities.

CDOT is more than roads and bridges. The Division of Aeronautics supports aviation interests statewide, including grants to help improve local airports. CDOT's Division of Transit and Rail provides assistance to numerous transit systems in the state, and the Division of Transportation Systems, Maintenance and Operations addresses the state's traffic and congestion issues through the development of intelligent transportation systems.

Budget Layout

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

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

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Introduction (continued)

Responsible Acceleration of Maintenance and Partnerships (RAMP)

The Colorado Department of Transportation (CDOT) is changing how it budgets and expends funds for transportation projects. Using sound business practices this new effort, known as Responsible Acceleration of Maintenance and Partnerships (RAMP), will better coordinate project expenditures and available funding.

- Current Practice. Currently, CDOT does not advertise a project until all of the money is "in the bank," which means the department is saving money for projects over multiple years before construction begins. In addition, some projects take several years to construct - so money often sits unspent when it could be utilized much sooner.
- New Practice. Under the RAMP program, CDOT will fund multi-year projects based on year of expenditure, rather than saving for the full amount of a project before construction begins

Asset Management

Recent Federal legislation requires that each State DOT develop a risk based asset management plan, and the penalty for failing to do so is the potential loss of 35% of Federal dollars. CDOT is ahead of schedule in developing its plan, and is in the process of formalizing how its asset management practices inform both budget setting and ultimately project selection. Asset managers use Transportation Commission established performance goals and state-of-the-art technologies to determine long term performance forecasts and present their analysis to senior management and the Transportation Commission for budgetary decisions. Once these program allocations are determined staff works with regions and other assets to select optimal, cost-effective projects.

Office of Cash Management

The Office of Cash Management has been formed within CDOT's Division of Accounting and Finance to effectively and efficiently manage the Department's cash resources. The Office launched a Cash Management Project on September 13, 2013. Project team efforts will lead to the development of the most effective technical and business processes to manage CDOT's cash balance and maximize available funding to advance more dollars to construction.

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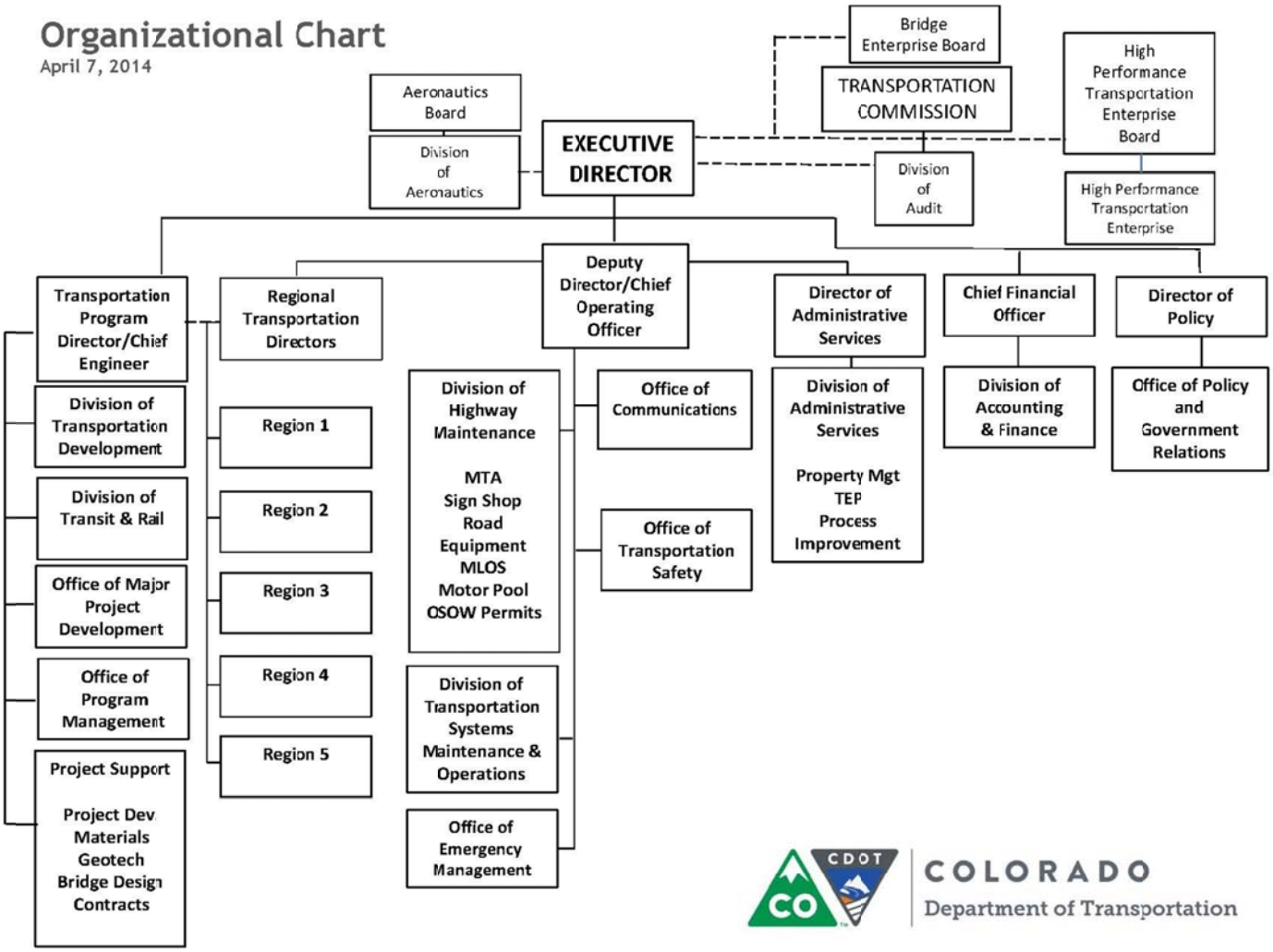
Introduction (continued)

Organizational Chart

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



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Colorado Department of Transportation

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CDOT Boards & Commissions

The Colorado Transportation Commission

The Colorado Transportation Commission provides oversight, policy direction, and resource allocation decisions to the Department of Transportation. The powers and duties of the Commission are set forth in Section 43-1-106, C.R.S. (2013). The Commission consists of eleven appointees of the Governor, each representing a specific geographic portion of the state and each appointed to a four-year term on a staggered schedule. The appointees are subject to confirmation by the Colorado Senate.

The members of the Transportation Commission are:

District One: Ms. Shannon Gifford; Commissioner.Gifford@.state.co.us;
(Denver County; appointed July, 2013, term expiring July 2017).

District Two: Mr. Ed Peterson; Commissioner.Peterson@.state.co.us;
(Jefferson County and a portion of Broomfield County, appointed October 2011, term expiring July 2015).

District Three: Mr. Gary Reiff; Commissioner.Reiff@.state.co.us;
(Arapahoe and Douglas counties, appointed August 2009, term expiring July 2017).

District Four: Ms. Heather Barry; Commissioner.Barry@.state.co.us;
(Adams and Boulder counties and a portion of Broomfield County; appointed July 2007, term expiring July 2015) .

District Five: Ms. Kathy Gilliland; Commissioner.Gilliland@.state.co.us;
(Larimer, Morgan, and Weld counties and a portion of Broomfield County; appointed July 2011, term expiring July 2015).

District Six: Ms. Kathy Connell; Commissioner.Connell@.state.co.us;
(Clear Creek, Gilpin, Grand, Jackson, Moffat, Rio Blanco, and Routt counties; appointed July 2011, term expiring July 2015).

District Seven: Mr. Doug Aden; Commisioner.Aden@.state.co.us;
(Chaffee, Delta, Eagle, Garfield, Gunnison, Lake, Mesa, Montrose, Ouray, Pitkin, and Summit counties; appointed July 1997, term expiring July 2015).

District Eight: Ms. Sidny Zink; Commissioner.Zink@.state.co.us;
(Alamosa, Archuleta, Conejos, Costilla, Dolores, Hinsdale, La Plata, Mineral, Montezuma, Rio Grande, Saguache, San Juan, and San Miguel counties; appointed July, 2013 term expiring July 2017).

District Nine: Mr. Les Gruen; Commissioner.Gruen@.state.co.us;
(El Paso, Fremont, Park, and Teller counties; appointed November 2007, term expiring July 2015).

District Ten: Mr. Bill Thiebaut; Commissioner.Thiebaut@.state.co.us;
(Baca, Bent, Crowley, Custer, Huerfano, Kiowa, Las Animas, Otero, Prowers, and Pueblo counties; appointed August 2013, term expiring July 2017).

District Eleven: Mr. Steven Hofmeister Commissioner.Hofmeister@.state.co.us
(Cheyenne, Elbert, Kit Carson, Lincoln, Logan, Phillips, Sedgwick, Washington, and Yuma counties; appointed May, 2012, term expiring July, 2015).

Mr. Doug Aden is the chairman of the Transportation Commission and Mr. Edward J. Peterson is the vice chairman. Mr. Herman Stockinger, Director of the CDOT Office of Policy and Government Relations serves as the Secretary of the Transportation Commission.

Please see the following page for a map of the Transportation Commission Districts.

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CDOT Boards & Commissions (continued)

Transportation Commission District Map

Boards & Commissions (continued)

The Colorado Aeronautical Board

Per Section 43-10-104, C.R.S. (2013), the seven-member Colorado Aeronautical Board provides oversight, policy direction, and resource allocation decisions for the CDOT Division of Aeronautics. The members of the board are Governor appointees and are chosen as follows:

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

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

The members of the Colorado Aeronautical Board are:

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

Mr. Joseph Thibodeau is the Chairman of the Aeronautical Board, Mr. Dale Hancock is the Vice Chairman and Mr. David Gordon, A.A.E. is the Director of the Division of Aeronautics.

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CDOT Revenue Fact Sheets

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CDOT Revenue Overview

Background

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

Motor Fuel Taxes

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

Registration Fees

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

Other Taxes

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

Other User Fees

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

General Purpose Revenue

- Current law allows for a series of five years of conditional transfers of up to 2.0 percent of gross General Fund revenues to the Department; those transfers are dependent upon a number of triggers being met, and are not projected to occur in FY 2014-2015.

Reappropriated Funding from CDOT to the Enterprises

- Each year $15 million in federal funds are reappropriated from CDOT to the State Bridge Enterprise and $1 million in HUTF funds are reappropriated as a loan from CDOT to The High Performance Transportation Enterprise.
- CDOT revenue is thus reduced by $15 million of federal funds (BE) and $1million of HUTF funds (HPTE).
- These amounts are shown as revenue for the Enterprises.

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CDOT - Revenue Source Fact Sheet

CDOT Revenue Overview (continued)

Summary of CDOT Revenue Estimate	
Funding Category	**FY 2014-15**
Highway User Tax Fund (HUTF) Revenue	**506,600,000**
Miscellaneous State Highway Fund	**29,500,000**
Safety Education Funding	**9,484,778**
Capital Construction Fund Appropriations	**0**
Senate Bill 09-228 - General Fund transfer	**0**
Transit Revenue	**30,345,370**
Aeronautics Revenue	**43,100,000**
State Infrastructure Bank Interest Income	**700,000**
Federal Highway Revenue - The Highway Trust Fund (Highway Account)	**496,529,800**
Colorado Department of Transportation - Total Revenue	**1,116,259,948**

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CDOT - Revenue Source Fact Sheet

Highway Users Tax Fund (HUTF) Revenue

Statutory Authorization: Section 43-4-201, C.R.S. (2013)
Funding Type(s): Fuel taxes, registration fees, judicial fines

Background

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

Specific Funding Sources

Total HUTF Revenue Estimate (in $millions)	
Funding Source	**FY 2014-15**
Motor Fuel Tax	554.1
Motor Vehicle Registration	194.1
Other Miscellaneous HUTF	36.5
SB 09-108 Road Safety Surcharges	115.1
SB 09-108 Late Registration Fees	22.1
SB 09-108 Daily Vehicle Rental Fees	24.6
SB 09-108 Oversize/Overweight Vehicle Surcharges	1.4
TOTAL	**947.9**

Appropriation/Distribution Methodology

The General Assembly funds the Colorado State Patrol and portions of the Department of Revenue's Motor Vehicles Division through annual appropriations from the HUTF. Section 43-4-201 (3)(a)(I), C.R.S. (2013) restricts annual HUTF appropriations to grow by no more than 6.0 percent per year and may grow to the level of 23.0 percent of the fund's total income from the previous fiscal year.

Total HUTF Revenue Distribution (in $millions)	
Entity Type	**FY 2014-15**
Off the Top Deductions	111.6
CDOT	506.6
Counties	188.2
Municipalities	127.2
Distributed for Other Purposes	14.2
TOTAL	**947.8**

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CDOT - Revenue Source Fact Sheet

Highway Users Tax Fund (HUTF) Revenue (continued)

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

- Proceeds of the first seven cents of the gasoline, diesel, and special fuel taxes.
- Vehicle license plate, identification plate, and placard fees.
- Driver's license, motor vehicle title and registration, and motorist insurance identification fees.
- Proceeds of the passenger-mile tax levied on operators of commercial bus services.
- Interest earnings.

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

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

Revenue History and Projection

HUTF Revenue to CDOT (in $millions)				
Funding Source	**Actual FY 2011-12**	**Actual FY 2012-13**	**Estimate FY 2013-14**	**Estimate FY 2014-15**
Motor Fuel Tax	285.6	280.1	284.2	286.1
Motor Vehicle Registrations	102.0	100.1	101.5	102.2
Other HUTF Revenue	20.4	20.0	20.3	20.4
SB 09-108 Revenue Collections	96.0	97.7	96.9	97.9
TOTAL	**504.0**	**497.9**	**502.9**	**506.6**

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CDOT - Revenue Source Fact Sheet

Miscellaneous State Highway Fund Revenue

Funding Types: Sales, Fees, Interest Earnings

Background

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

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

Revenue History and Projection

Miscellaneous State Highway Fund Revenue (in $millions)

Funding Source	Actual FY 2011-12	Actual FY 2012-13	Estimate FY 2013-14	Estimate FY 2014-15
Permits	7.1	7.7	4.6	4.7
Service Charges	0.0	2.4	0.0	0.0
Sales (bid plans & specs.)	0.5	1.9	0.1	0.1
Damage Awards	4.6	1.5	0.2	0.2
Interest Earned	15.9	15.9	23.9	24.5
Property (sales & rentals)	0.0	1.1	0.0	0.0
TOTAL	**28.1**	**30.5**	**28.8**	**29.5**

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CDOT - Revenue Source Fact Sheet

Safety Education Funding

Statutory Authorization: Law Enforcement Assistance Fund: Section 43-4-401, C.R.S. (2013)
First Time Drunk Driving Offenders Account: Section 42-2-132, C.R.S. (2013)
Motorcycle Operator Safety Training Fund: Section 43-5-504, C.R.S. (2013)
National Highway Transportation Safety Administration: 49 U.S.C. § 105

Funding Type(s): Fees, fines

Background

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

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

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

First Time Drunk Driving Offenders Account

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

Motorcycle Operator Safety Training (MOST) Fund

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

National Highway Transportation Safety Administration (NHTSA) Funding

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

Revenue History and Projection

Safety Education Funding (in $millions)

Funding Source	Actual FY 2011-12	Actual FY 2012-13	Estimate FY 2013-14	Estimate FY 2014-15
NHTSA	7.1	7.9	1.7	6.5
Motorcycle Operator Safety Training Fund	0.8	0.8	0.8	0.8
First Time Drunk Driving Fund	1.0	1.5	1.5	1.5
Law Enforcement Assistance Fund	0.7	0.7	0.3	0.7
Transfer from Dept. of Public Safety	1.1	0.0	0.0	0.0
TOTAL	**10.7**	**10.9**	**4.3**	**9.5**

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CDOT - Revenue Source Fact Sheet

Capital Construction Fund Appropriations

Statutory Authorization: Section 43-1-113 (2.5), C.R.S. (2013)
Funding Type(s): State General Funds

Background

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

- Amended the statutory definition of "capital construction" to include the construction and maintenance of state highways.
- Requires the Transportation Commission to present a prioritized budget request to the Capital Development Committee for spending authority from the Capital Construction Fund for state highway reconstruction, repair, and maintenance on or before October 1, annually.
- Requires the Capital Development Committee to study the funding request and associated prioritized list of projects and make a recommendation to the Joint Budget Committee as to the amount of funds transferred into the Capital Construction Fund for state highway purposes.
- For FY 2014-2015, CDOT has requested $1,615,000.

Specific Funding Sources

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

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

Revenue History and Projection

Capital Construction Fund Appropriations (in $millions)				
Funding Source	**Actual FY 2011-12**	**Actual FY 2012-13**	**Estimate FY 2013-14**	**Estimate FY 2014-15**
Transfers/Appropriations	0.5	0.5	0.0	0.0
TOTAL	**0.5**	**0.5**	**0.0**	**0.0**

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CDOT - Revenue Source Fact Sheet

Senate Bill 09-228 (Strategic Projects)

Web Page: http://bit.ly/ColoradoSenateBill09-228
Statutory Authorization: Section 24-75-219, et seq., C.R.S. (2013)
Funding Type(s): General Purpose Revenue

Background

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

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

Contingent General Fund Transfers to Transportation

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

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

Revenue History and Projection

The Governor's Office of State Planning & Budgeting presently projects that the first year of S.B. 09-228 transfers will be FY 2015-2016.

Senate Bill 09-228 - General Fund transfer (in $millions)				
Funding Source	**Actual FY 2011-12**	**Actual FY 2012-13**	**Estimate FY 2013-14**	**Estimate FY 2014-15**
Projected Transfer	0.0	0.0	0.0	0.0
TOTAL	**0.0**	**0.0**	**0.0**	**0.0**

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CDOT - Revenue Source Fact Sheet

Transit Revenue

Web Page: http://www.coloradodot.info/programs/transitandrail/transit
Statutory Authorization: 26 U.S.C. § 9503 (e) – The Mass Transit Account of the Highway Trust Fund
Section 43-4-811, C.R.S. (2013) – State Funding for Local Transit Grants
Funding Type(s): Taxes, Fees

Background

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

User Taxes

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

Excise Taxes Supporting the Mass Transit Account

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

Source: The Federal Transit Administration

Revenue History and Projection

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

Transit Revenue (in $millions)

Funding Source	Actual FY 2011-12	Actual FY 2012-13	Estimate FY 2013-14	Estimate FY 2014-15
Federal Transit Administration Funding	12.8	15.7	16.0	16.0
Federal Transit Administration Local Match	7.5	8.9	9.0	9.3
Rail and Transit - State Highways	5.0	5.0	5.0	5.0
TOTAL	**25.3**	**29.6**	**30.0**	**30.3**

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CDOT - Revenue Source Fact Sheet

Aeronautics Revenue

Web Page: http://www.coloradodot.info/programs/aeronautics
Statutory Authorization: Aviation Fuel Excise Taxes: Section 39-27-102 (1) (a) (IV) (A), C.R.S (2013)
Aviation Fuel Sales Tax: Section 39-26-106, C.R.S. (2013)
Funding Type: Taxes

Background

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

Gasoline Excise Taxes

Pursuant to Section 39-27-102 (1) (a) (IV) (A), C.R.S (2013), the state collects a tax of $0.06 per gallon of gasoline used to propel non-turbo-propeller and non-jet aircraft and a tax of $0.04 per gallon of gasoline used to propel turbo-propeller and jet aircraft.

Aviation Fuel Sales Tax

Pursuant to Section 39-26-106, C.R.S. (2013), the state assesses a sales tax of 2.9 percent of the value of all aviation fuel sold in Colorado.

Federal Aviation Administration (FAA) Grant

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

Revenue History and Projection

Pursuant to Section 43-10-110, C.R.S. (2013), airports are disbursed an amount equal to 4.0 cents for each taxable gallon of gasoline sold at each airport and an amount equal to 65.0 percent of the sales and use taxes generated at each airport by sales of aviation fuel used by turbo-propeller or jet-engine aircraft. These formula allocations are made monthly by the CDOT Division of Aeronautics; remaining funds support a discretionary grant program for airport improvements.

Aeronautics Revenue (in $millions)				
Funding Source	**Actual FY 2011-12**	**Actual FY 2012-13**	**Estimate FY 2013-14**	**Estimate FY 2014-15**
State Aviation Funding	41.0	44.9	42.8	42.8
Federal Aviation Administration Funding	0.2	0.3	0.3	0.3
TOTAL	**41.2**	**45.2**	**43.1**	**43.1**

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CDOT - Revenue Source Fact Sheet

State Infrastructure Bank Interest Income

Statutory Authorization: Transportation Infrastructure Revolving Fund Section 43-1-113.5, C.R.S. (2013)
Funding Type: Interest Income

Background

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

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

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

Funding Sources

The fund's principal sources of income are:

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

Revenue History and Projection

State Infrastructure Bank Interest Income (in $millions)				
Funding Source	**Actual FY 2011-12**	**Actual FY 2012-13**	**Estimate FY 2013-14**	**Estimate FY 2014-15**
Interest on Loans	0.5	0.2	0.4	0.5
Interest on Deposits	0.2	0.2	0.1	0.2
TOTAL	**0.7**	**0.4**	**0.5**	**0.7**

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CDOT - Revenue Source Fact Sheet

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

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

Background

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

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

Excise and Sales Taxes Supporting the Federal Aid Highway Program

Tax Type	Gross Tax Rate	Net to the Highway Account
Fuel Taxes (Proceeds to Highway and Mass Transit Accounts)		
Gasoline	18.4 cents per gallon	15.44 cents per gallon
Diesel	24.4 cents per gallon	21.44 cents per gallon
Gasohol (10% ethanol)	18.4 cents per gallon	10.14 cents per gallon
Special Fuels:		
General rate	18.4 cents per gallon	15.44 cents per gallon
Liquefied petroleum gas	18.3 cents per gallon	16.2 cents per gallon
Liquefied natural gas	24.3 cents per gallon	22.44 cents per gallon
M85 (from natural gas)	9.25 cents per gallon	7.72 cents per gallon
Compressed natural gas	48.54 cents per thousand cubic feet	38.83 cents per thousand cubic feet
Non-fuel Taxes (All proceeds to the Highway Account)		
Tires:		
0-40 pounds	No Tax	
Over 40 pounds to 70 pounds	15¢ per pound in excess of 40 pounds	
Over 70 pounds to 90 pounds	$4.50 plus 30¢ per pound in excess of 70 pounds	
Over 90 pounds	$10.50 plus 50¢ per pound in excess of 90 pounds	
Truck and Trailer Sales	12.0 percent of retailer's sales price for tractors and trucks over 33,000 lbs. gross vehicle weight (GVW) and trailers over 26,000 lbs. GVW	
Heavy Vehicle Use	Annual tax: Trucks 55,000 lbs. and over GVW, $100 plus $22 for each 1,000 lbs. (or fraction thereof) in excess of 55,000 lbs. (maximum tax of $550)	

Source: The Federal Highway Administration

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CDOT - Revenue Source Fact Sheet

Federal Highway Revenue – The Highway Trust Fund (continued)

Revenue History and Projection*

On July 6, 2012 the Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed by President Obama. This is the first long-term highway authorization enacted since 2005. MAP-21 provides funding for fiscal years 2013 and 2014 and guarantees that 95% of contributions to the Highway Trust Fund are returned to the States. In addition to the two years of federal authorization, MAP-21 extends the HTF and tax collections through FY2016. This will provide CDOT with additional stability that has been absent for the past several years.

Federal Highway Administration Revenue (in $millions)				
Funding Source	**Actual FY 2011-12**	**Actual FY 2012-13**	**Estimate FY 2013-14**	**Estimate FY 2014-15**
Federal Highway Administration Funding	472.0	514.3	471.4	476.5
Federal Highway Administration Local Match	21.6	20.4	19.9	20.1
TOTAL	**493.6**	**534.7**	**491.3**	**496.6**

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

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CDOT Program Allocation Fact Sheets

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CDOT- Program Fact Sheet

CDOT Program Summary

Background

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

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

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

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

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

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

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

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CDOT Program Summary (continued)

Summary of CDOT Program Allocations	
Colorado Department of Transportation	
Fiscal Year 2014 - 2015 Draft Allocations	
Maintain - Maintaining What We Have	
CDOT Performed Work	
Roadway Surface	49,404,619
Roadside Facilities	20,115,545
Roadside Appearance	7,148,508
Structure Maintenance	11,084,605
Tunnel Activities	7,621,175
Snow and Ice Control	64,339,139
Traffic Services	60,156,108
Planning and Scheduling	13,805,622
Material, Equipment and Buildings	17,624,679
Total CDOT Performed Work	**251,300,000**
Contracted Out Work	
Surface Treatment	149,500,000
Structures On-System Construction	19,100,000
Structures Inspection and Management	11,600,000
Rockfall Mitigation	5,100,000
Highway Safety Improvement Program (HSIP)	29,812,448
Railway-Highway Crossings Program	3,194,739
Hot Spots	2,167,154
Traffic Signals	1,472,823
FASTER - Safety Projects	47,900,000
Total Contracted Out Work	**269,847,164**
Capital Expenditure	
Road Equipment	14,000,000
Capitalized Operating Equipment	3,760,247
Property	7,236,096
Total Capital Expenditure	**24,996,343**
Total Maintain - Maintaining What We Have	**546,143,507**

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CDOT Program Summary (continued)

Summary of CDOT Program Allocations (continued)	
Maximize - Making the Most of What We Have	
CDOT Performed Work	
TSM&O: Performance Programs and Services	7,236,795
Total TSM&O: Performance Programs and Services	**7,236,795**
Contracted Out Work	
Safety Education	9,829,982
ITS Maintenance	14,800,000
Congestion Relief	4,000,000
Regional Priority Program	50,000,000
Total Contracted Out Work	**78,629,982**
Capital Expenditure	
ITS Investments	10,000,000
Total Capital Expenditure	**10,000,000**
Total Maximize - Making the Most of What We Have	**95,866,777**
Expand - Increasing Capacity	
Contracted Out Work	
Strategic Projects	0
Total Contracted Out Work	**0**
Total Expand - Increasing Capacity	**0**
Deliver - Program Delivery/Administration	
Operations	23,066,520
State Planning and Research	12,983,004
Administration (Appropriated)	30,005,135
Total Deliver - Program Delivery/Administration	**66,054,659**
Pass-Through Funds/Multi-modal Grants	
Aeronautics	
Division of Aeronautics to Airports	42,200,000
Division of Aeronautics Administration	900,000
Total Aeronautics	**43,100,000**

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CDOT Program Summary (continued)

Summary of CDOT Program Allocations (continued)	
Highway	
Recreational Trails	1,591,652
Transportation Alternatives	11,855,057
STP-Metro	48,106,560
Congestion Mitigation/Air Quality	45,539,598
Metropolitan Planning	7,736,826
Bridge Off-System - TC Directed	3,164,139
Bridge Off-System - Federal Program	6,285,228
Total Highway	**124,279,060**
Transit	
Federal Transit	23,050,856
Strategic Projects -Transit	0
Transit and Rail Local Grants (FASTER)	5,000,000
Transit and Rail Statewide Grants (FASTER)	8,800,000
Transit Administration and Operations (FASTER)	1,200,000
Total Transit	**38,050,856**
Infrastructure Bank	
Infrastructure Bank	700,000
Total Infrastructure Bank	**700,000**
Total Pass-Through Funds/Multi-modal Grants	**206,129,916**
Transportation Commission Contingency / Debt Service	
Contingency	
TC Contingency	20,808,485
Snow & Ice Reserve	10,000,000
Transfers to Enterprises	
Total Contingency	**30,808,485**
Debt Service	
Strategic Projects - Debt Service	167,841,700
Certificates of Participation-Property	2,363,904
Certificates of Participation-Energy	1,051,000
Total Debt Service	**171,256,604**
Total Transportation Commission Contingency / Debt Service	**202,065,089**
Total CDOT Program Allocations	**1,116,259,948**

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CDOT- Program Fact Sheet

Maintenance

Statutory Authorization:	Section 43-1-106 (8) (h), C.R.S. (2013)
Governance:	Colorado Transportation Commission, Section 43-1-106, C.R.S. (2013)
Primary Funding Source:	State Highway Fund, Section 43-10-109, C.R.S. (2013)
Budget Category:	Maintain – Maintaining What We Have

Background

The Maintenance Program is designed to keep the 9,106 centerline-mile (27,110 lane mile) State highway system open and safe for the traveling public. This involves all activities from the centerline of the highway to the right-of-way fence on both sides of the highway, including:

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

In an effort to provide statewide consistency in service, CDOT uses a performance budgeting system for the maintenance program. The Maintenance Levels of Service (MLOS) system includes an annual physical rating and/or survey to observe results or conditions for approximately 101 activity or system items. The measured items are then categorized into nine Maintenance Program Areas (MPAs), which are:

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

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

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CDOT- Program Fact Sheet

Maintenance (continued)

Funding

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

Maintenance Program Budget Allocations (in $millions)				
Allocations	**Actual FY 2011-12**	**Actual FY 2012-13**	**Budget FY 2013-14**	**Proposed FY 2014-15**
Maintenance Level of Service	242.4	249.0	249.0	251.3
TOTAL	**242.4**	**249.0**	**249.0**	**251.3**

Source: CDOT Office of Financial Management & Budget

Related Performance Measures / Workload Indicators

Maintenance Level of Service by Program Area					
Description	**FY 2012 Actual**	**FY 2013 Actual**	**FY 2014 Forecast**	**FY 2015 Forecast**	**FY 2016 Forecast**
Planning, Training and Scheduling	C	C	C-	C	NA
Roadway Surface	B	B+	B-	B	NA
Roadside Facilities	B+	A-	B-	B-	NA
Roadside Appearance	B	B+	B-	B-	NA
Traffic Services	C+	B-	C+	C	NA
Bridges & Structures	C+	C+	C	B-	NA
Snow & Ice	B	B	B	B	NA
Service Equipment, Buildings & Grounds	B-	C+	C	C+	NA
Tunnels	C+	C+	C+	B-	NA
Overall MLOS	B-	B	B-	B-	NA

Sources: CDOT Division of Transportation Development

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CDOT- Program Fact Sheet

Surface Treatment

Web Page: http://www.fhwa.dot.gov/map21/stp.cfm
Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2013)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2013)
Primary Funding Sources: State Highway Fund, Section 43-10-109, C.R.S. (2013)
The Highway Trust Fund, 26 U.S.C. § 9503
Budget Category: Maintain – Maintaining What We Have

Background

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

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

Funding

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

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

Surface Treatment Program Budget Allocations (in $millions)

Allocations	Actual FY 2011-12	Actual FY 2012-13	Budget FY 2013-14	Proposed FY 2014-15
Surface Treatment Allocation	112.1	116.9	111.2	111.0
Indirect Cost Allocation	26.5	22.3	26.1	25.5
Construction Engineering Allocation	13.6	11.4	13.4	13.0
TOTAL	**152.2**	**150.6**	**150.7**	**149.5**

Source: CDOT Office of Financial Management & Budget
Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations. See page 78-79.

Related Performance Measures / Workload Indicators

Percent of Pavement High/Moderate Drivability

Description	FY 2012 Actual	FY 2013 Actual	FY 2014 Forecast	FY 2015 Forecast	FY 2016 Forecast
High/Moderate Drivability Life for Interstate pavement	n/a	86%	n/a	n/a	n/a
High/ Moderate Drivability Life for National Highway (non-Interstate) System pavement	n/a	83%	n/a	n/a	n/a
High/Moderate Drivability Life for pavement on the state highway system	n/a	82%	74%	66%	60%

Sources: CDOT Division of Transportation Development

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CDOT- Program Fact Sheet

Structures On-System

Web Page:	http://www.coloradodot.info/library/bridge
Statutory Authorization:	Section 43-1-106 (8) (h), C.R.S. (2013)
Governance:	Colorado Transportation Commission, Section 43-1-106, C.R.S. (2013)
Primary Funding Sources:	State Highway Fund, Section 43-10-109, C.R.S. (2013); The Highway Trust Fund, 26 U.S.C. § 9503
Budget Category:	Maintain – Maintaining What We Have

Background

The Structures Program provides:

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

Funding

CDOT conducts inspections of all state, city, and county bridges in accordance with the National Bridge Inspection Standards (NBIS) and reports the conditions of the bridges annually to the Federal Highway Administration (FHWA). MAP-21 legislation requires reporting percent structurally deficient and will set specific targets. As a result CDOT is modifying Policy Directive 14 to move from the old practice of reporting good/fair/poor and structurally deficient or functional obsolescence to only structural deficiency with metrics included in CDOT's asset management plan.

The main sources of funding for the Structures program are:

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

Structures On-System Program Budget Allocations (in $millions)

Allocations	Actual FY 2011-12	Actual FY 2012-13	Budget FY 2013-14	Proposed FY 2014-15
Structures On-System Construction Allocation	19.8	15.7	14.9	14.2
Structures Inspection and Management Allocation	10.3	8.2	7.8	8.6
Indirect Cost Allocation	7.1	4.6	5.3	5.2
Construction Engineering Allocation	3.6	2.3	2.7	2.7
TOTAL	**40.8**	**30.8**	**30.7**	**30.7**

Source: CDOT Office of Financial Management & Budget
Note: The Bridge Inspection and Management Program includes inspection and management of bridges, culverts, tunnels, and walls.

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Structures On-System (continued)

Related Performance Measures / Workload Indicators

Percent of Deck Area not Structurally Deficient					
Description	**FY 2012 Actual**	**FY 2013 Actual**	**FY 2014 Forecast**	**FY 2015 Forecast**	**FY 2016 Forecast**
State highway total bridge-deck area that is not structurally deficient	93%	94%	94%	94%	94%
National Highway System bridge total deck area that is not structurally deficient.	94%	95%	96%	96%	96%

Source: CDOT Division of Transportation Development

Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations. See page 78-79

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CDOT- Program Fact Sheet

Rockfall Mitigation

Web Page: http://www.coloradodot.info/programs/geotech/rockfall
Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2013)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2013)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2013)
Budget Category: Maintain – Maintaining What We Have

Background

Rockfall is a significant natural hazard that affects the highway system. To increase the efficiency in which CDOT responds to this hazard, the Department is incorporating asset management principles into its rockfall management practices. Incorporating an asset management approach to rockfall mitigation allows risk reduction of entire corridors rather than individual sites within a corridor. The idea behind this process is that greater risk reduction will be achieved with a corridor approach rather than a top down approach according to rank in the Colorado Rockfall Hazard Rating System (CRHRS). The Rockfall Management Plan recognizes that not all sites with a significant rockfall risk fit into a corridor approach. Sites that pose a significant risk but do not fit into a prioritized corridor are considered for mitigation funding separately.

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

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

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

Funding

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

Rockfall Mitigation Program Budget Allocations (in $millions)

Allocations	Actual FY 2011-12	Actual FY 2012-13	Budget FY 2013-14	Proposed FY 2014-15
Rockfall Mitigation Allocation	3.8	4.0	3.8	3.8
Indirect Cost Allocation	0.9	0.8	0.9	0.9
Construction Engineering Allocation	0.5	0.4	0.5	0.4
TOTAL	**5.2**	**5.2**	**5.2**	**5.1**

Source: CDOT Office of Financial Management & Budget
Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations. See page 78-79

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CDOT- Program Fact Sheet

Highway Safety Improvement Program

Web Page: http://www.safety.fhwa.dot.gov/hsip
Statutory Authorization: 23 U.S.C. Section 148
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2013)
Primary Funding Source: The Highway Trust Fund; 26 U.S.C. § 9503
Budget Category: Maintain – Maintaining What We Have

Background

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

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

Funding

The main sources of revenue to the Highway Safety Improvement Program are:

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

Highway Safety Improvement Program (HSIP) Budget Allocations (in $millions)

Allocations	Actual FY 2011-12	Actual FY 2012-13	Budget FY 2013-14	Proposed FY 2014-15
Highway Safety Improvement Program Allocation	15.5	23.3	21.8	22.1
Indirect Cost Allocation	3.7	4.5	5.1	5.1
Construction Engineering Allocation	1.9	2.3	2.6	2.6
TOTAL	**21.1**	**30.1**	**29.5**	**29.8**

Source: CDOT Office of Financial Management & Budget

Related Performance Measures / Workload Indicators

Highway Safety Improvement Performance Measures

Description	CY 2011 Actual	CY 2012 Actual	CY 2013 Actual	CY 2014 Target	CY 2015 Target
Number of Fatalities per 100 Million Vehicle Miles Traveled	0.96	1.01	86	n/a	n/a
Number of Motorcyclist Fatalities	82	79	106	104	101

Source: CDOT Division of Transportation Development

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CDOT- Program Fact Sheet

Railway-Highway Crossings Program

Web Page: http://www.fhwa.dot.gov/map21/rhc.cfm
Statutory Authorization: 23 U.S.C. Section 130
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2013)
Primary Funding Source: The Highway Trust Fund, 26 U.S.C. § 9503
Budget Category: Maintain - Maintaining What We Have

Background

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

Funding

The main sources of revenue to the Railway-Highway Crossings Program are:

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

Railway-Highway Crossings Program Budget Allocations (in $millions)

Allocations	Actual FY 2011-12	Actual FY 2012-13	Budget FY 2013-14	Proposed FY 2014-15
Railway-Highway Crossings Allocation	2.1	2.5	2.3	2.4
Indirect Cost Allocation	0.5	0.5	0.5	0.5
Construction Engineering Allocation	0.3	0.2	0.3	0.3
TOTAL	**2.9**	**3.2**	**3.1**	**3.2**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

Hot Spots

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2013)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2013)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2013)
Budget Category: Maintain - Maintaining What We Have

Background

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

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

Funding

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

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

Hot Spots Program Budget Allocations (in $millions)

Allocations	Actual FY 2011-12	Actual FY 2012-13	Budget FY 2013-14	Proposed FY 2014-15
Hot Spots Allocation	1.6	1.7	1.6	1.6
Indirect Cost Allocation	0.4	0.3	0.4	0.4
Construction Engineering Allocation	0.2	0.2	0.2	0.2
TOTAL	**2.2**	**2.2**	**2.2**	**2.2**

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

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CDOT- Program Fact Sheet

Traffic Signals

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2013)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2013)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2013)
Budget Category: Maintain – Maintaining What We Have

Background

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

Funding

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

Traffic Signals Program Budget Allocations (in $millions)

Allocations	Actual FY 2011-12	Actual FY 2012-13	Budget FY 2013-14	Proposed FY 2014-15
Traffic Signals Allocation	1.1	1.1	1.1	1.1
Indirect Cost Allocation	0.3	0.2	0.3	0.3
Construction Engineering Allocation	0.1	0.1	0.1	0.1
TOTAL	**1.5**	**1.4**	**1.5**	**1.5**

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

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CDOT- Program Fact Sheet

FASTER Safety

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2013)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2013)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2013)
Budget Category: Maintain – Maintaining What We Have

Background

In 2009 the General Assembly created new funding sources to aid the Department and local governments in funding road safety projects. Per Section 43-4-803 (21), C.R.S. (2013), a "Road Safety Project" means a construction, reconstruction, or maintenance project that:

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

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

Funding

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

FASTER Safety Program Budget Allocations (in $millions)

Allocations	Actual FY 2011-12	Actual FY 2012-13	Budget FY 2013-14	Proposed FY 2014-15
FASTER Safety Allocation	63.4	68.1	64.1	35.6
Indirect Cost Allocation	15.0	13.0	15.1	8.2
Construction Engineering Allocation	7.7	6.7	7.7	4.2
TOTAL	**86.1**	**87.8**	**86.9**	**48.0**

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

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CDOT- Program Fact Sheet

Capital Expenditures

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2013)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2013)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2013)
Budget Category: Maintain – Maintaining What We Have

Background

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

- Road equipment.
- Capitalized Operating Equipment.
- Property.

Funding

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

- The State Highway Fund.
- Federal reimbursement for qualifying expenditures.

Capital Expenditure Programs Budget Allocations (in $millions)

Allocations	Actual FY 2011-12	Actual FY 2012-13	Budget FY 2013-14	Proposed FY 2014-15
Road Equipment Program	14.2	14.2	14.2	14.0
Capitalized Operating Equipment Program	5.5	5.5	5.5	3.8
Property Allocation Program	6.9	6.9	6.9	7.2
TOTAL	**26.6**	**26.6**	**26.6**	**25.0**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

Transportation Systems Maintenance & Operations: Performance Programs & Services

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2013)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2013)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2013)
Budget Category: Maximize – Making the Most of What We Have

Background

The Transportation Safety Management & Operations Division Performance Management Programs and Services is an integrated approach to optimize the performance of a surface transportation system through programs and services aimed at improving mobility and safety through sustainable high benefit, low cost solutions. Programs and services associated with real-time traffic management are:

- Traffic Incident Command
- Traffic Management Centers
- System Performance Programs and Services
- Traffic Signal Operations

Funding

The main sources of funding for the program are:

- The State Highway Fund.
- Federal reimbursement for qualifying expenditures.

TSM&O: Performance Programs and Services (in $millions)				
	Actual	Actual	Budget	Proposed
Allocations	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15
TSM&O: Performance Programs and Services	0.0	0.0	0.0	7.2
TOTAL	**0.0**	**0.0**	**0.0**	**7.2**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

Highway Safety Education

Web Page: http://www.coloradodot.info/programs/overview.html/2/2/alcohol-impaired-driving.html
Web Page: http://www.coloradodot.info/programs/live-to-ride
Statutory Authorization: CDOT Office of Transportation Safety: Section 24-42-101, C.R.S. (2013)
Primary Funding Sources: Law Enforcement Assistance Fund: Section 43-4-401, C.R.S. (2013)
First Time Drunk Driving Offenders Account:Section 42-2-132, C.R.S. (2013)
Motorcycle Operator Safety Training Fund: Section 43-5-504, C.R.S. (2013)
National Highway Transportation Safety Administration: 49 U.S.C. § 105
Budget Category: Maximize – Making the Most of What We Have

Background

The Highway Safety Office (HSO) oversees several state and federally funded programs to reduce the incidence and severity of motor vehicle crashes and associated economic losses.

Enhanced Drunk Driving Enforcement

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

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

Since its inception, law enforcement agencies in Colorado have made 95,000 impaired driving arrests while participating in The Heat is On enforcement periods.

Motorcycle Operator Safety Training (MOST)

To promote the safe operation of motorcycles in Colorado, the MOST program provides a $70 per student tuition benefit to the training provider. The training provider passes the tuition benefit back to the student in the form of reduced training costs. In state fiscal year 2013 12,554 people were trained by MOST.

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

Federal Section 402 funds are used to support State highway safety programs designed to reduce traffic crashes and resulting deaths, injuries and property damage. Fifty States, the District of Columbia (DC), Puerto Rico, four territories and the Bureau of Indian Affairs (on behalf of the Indian tribes) are eligible for this grant. To receive Section 402 grant funds, the State must have an approved Highway Safety Plan (HSP). Beginning fiscal year 2014 and each fiscal year thereafter, a State must submit, not later than July 1 of the preceding fiscal year, a HSP that meets statutory and regulatory requirements.

Occupant Protection Incentive Grants (23 CFR. § 1200.23)

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

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Highway Safety Education (continued)

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

The purpose of Federal Section 405 (C), is to support State efforts to improve the data systems needed to help identify priorities for Federal, State and local highway and traffic safety programs, to link intra-State data systems, and to improve the compatibility and interoperability of these data systems with national data systems and the data systems of other States for highway safety purposes, such as enhancing the ability to analyze national trends in crash occurrences, rates, outcomes and circumstances.

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

Federal Section 405 (D) Mid-Range fatality States are required to submit a statewide impaired driving plan that addresses the problem of impaired driving. The purpose of a statewide impaired driving plan is to provide a comprehensive strategy for preventing and reducing impaired driving behavior.

Motorcyclist Safety Grants (23 CFR § 1200.25)

Federal Section 405 (F) encourages States to adopt and implement effective programs to reduce the number of single and multi-vehicle crashes involving motorcyclists. A State may use these grants funds only for motorist awareness of motorcyclist programs.

Funding

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

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

Highway Safety Education Program Budget Allocations (in $millions)

Allocations	*Actual FY 2011-12*	*Actual FY 2012-13*	*Budget FY 2013-14*	*Proposed FY 2014-15*
Nat Hwy Traffic Safety Admin (NHTSA)	5.5	6.5	1.4	5.1
Motorcycle Operator Safety Training (MOST)	0.6	0.7	0.6	0.6
Law Enforcement Assistance Fund (LEAF)	0.5	0.5	0.2	0.5
First Time Drunk Driver Fund	0.7	1.2	1.1	1.1
Indirect Cost Allocation	1.7	1.7	0.8	1.7
Construction Engineering Allocation	0.9	0.9	0.4	0.9
TOTAL	**9.9**	**11.5**	**4.5**	**9.9**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

Highway Safety Education (continued)

Related Performance Measures/ Workload Indicators

Highway Safety Education Performance Measures					
Description	**CY 2010 Actual**	**CY 2011 Actual**	**CY 2012 Actual**	**CY 2013 Actual**	**CY 2014 Target**
Motorcycle Fatal & Injury Crashes	1,294	1,373	1,546	1332	1,374

Source: CDOT Division of Transportation Development

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CDOT- Program Fact Sheet

Transportation Systems Maintenance & Operations: Intelligent Transportation Systems

Web Page:	http://www.cotrip.org/its/
Statutory Authorization:	Section 43-1-106 (8) (h), C.R.S. (2013)
Governance:	Colorado Transportation Commission, Section 43-1-106, C.R.S. (2013)
Primary Funding Source:	State Highway Fund, Section 43-10-109, C.R.S. (2013)
Budget Category:	Maximize – Making the Most of What We Have

Background

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

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

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

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

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

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

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TSM&O Intelligent Transportation Systems (continued)

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

Funding

The main sources of funding for Intelligent Transportation Systems are:

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

Intelligent Transportation Systems (ITS) Maintenance Program Budget Allocations (in $millions)

Allocations	Actual FY 2011-12	Actual FY 2012-13	Budget FY 2013-14	Proposed FY 2014-15
ITS Maintenance Allocation	7.1	7.3	8.3	11.0
Indirect Cost Allocation	1.7	1.4	1.9	2.5
Construction Engineering Allocation	0.9	0.7	1.0	1.3
TOTAL	**9.7**	**9.4**	**11.2**	**14.8**

Source: CDOT Office of Financial Management & Budget

Intelligent Transportation Systems (ITS) Investments Program Budget Allocations (in $millions)

Allocations	Actual FY 2011-12	Actual FY 2012-13	Budget FY 2013-14	Proposed FY 2014-15
ITS Investments Program	5.0	5.0	10.0	10.0
TOTAL	**5.0**	**5.0**	**10.0**	**10.0**

Source: CDOT Office of Financial Management & Budget

Related Performance Measures/ Workload Indicators

ITS Performance Measures

Description	CY 2011 Actual	CY 2012 Actual	CY 2013 Actual	CY 2014 Forecast	CY 2015 Forecast
Number of hits to COTrip.org website	1.84 billion	1.75 billion	2.65 billion	n/a	n/a
Percent of Congested Corridors Where ITS Is Implemented	78%	71%	60%	n/a	n/a

Source: CDOT Division of Transportation Development

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CDOT- Program Fact Sheet

Transportation Systems Maintenance & Operations: Congestion Relief

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2013)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2013)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2013)
Budget Category: Maximize – Making the Most of What We Have

Background

Beginning as a pilot project in 1993, Colorado Department of Transportation continues to support the Mile High Courtesy Patrol in the Denver metropolitan area. The primary purpose of the patrol is immediate incident management like removal of minor accidents and stalled vehicles to facilitate smoother and faster rush hours. Patrol vehicles are equipped to handle minor problems including flats and stalls, and they carry spare fuel for stranded drivers. The Mile High Courtesy Patrol dispatches via two-way radio by ATMs operators, which are composed of 16 recovery vehicles patrolling key areas of I-25, I-70, I-225, and 6th Avenue during morning and afternoon rush hours. The Department contracts with private towing services to patrol the following highway segments:

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

Funding

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

Congestion Relief Budget Allocations (in $millions)

Allocations	Actual FY 2011-12	Actual FY 2012-13	Budget FY 2013-14	Proposed FY 2014-15
Courtesy Patrol Allocation	2.9	3.1	3.0	3.0
Indirect Cost Allocation	0.7	0.6	0.7	0.7
Construction Engineering Allocation	0.4	0.3	0.4	0.3
TOTAL	**4.0**	**4.0**	**4.1**	**4.0**

Source: CDOT Office of Financial Management & Budget

Related Performance Measures / Workload Indicators

Average Travel Delay in Congested Corridors

Description	CY 2011 Actual	CY 2012 Actual	CY 2013 Estimate	CY 2014 Forecast	CY 2015 Forecast
Average minutes of delay per traveler in congested corridors, per day	13.8	17.2	NA	NA	NA

Source: CDOT Division of Transportation Development

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CDOT- Program Fact Sheet

Regional Priority Program (RPP)

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2013)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2013)
Primary Funding Sources: State Highway Fund, Section 43-10-109, C.R.S. (2013);
The Highway Trust Fund 26 U.S.C. § 9503
Budget Category: Maximize – Making the Most of What We Have

Background

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

Funding

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

Regional Priority Program Budget Allocations (in $millions)

Allocations	Actual FY 2011-12	Actual FY 2012-13	Budget FY 2013-14	Proposed FY 2014-15
Regional Priority Program Allocation	7.4	7.8	7.4	37.1
Indirect Cost Allocation	1.7	1.5	1.7	8.5
Construction Engineering Allocation	0.9	0.8	0.9	4.4
TOTAL	**10.0**	**10.1**	**10.0**	**50.0**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

Strategic Projects

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2013)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2013)
Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2013)
The Highway Trust Fund 26 U.S.C. § 9503
Budget Category: Expand – Increasing Capacity

Background

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

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

Funding

The primary source of revenue for strategic projects was Senate Bill 97-001 until it was repealed and superseded by Senate Bill 09-228. General Fund transfers authorized by this bill are not expected to begin until FY 2015-2016 (see the Revenue Fact Sheet on page 16). Although other funds are budgeted into these projects occasionally, the primary focus of the program is to make debt service payments on the Transportation Revenue Anticipation Notes (TRANs).

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

Strategic Projects Budget Allocations (in $millions)

Allocations	Actual FY 2011-12	Actual FY 2012-13	Budget FY 2013-14	Proposed FY 2014-15
Strategic Projects Allocation	0.0	0.0	0.0	0.0
Indirect Cost Allocation	0.0	0.0	0.0	0.0
Construction Engineering Allocation	0.0	0.0	0.0	0.0
TOTAL	**0.0**	**0.0**	**0.0**	**0.0**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

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

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2013)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2013)
Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2013)
The Highway Trust Fund 26 U.S.C. § 9503
Budget Category: Deliver – Program Delivery/Administration

Background

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

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

Funding

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

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

Operations, Planning and Research Budget Allocations (in $millions)

Allocations	Actual FY 2011-12	Actual FY 2012-13	Budget FY 2013-14	Proposed FY 2014-15
Operations Allocation	19.1	24.2	24.2	16.2
Maintenance HQ Support	5.5	5.6	5.6	6.8
State Planning and Research (SPR) Allocation	12.7	12.7	12.9	13.0
TOTAL	**37.3**	**42.5**	**42.7**	**36.0**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

Administration

Statutory Authorization: Section 43-1-113 (2) (c) (III), C.R.S. (2013)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2013)
Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2013)
Budget Category: Deliver – Program Delivery/Administration

Background

The Department's Administration is composed of the staff of several CDOT offices meeting criteria set forth in Section 43-1-113 (2) (c) (III), C.R.S. (2013). Unlike the majority of CDOT's budget, funding for Administration is appropriated annually and may not exceed 5.0 percent of the Department's budget. This appropriation of funds is not an increase in funding to CDOT, but rather a ceiling set by the legislature on how much of the funding CDOT receives that can be spent on administering the department. The CDOT Administration includes the following offices, in whole or in part:

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

Funding

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

Recent Legislation

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

Appropriated Program Budget Allocation (in $millions)

Allocations	*Actual FY 2011-12*	*Actual FY 2012-13*	*Budget FY 2013-14*	*Proposed FY 2014-15*
Administration (Appropriated) Allocation	23.6	22.8	22.8	30.0
TOTAL	**23.6**	**22.8**	**22.8**	**30.0**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

Aeronautics

Web Page:	http://www.coloradodot.info/programs/aeronautics
Statutory Authorization:	Section 43-10-103, C.R.S. (2013)
Governance:	Colorado Aeronautical Board, Section 43-10-104, C.R.S. (2013)
Primary Funding Source:	State Aviation Fund, Section 43-10-109, C.R.S. (2013)
Budget Category:	Pass-Through Funds /Multimodal Grants

Background

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

- Set priorities for improving the State's air transportation system.
- Provide financial assistance to maintain and enhance Colorado's 76 public use airports.
- Deliver technical assistance to airport operators and aviation users who are unable to meet their needs with local resources.
- Enhance aviation safety through education.
- Promote economic development through the development, operation and maintenance of the state aviation system.

Recent Legislation

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

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

Related Goals

Pavement Condition Indexing (PCI): The Division conducts an inspection and analysis of airport pavements that is required by the Federal Aviation Administration (FAA) for airports to be eligible for federal funds. PCI results are an important planning tool for each airport's pavement maintenance and capital improvement programs. This information is used by the Division and the FAA to determine priority distribution of state and federal pavement maintenance funds. The Division's goal is to maintain Colorado's primary airport pavements at an average PCI score at or above 75/100.

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Aeronautics (continued)

For more information about pavement condition indexing, please refer to page 8 of the Division's Annual Report: http://www.coloradodot.info/programs/aeronautics/PDF_Files/AnnualReports.

Funding

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

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

Article X, Section 18 of the Colorado Constitution requires the proceeds of taxes on aviation fuel to be used exclusively for aviation purposes. Section 43-10-109 (3), C.R.S. (2013) continuously appropriates the State Aviation Fund to the Division and restricts administrative expenses to a maximum of 5.0 percent of prior year revenues. Actual administrative expenses in FY 2010-11 were 1.9 percent of FY 2009-10 revenues.

Division of Aeronautics Program Budget Allocation (in $millions)

Allocations	Actual FY 2011-12	Actual FY 2012-13	Budget FY 2013-14	Proposed FY 2014-15
Division of Aeronautics Allocation	41.2	45.2	43.1	43.1
TOTAL	**41.2**	**45.2**	**43.1**	**43.1**

Source: CDOT Office of Financial Management & Budget

Related Performance Measures/ Workload Indicators

Average Primary Airport Pavement PCI Rating

Description	CY 2011 Actual	CY 2012 Actual	CY 2013 Actual	CY 2014 Target	CY 2015 Target
Average Primary Airport Pavement PCI Rating	82	79	78	75	75

Source: CDOT Division of Transportation Development

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CDOT- Program Fact Sheet

Transportation Alternatives

Web Page: http://www.fhwa.dot.gov/map21/tap.cfm
Statutory Authorization: 23 USC Section 213
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2013)
Primary Funding Source: The Highway Trust Fund, 26 U.S.C. Section 9503
Budget Category: Pass-Through Funds/Multimodal Grants

Background

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

- Construction, planning and design of facilities for pedestrians and bicyclists
- Construction of turnouts, overlooks and viewing areas and preservation of historic transportation facilities
- Some environmental mitigation activities including vegetation management, and archeological and storm water mitigation related to highway projects
- The recreational trails program
- The safe routes to school program under section 1404 of SAFETEA-LU

Funding

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

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

Transportation Alternatives Program Budget Allocations (in $millions)

Allocations	Actual FY 2011-12	Actual FY 2012-13	Budget FY 2013-14	Proposed FY 2014-15
Recreational Trails Allocation	1.4	1.6	1.6	1.6
Transportation Alternatives Program Allocation	14.7	11.9	11.7	11.9
TOTAL	**16.1**	**13.5**	**13.3**	**13.5**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

STP-Metro

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

Background

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

Funding

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

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

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

Surface Transportation Program (STP) -Metro Budget Allocation (in $millions)

Allocations	Actual FY 2011-12	Actual FY 2012-13	Budget FY 2013-14	Proposed FY 2014-15
STP-Metro Program Allocation	51.1	48.3	47.6	48.1
TOTAL	**51.1**	**48.3**	**47.6**	**48.1**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

Congestion Mitigation & Air Quality (CMAQ)

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

Background

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

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

Funding

The main sources of revenue to the CMAQ program are:

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

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

Congestion Mitigation & Air Quality (CMAQ) Improvement Program Budget Allocation (in $millions)

Allocations	Actual FY 2011-12	Actual FY 2012-13	Budget FY 2013-14	Proposed FY 2014-15
CMAQ - Program Allocation	47.7	46.8	45.1	45.5
TOTAL	**47.7**	**46.8**	**45.1**	**45.5**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

Metropolitan Planning

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

Background

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

Funding

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

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

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

Metropolitan Planning Program Budget Allocation (in $millions)

Allocations	Actual FY 2011-12	Actual FY 2012-13	Budget FY 2013-14	Proposed FY 2014-15
Metropolitan Planning Program Allocation	7.2	7.9	7.7	7.7
TOTAL	**7.2**	**7.9**	**7.7**	**7.7**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

Bridge Off-System

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

Background

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

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

Funding

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

Bridge Off System Budget Allocation (in $millions)

Allocations	Actual FY 2011-12	Actual FY 2012-13	Budget FY 2013-14	Proposed FY 2014-15
Bridge Off System Allocation	11.7	9.6	9.4	9.4
TOTAL	**11.7**	**9.6**	**9.4**	**9.4**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

Transit

Web Page: http://www.coloradodot.info/programs/transitandrail
Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2013)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2013)
Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2013);
The Highway Trust Fund Mass Transit Account, 26 U.S.C. § 9503 (e)
Budget Category: Pass-Through Funds/Multimodal Grants

Background

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

The objectives of the Division include:

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

Funding

The main sources of revenue to the Division are:

- $15.0 million is generated annually by Senate Bill 09-108.
- Federal grants and apportionments.
- Local matching funds.

Transit Budget Allocation (in $millions)

Allocations	Actual FY 2011-12	Actual FY 2012-13	Budget FY 2013-14	Proposed FY 2014-15
Federal Transit	18.0	22.1	23.1	23.1
Strategic Projects -Transit	0.0	0.0	0.0	0.0
State Transit (FASTER)	15.0	15.0	15.0	15.0
TOTAL	**33.0**	**37.1**	**38.1**	**38.1**

Source: CDOT Office of Financial Management & Budget

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Transit (continued)

Related Performance Measures/ Workload Indicators

Statewide Total Unlinked Transit Passenger Trips (millions)					
Description	**FY 2011 Actual**	**FY 2012 Actual**	**FY 2013 Estimate**	**FY 2014 Forecast**	**FY 2015 Forecast**
Unlinked Transit Passenger Trips	116.6	119.7	NA	NA	NA

Source: CDOT Division of Transportation Development

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CDOT- Program Fact Sheet

State Infrastructure Bank

Web Page: http://www.coloradodot.info/business/budget/colorado-state-infrastructure-bank-co-sib.html
Statutory Authorization: Section 43-1-113.5 C.R.S. (2013)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2013)
Primary Funding Source: Transportation Infrastructure Revolving Fund, Section 43-1-113.5, C.R.S. (2013)
Budget Category: Pass-Through Funds/Multimodal Grants

Background

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

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

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

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

The fund has separate accounts for:

- Aeronautics.
- Highways.
- Transit.
- Rail.

Funding

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

State Infrastructure Bank (SIB) Allocation (in $millions)

Allocations	Actual FY 2011-12	Actual FY 2012-13	Budget FY 2013-14	Proposed FY 2014-15
SIB Allocation	0.6	0.3	0.5	0.7
TOTAL	**0.6**	**0.3**	**0.5**	**0.7**

Source: CDOT Office of Financial Management & Budget

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CDOT- Program Fact Sheet

State Highway Fund Contingencies

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2013)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2013)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2013)
Budget Category: Transportation Commission Contingency / Debt Service

Background

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

Some examples of when contingency reserves are necessary include:

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

To the extent that revenues at year-end exceed budgetary expectation, or if actual expenditures on annual budget items are lower than approved allocations, the balances revert to contingency until the Transportation Commission determines their most effective use.

Funding

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

- The State Highway Fund.

Transportation Commission (TC) Contingency Program Allocation (in $millions)				
Allocations	**Actual FY 2011-12**	**Actual FY 2012-13**	**Budget FY 2013-14**	**Proposed FY 2014-15**
TC Contingency Allocation	20.0	37.2	34.3	30.8
TOTAL	**20.0**	**37.2**	**34.3**	**30.8**

Source: CDOT Office of Financial Management & budget

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CDOT- Program Fact Sheet

Debt Service & Certificates of Participation

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2013)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2013)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2013);
Highway Trust Fund, Highway Account, 23 U.S.C. § 9503 (a)
Budget Category: Transportation Commission Contingency/Debt Service

Background

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

Funding

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

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

Debt Service & Certificates of Participation Program Allocations (in $millions)

Allocations	Actual FY 2011-12	Actual FY 2012-13	Budget FY 2013-14	Proposed FY 2014-15
CDOT Debt Service Program Allocation	168.0	167.8	167.8	167.8
Certificates of Participation-Property	1.1	2.3	2.3	2.4
Certificates of Participation-Energy	0.0	1.1	1.1	1.1
TOTAL	**169.1**	**171.2**	**171.2**	**171.3**

Source: CDOT Office of Financial Management & Budget

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State Bridge Enterprise

The Colorado Bridge Enterprise (BE) Board

The Colorado Bridge Enterprise was created pursuant to Senate Bill 09-108. Pursuant to Section 43-4-805 (2) (a) (I), C.R.S. (2013), the Transportation Commission serves as the Colorado Bridge Enterprise Board. The members are:

District One: Ms. Shannon Gifford; Commissioner.Gifford@.state.co.us;
(Denver County; appointed July, 2013, term expiring July 2017).

District Two: Mr. Ed Peterson; Commissioner.Peterson@.state.co.us;
(Jefferson County and a portion of Broomfield County, appointed October 2011, term expiring July 2015).

District Three: Mr. Gary Reiff; Commissioner.Reiff@.state.co.us;
(Arapahoe and Douglas counties, appointed August 2009, term expiring July 2017).

District Four: Ms. Heather Barry; Commissioner.Barry@.state.co.us;
(Adams and Boulder counties and a portion of Broomfield County; appointed July 2007, term expiring July 2015) .

District Five: Ms. Kathy Gilliland; Commissioner.Gilliland@.state.co.us;
(Larimer, Morgan, and Weld counties and a portion of Broomfield County; appointed July 2011, term expiring July 2015).

District Six: Ms. Kathy Connell; Commissioner.Connell@.state.co.us;
(Clear Creek, Gilpin, Grand, Jackson, Moffat, Rio Blanco, and Routt counties; appointed July 2011, term expiring July 2015).

District Seven: Mr. Doug Aden; Commisioner.Aden@.state.co.us;
(Chaffee, Delta, Eagle, Garfield, Gunnison, Lake, Mesa, Montrose, Ouray, Pitkin, and Summit counties; appointed July 1997, term expiring July 2015).

District Eight: Ms. Sidny Zink; Commissioner.Zink@.state.co.us;
(Alamosa, Archuleta, Conejos, Costilla, Dolores, Hinsdale, La Plata, Mineral, Montezuma, Rio Grande, Saguache, San Juan, and San Miguel counties; appointed July, 2013 term expiring July 2017).

District Nine: Mr. Les Gruen; Commissioner.Gruen@.state.co.us;
(El Paso, Fremont, Park, and Teller counties; appointed November 2007, term expiring July 2015).

District Ten: Mr. Bill Thiebaut; Commissioner.Thiebaut@.state.co.us;
(Baca, Bent, Crowley, Custer, Huerfano, Kiowa, Las Animas, Otero, Prowers, and Pueblo counties; appointed August 2013, term expiring July 2017).

District Eleven: Mr. Steven Hofmeister Commissioner.Hofmeister@.state.co.us
(Cheyenne, Elbert, Kit Carson, Lincoln, Logan, Phillips, Sedgwick, Washington, and Yuma counties; appointed May, 2012, term expiring July, 2015)

Mr. Doug Aden is the chairman of the Transportation Commission and Mr. Edward J Peterson is the vice chairman. Mr. Don Hunt, Executive Director of the Department, is also the Director of the Enterprise.

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Bridge Enterprise Revenue Summary

Summary of BE Revenue Estimate	
Funding Category	**FY 2014-15**
State Bridge Safety Surcharge	91,100,000
Miscellaneous Enterprise Revenue	2,400,000
Build America Bonds Credit	6,381,900
Transfer from CDOT	15,000,000
Bridge Enterprise - Total Revenue	**114,881,900**

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State Bridge Enterprise (BE) Revenue

Web Page http://www.coloradodot.info/programs/BridgeEnterprise
Statutory Authorization: Section 43-4-802, et seq., C.R.S. (2013)
Funding Type(s): Registration Surcharges

Background

In 2009 the General Assembly enacted Senate Bill 09-108, the Funding Advancement for Surface Transportation and Economic Recovery (FASTER) legislation. This bill which created a new High Performance Transportation Enterprise and subsequently the Statewide Bridge Enterprise, which was tasked with the repair, rehabilitation, and replacement of those bridges identified as "poor" per federal guidelines and either structurally deficient or functionally obsolete. The board of the Bridge Enterprise consists of the members of the Transportation Commission.

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

Revenue History and Projection

State Bridge Enterprise Revenue (in $millions)

Funding Source	Actual FY 2011-12	Actual FY 2012-13	Estimate FY 2013-14	Estimate FY 2014-15
Bridge Safety Registration Surcharge	88.9	92.8	91.6	91.1
Other Enterprise Charges	1.8	0.6	0.0	0.0
Interest Income	5.2	3.9	2.5	2.4
Build America Bonds Credit	6.4	6.1	6.4	6.4
Transfer from CDOT	15.0	15.0	15.0	15.0
TOTAL	**117.3**	**118.4**	**115.5**	**114.9**

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Bridge Enterprise Program Allocation Summary

Summary of BE Program Allocations	
State Bridge Enterprise Fiscal Year 2014 - 2015 Allocations	
Maintain - Maintaining What We Have	
CDOT Performed Work	
Bridge Enterprise -- Maintenance	250,000
Scoping Pools	750,000
Total CDOT Performed Work	**1,000,000**
Contracted Out Work	
Bridge Enterprise Projects	78,735,996
BE Transfer from CDOT for Projects	15,000,000
Total Contracted Out Work	**93,735,996**
Total Maintain - Maintaining What We Have	**94,735,996**
Deliver - Program Delivery/Administration	
Bridge Enterprise - Administration	1,911,904
Total Deliver - Program Delivery/Administration	**1,911,904**
Bridge Enterprise Contingency / Debt Service	
Contingency	
Bridge Enterprise - Contingency	-
Total Contingency	**-**
Debt Service	
Bridge Enterprise - Debt Service	18,234,000
Total Debt Service	**18,234,000**
Total Transportation Commission Contingency / Debt Service	**18,234,000**
Total BE Program Allocations	**114,881,900**

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State Bridge Enterprise

Web Page: http://www.coloradodot.info/programs/BridgeEnterprise
Statutory Authorization: Section 43-4-805, C.R.S. (2013)
Governance: Statewide Bridge Enterprise Board, Section 43-4-805, C.R.S. (2013)
Primary Funding Source: Statewide Bridge Enterprise Special Revenue Fund, Section 43-4-805(g), C.R.S. (2013)
Budget Category: Maintain – Maintaining What We Have

Background

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

Since the inception of the Bridge Enterprise in July 2009, 178 FASTER eligible bridges have been identified as structurally deficient or functionally obsolete with a rating below 50, allowing them to be programmed for replacement or reconstruction by the Bridge Enterprise. As of September, 2013, 90 of these bridges have been replaced or repaired, 18 are in construction, 31 are in design or the design is complete, and 39 bridges are yet to be programmed. In December of 2010 the Enterprise issued $300 million in bonds to accelerate the replacement and/or reconstruction of poor bridges; 91 of the FASTER eligible bridges are currently partially or fully funded with bond proceeds.

Funding

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

Bridge Enterprise (BE) Operating Budget Allocations (in $millions)

Allocations	Actual FY 2011-12	Actual FY 2012-13	Budget FY 2013-14	Proposed FY 2014-15
BE - Maintenance Allocation	0.0	0.7	0.7	1.0
BE - Administration Allocation	0.0	1.7	1.7	1.9
BE - Contingency Allocation	9.2	0.0	0.0	0.0
BE - Debt Service Allocation	18.2	18.2	18.2	18.2
TOTAL	**27.4**	**20.6**	**20.6**	**21.1**

Source: CDOT Office of Financial Management & Budget

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State Bridge Enterprise (continued)

Bridge Enterprise (BE) Construction Program Allocations (in $millions)				
Allocations	**Actual FY 2011-12**	**Actual FY 2012-13**	**Budget FY 2013-14**	**Proposed FY 2014-15**
BE - Projects Allocation	66.2	75.8	70.0	69.6
Indirect Cost Allocation	15.6	14.5	16.4	16.0
Construction Engineering Allocation	8.0	7.4	8.4	8.2
TOTAL	**89.8**	**97.7**	**94.8**	**93.8**

Source: CDOT Office of Financial Management & Budget

Related Performance Measures / Workload Indicators

Bridge Enterprise Schedule Performance Index (SPI)*					
Description	**CY 2011 Actual**	**CY 2012 Actual**	**CY 2013 Actual**	**CY 2014 Forecast**	**CY 2015 Forecast**
Schedule Performance	0.88	0.9	0.93	n/a	n/a

Source: CDOT Division of Transportation Development

*An SPI of 1.0 means the program/project is on schedule. An SPI of greater than 1.0 means the program/project is ahead of schedule. Less than 1.0 means the program/project is behind schedule.)

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High Performance Transportation Enterprise

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High Performance Transportation Enterprise (HPTE)

The High Performance Transportation Enterprise Board

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

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

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

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

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

- **Vacant*** *Denver Metropolitan Area Appointee*
  (Appointed August, 2012, term expiring October 2013)
- **Mr. Doug Aden** *Transportation Commissioner*
  (Appointed 2009, term expiring TC at will)
- **Ms. Kathy Gilliland** *Transportation Commissioner*
  (Appointed October, 2011, term expiring TC at will)
- **Mr. Gary Reiff** *Transportation Commissioner*
  (Appointed July, 2013, term expiring TC at will)
- **Vacant*** *Pikes Peak Area Appointee*
  (Appointed August, 2012, term expiring October, 2013)
- **Mr. Don Marostica** *North Front Range Area Appointee*
  (Appointed December, 2012, term expiring October, 2015)
- **Mr. Tim Gagen** *Interstate 70 Corridor Appointee*
  (Appointed August, 2012, term expiring October, 2015)

Mr. Tim Gagen is acting chairman of the board, Ms. Kathy Gilliland is acting vice chair and Mr. Michael Cheroutes is the Director of the Enterprise.

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*Vacant positions will be filled at the November, 2013 HPTE Board Meeting.

HPTE - Revenue Source Fact Sheet

HPTE Revenue Summary

Summary of HPTE Revenue Estimate	
Funding Category	**FY 2014-15**
Tolling Revenue	30,375,000
Other Tolling Revenue	200,000
Transfer from CDOT	1,000,000
High Performance Transportation Enterprise - Total Revenue	**31,575,000**

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HPTE - Revenue Source Fact Sheet

High Performance Transportation Enterprise (HPTE) Revenue

Web Page: http://www.coloradodot.info/programs/high-performance-transportation-enterprise-hpte
Statutory Authorization: Section 43-4-806, C.R.S. (2013)
Funding Type(s): User Fees

Background

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

- Improve the safety, capacity, and accessibility of the surface transportation system.
- Feasibly be commenced in a reasonable amount of time.
- Allow more efficient movement of people, goods, and information throughout the state.
- Accelerate the economic recovery of the state.

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

- Public-private partnerships.
- Operating concession agreements.
- User fee-based project financing.
- Availability payments.
- Design-build contracting.

Revenue History and Projection

The main sources of revenue to the Enterprise are:

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

High Performance Transportation Enterprise Revenue (in $millions)				
Funding Source	**Actual FY 2011-12**	**Actual FY 2012-13**	**Estimate FY 2013-14**	**Estimate FY 2014-15**
Tolling Revenue	3.4	64.7	32.5	30.4
Tolling Violations	0.0	0.0	0.0	0.0
Interest Income	0.1	0.2	0.0	0.2
Transfer from CDOT	1.0	1.0	1.0	1.0
TOTAL	**4.5**	**65.9**	**33.5**	**31.6**

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HPTE Program Allocation Summary

Summary of HPTE Program Allocations	
High Performance Transportation Enterprise Fiscal Year 2014 - 2015 Allocations	
Expand - Increasing Capacity	
CDOT Performed Work	
High Performance Transportation Enterprise--Maintenance	-
Total CDOT Performed Work	**-**
Contracted Out Work	
High Performance Transportation Enterprise--Projects	30,200,000
Total Contracted Out Work	**30,200,000**
Total Expand - Increasing Capacity	**30,200,000**
Deliver - Program Delivery/Administration	
High Performance Transportation Enterprise--Administration	1,375,000
Total Deliver - Program Delivery/Administration	**1,375,000**
Total HPTE Program Allocations	**31,575,000**

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HPTE - Program Fact Sheet

High Performance Transportation Enterprise Allocations

Web Page	http://www.coloradodot.info/about/high-performance-transportation-enterprise-hpte
Statutory Authorization:	Section 43-4-806, C.R.S. (2013)
Governance:	HPTE Board, Section 43-4-806 (2) (a), C.R.S. (2013)
Primary Funding Source:	Statewide Transportation Enterprise Special Revenue Fund, Section 43-4-806 (3) (a), C.R.S. (2013)
Budget Category:	Expand – Increasing Capacity & Deliver – Program Delivery/Administration.

Background

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

- Improve the safety, capacity, and accessibility of the surface transportation system.
- Feasibly be commenced in a reasonable amount of time.
- Allow more efficient movement of people, goods, and information throughout the state.
- Accelerate the economic recovery of the state.

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

- Public-private partnerships.
- Operating concession agreements.
- User fee-based project financing.
- Availability payments.
- Design-build contracting.

Funding

The main sources of revenue to the Enterprise are:

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

High Performance Transportation Enterprise (HPTE) Operating Budget Allocations (in $millions)

Allocations	Actual FY 2011-12	Actual FY 2012-13	Budget FY 2013-14	Proposed FY 2014-15
HPTE - Maintenance Allocation	2.5	0.4	2.5	0.0
HPTE - Administration Allocation	1.0	1.0	1.0	1.4
TOTAL	**3.5**	**1.4**	**3.5**	**1.4**

Source: CDOT Office of Financial Management & Budget

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High Performance Transportation Enterprise Allocations (Continued)

High Performance Transportation Enterprise (HPTE) Construction Program Allocations (in $millions)				
Allocations	**Actual FY 2011-12**	**Actual FY 2012-13**	**Budget FY 2013-14**	**Proposed FY 2014-15**
HPTE - Projects Allocation	0.8	50.1	22.1	22.4
Indirect Cost Allocation	0.2	9.6	5.2	5.2
Construction Engineering Allocation	0.1	4.9	2.7	2.6
TOTAL	**1.1**	**64.6**	**30.0**	**30.2**

Source: CDOT Office of Financial Management & Budget

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Appendices

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Appendix A

Senate Bill 09-108 (FASTER) Overview

Funding Advancement for Surface Transportation and Economic Recovery (FASTER)
Statutory Authorization: Section 43-4-801, et seq., C.R.S. (2013)
Funding Type(s): Registration Surcharges, Fees, Fines

Background

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

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

The impetus for the bill was the January 2008 final report of the Transportation Finance and Implementation Panel (see http://cospl.coalliance.org/fedora/repository/co:2039), which concluded that the Department did not have adequate resources to maintain the state transportation system at the level of service sufficient to meet the needs of the citizens.

Additional Funding Sources for Transportation

The bill authorized the following additional revenue sources for state and local transportation systems:

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

The Statewide Bridge Enterprise

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

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

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

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

Source: Senate Bill 09-108

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

Transit-Related Funding in Senate Bill 09-108

The General Assembly directed that $10.0 million per year of the Department of Transportation's share of highway safety surcharges and fees be expended on transit-related activities. Eligible projects include but are not limited to bicycle and pedestrian facilities. In addition, the General Assembly directed that $5.0 million per year from the municipal and county shares of the S.B. 09-108 highway safety funds be credited to the State Transit and Rail Fund for grants to local governments for transit projects.

The Transportation Deficit Report

The Department submits an annual deficit report that separately addresses the goals of repairing deficient highways and bridges, sustaining existing transportation system performance levels, and achieving the corridor visions described by regional transportation plans and public preferences. See http://www.coloradodot.info/library/AnnualReports/2013-transportation-deficit-report/view.

The High Performance Transportation Enterprise

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

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

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

Revenue History and Projection

Senate Bill 09-108 Overview (in $millions)

Funding Source	Actual FY 2011-12	Actual FY 2012-13	Estimate FY 2013-14	Estimate FY 2014-15
Road Safety Surcharges	115.1	117.1	113.9	115.1
Late Registration Fees	17.6	17.3	21.9	22.1
Daily Vehicle Rental Fees	26.1	27.1	24.4	24.6
Oversize/Overweight Vehicle Surcharges	1.3	1.3	1.4	1.4
Local Transit and Rail	5.0	5.0	5.0	5.0
Bridge Safety Registration Surcharge	88.9	92.8	91.6	91.1
TOTAL	**254.0**	**260.6**	**258.2**	**259.3**

Sources: Department of the Treasury, Colorado Financial Reporting System

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Appendix B

Project Indirect Costs & Construction Engineering

Statutory Authorization:	Section 43-1-106 (8) (h), C.R.S. (2013)
Governance:	Colorado Transportation Commission, Section 43-1-106, C.R.S. (2013)
Primary Funding Source:	State Highway Fund, Section 43-10-109, C.R.S. (2013)
Budget Category:	Maintain -Maintaining What We Have Maximize - Making the Most of What We Have Expand – Increasing Capacity

Background

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

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

- Construction oversight.
- Materials testing.
- Design services under construction.

Funding

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

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

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Project Indirect Costs & Construction Engineering (continued)

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

FY 2014-15 Budget Allocations Net of Indirect / Construction Engineering (CE)

Program Area	Net Budgeted Fund	Indirect Cost Allocation	CE Allocation	Total Allocation
Surface Treatment Program	111.0	25.5	13.0	149.5
Structures On-System Program	22.8	5.2	2.7	30.7
Rockfall Mitigation Program	3.8	0.9	0.4	5.1
Highway Safety Improvement Program	22.1	5.1	2.6	29.8
Railway-Highway Crossings Program	2.4	0.5	0.3	3.2
Hot Spots Program	1.6	0.4	0.2	2.2
Traffic Signals Program	1.1	0.3	0.1	1.5
FASTER - Safety Projects	35.6	8.2	4.2	48.0
Safety Education Program	7.3	1.7	0.9	9.9
ITS Maintenance Program	11.0	2.5	1.3	14.8
Congestion Relief Program	3.0	0.7	0.3	4.0
Regional Priority Program	37.1	8.5	4.4	50.0
Strategic Projects	0.0	0.0	0.0	0.0
Bridge Enterprise Projects	69.6	16.0	8.2	93.8
HPTE - Projects	22.4	5.2	2.6	30.2

Source: CDOT Office of Financial Management & Budget

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