

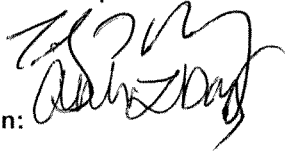

STATEWIDE CHANGE REQUESTS

STATEWIDE CHANGE  
REQUESTS



**Schedule 6  
FY 2005-06 Statewide Decision Item Request**

Department: Personnel & Administration  
 Priority Number: DI #1 (Statewide)  
 Division: Division of Central Services  
 Program: Fleet Management Program & Motor Pool Services  
 Request Title: FY 2005-06 Vehicle Replacements

Dept. Approval:   
 OSPB Approval:   
 Statutory Citation:

Date: November 1, 2004  
 Date: 10/21/04

		1	2	3	4	5	6	7	8	9	10
	Fund	Prior-Year Actual FY 2003-04	Appropriation FY 2004-05	Supplemental Request FY 2004-05	Total Revised Request FY 2004-05	Base Request FY 2005-06	Decision/Base Reduction FY 2005-06	November 1 Request FY 2005-06	Budget Amendment FY 2005-06	Total Revised Request FY 2005-06	Change from Base in Out Year FY 2006-07
Total of All Line Items	Total	14,006,038	16,769,017	0	16,769,017	16,769,017	1,814,263	18,583,280	0	18,583,280	4,609,171
	FTE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	GF	89,173	3,629	0	3,629	3,629	0	3,629	0	3,629	0
	CF	2,134,301	2,142,180	0	2,142,180	2,142,180	0	2,142,180	0	2,142,180	0
	CFE	11,782,564	14,623,208	0	14,623,208	14,623,208	1,814,263	16,437,471	0	16,437,471	4,609,171
	FF	0	0	0	0	0	0	0	0	0	0
1) Executive Office, Vehicle Lease Payments (DPA Share of Statewide Adjustment)	Total	117,148	145,096	0	145,096	145,096	40,230	185,326	0	185,326	120,690
	FTE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	GF	89,173	3,629	0	3,629	3,629	0	3,629	0	3,629	0
	CF	0	0	0	0	0	0	0	0	0	0
	CFE	27,975	141,467	0	141,467	141,467	40,230	181,697	0	181,697	120,690
	FF	0	0	0	0	0	0	0	0	0	0
4) Division of Central Services, (C) Fleet Management Program & Motor Pool Services, Vehicle Replacement Lease, Purchase or Lease/Purchase	Total	13,888,890	16,623,921	0	16,623,921	16,623,921	1,774,033	18,397,954	0	18,397,954	4,488,481
	FTE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	GF	0	0	0	0	0	0	0	0	0	0
	CF	2,134,301	2,142,180	0	2,142,180	2,142,180	0	2,142,180	0	2,142,180	0
	CFE	11,754,589	14,481,741	0	14,481,741	14,481,741	1,774,033	16,255,774	0	16,255,774	4,488,481
	FF	0	0	0	0	0	0	0	0	0	0

**Letter Notation:**

Cash Fund name/Number, Federal Fund Name: Fund 607

IT Request  Yes  No (If yes and request includes more than 500 programming hours, attach IT Project Plan)

Change Request Criteria:  Emergency  Technical Error  New Data  Unforeseen Contingency

Request for New or Replacement Vehicles:  Yes  No (If yes, a copy of the Schedule 6 should be forwarded to the OSPB analyst assigned to DPA)

Request Affects Another Department(s):  Yes  No (If yes, Name of other Department(s) Statewide Request Impacting Multiple State Departments )

## **Efficiency and Effectiveness Analysis FY 2005-06 Statewide Decision Item Request**

**Department:** Department of Personnel & Administration

**Long Bill Group/Division:** Division of Central Services, State Fleet Management (SFM)

**Request Title:** FY 2005-06 Vehicle Replacements

**Priority Number:** DI #1 (Statewide)

### **Summary of Request**

This is a statewide Common Policy Decision Item for FY 2005-06 to increase State agency appropriations by a total of \$1,847,753 (\$4,685,761 annualized) in order to replace a total of 820 fleet vehicles (including 199 Department of Public Safety vehicles) within the State Fleet Management (SFM) Program for FY 2005-06. In addition, SFM will require \$1,774,033 of offsetting Cash Funds Exempt spending authority in order to purchase these vehicles on behalf of its user agencies.

The vehicles requested for replacement were identified using SFM's replacement methodology developed over the last three years (described below). The mileage and cost criteria are the same as those approved for the replacements authorized in FY 2004-05 (see Attachment A for specific departmental vehicle replacements).

### **Problem or Opportunity Definition**

This request is submitted on an annual basis through the combined efforts of SFM, OSPB, and the various State agencies that participate in the State Fleet Management Program:

*Fleet replacements have been under funded for the past five fiscal years. The situation has been even worse for agencies that are primarily general funded, since no general funded vehicles were approved since FY 2001-02. This has put significant upward pressure on maintenance expense (33% increase since FY 1999-00) and has negatively impacted the reliability and safety of the fleet. Using sound economic rationale for replacement decisions, regardless of funding source, will enable SFM to minimize future increases in vehicle maintenance and ensure a reliable, cost effective fleet infrastructure, while minimizing the net impact to the General Fund.*

### **SFM Vehicle Replacement Methodology**

**Strategy:** Replace only the highest cost vehicles in each vehicle class with consideration to the given fiscal and budgetary constraints.



**Methodology Overview:** The current methodology uses the following basic criteria in a series of logical steps to arrive at the final proposed replacement list:

- Both very high total mileage and very low annual mileage are used as criteria for either selecting vehicles for replacement, or for retaining vehicles in the fleet.
- Anticipated cost of maintenance compared to like vehicles is calculated and ranked ordered from most costly to least costly.
- Vehicle placement and usage is considered, with extra consideration given to State Patrol due to performance and safety issues. Low usage “campus crawler” type vehicles are held longer than other vehicles.
- Manual adjustments are made based on agency input and vehicle-by-vehicle SFM analysis.
- A financial analysis is performed to insure that there is solid economic justification for the proposed level of replacements.
- Finally, budgetary constraints and impacts of known fleet initiatives are considered in developing the final proposal.

**Step by Step Methodology Description:**

**Step 1. Initial Screen:** The initial candidate list is generated from the Colorado Automotive Reporting System (CARS) using a minimum threshold for further replacement consideration. An extraction is done that lists all vehicles projected to meet the following requirements by the time it is proposed that the new vehicles would be delivered by June of 2006:

- Non Colorado State Patrol (CSP) vehicles must be projected to have greater than 100,000 miles,
- CSP vehicles must have greater than 80,000 miles for patrol vehicles and greater than 40,000 for motorcycles, and
- The loan obligation must be paid off by July 1, 2006 for all vehicles.

**Rationale:** This initial screen limits the replacement candidates based upon a logical minimum standard. Mileage is projected through June to include all vehicles that will meet the criteria within the fiscal year. This is only the entry point into the process, and vehicles must meet these criteria for further consideration as replacement candidates.

**Step 2. Manual Adjustments:** Decisions on vehicle replacement should not be made on the basis of the mileage criterion (and loan payoff) alone. The ideal process would involve a detailed mechanical evaluation of each replacement candidate by a qualified technician, and the decision would be based on the projected costs involved to maintain the vehicle over the next one to two years. This level of analysis is not practical for the State and is not feasible for all but the smallest fleets. However, SFM can use additional information and resources that are readily available to further refine the candidate list to make sure the right vehicles are ultimately replaced.

- **Agency retention requests**

**Rationale:** State Fleet Management confers with agencies concerning proposed replacements, taking into consideration factors such as internal rotations, cascading vehicle assignments for additional use, and other extensions to a vehicle's life. No one knows the individual vehicles better than agency Vehicle Coordinators and the users of the vehicles. SFM uses agency input to eliminate vehicles that, in an agency's opinion, are in good condition considering mileage and age. SFM also uses agency input to keep vehicles on the replacement list that are in exceptionally poor condition, create an unacceptable safety risk, or are not meeting the functional requirements of the agency.

- **Vehicles with major recent repairs (New engine, transmission, etc.)**

**Rationale:** The most recent 12 months of repairs are analyzed to identify any individual repairs that required significant expenditures (typically in excess of \$2,500 for an individual repair). If the State has recently made a significant investment, replacing a major component of a vehicle, we should expect that the cost to operate the vehicle over the short-term should be reduced, and we should not replace such vehicles until we have had the opportunity to benefit from that investment.

- **Vehicles in the low cost, low mile work functions**

**Rationale:** Vehicles in this category are typically maintenance and support vehicles used in campus type environments. They are typically low mileage (approximately 1,000 miles per year), are often very old, and may have a high cost per mile even though the total annual operating cost is very low. Ideally, these vehicles should be replaced with used, but safe and operable vehicles from vehicle turn-ins as part of the natural rotation of the fleet. Vehicles that are no longer suitable for high usage functions can often be used in these maintenance type roles without incurring significant repairs, and it is often not economically justifiable to purchase brand new vehicles into these very low use assignments. Therefore, only the very worst of these vehicles are included in the final submission for replacement.

- **Very high mileage vehicles (>130,000)**

**Rationale:** Vehicles with this mileage projection are at least 30 percent over the State's minimum mileage replacement criterion. At this point it is reasonable to expect vehicles to deteriorate rapidly, with costly major component breakdowns, and reliability and safety concerns to rapidly increase. Cost effective operation of such vehicles is highly unlikely after this mileage threshold is reached. In fact, in a less restrictive fiscal environment, SFM would typically recommend lower thresholds.

### **Step 3. Rank Highest Priority to Lowest Priority:**

**Rationale:** All of the vehicles based on the initial screening criteria meet the basic requirements for replacement. These vehicles are all high mileage, and are also primarily high cost and older vehicles. While all of these vehicles meet the basic criteria for an optimal replacement cycle, the challenge is to make sure that the worst of these vehicles are identified, so that the worst of the worst can be replaced given any level of funding.

By comparing these vehicles to the average vehicle of similar age and type, we are able to identify the vehicles that display the greatest operational cost variance from the average. Those that have much higher than average costs, will rank out higher than those with lower than average costs. This way we can identify the worst vehicles (from a cost standpoint) and make sure these are identified with the highest priority.

- **All State Patrol vehicles meeting the minimum criteria will be submitted.**

State Patrol vehicles are not included in this ranking. State Patrol vehicles have utilization requirements, performance, safety, and reliability issues that require replacement on a 3-year 80,000-mile cycle.

**Step 4. Further Considerations to Determine Final List:** The fleet does not operate in a static environment. Changes in the budgetary environment, evolving agency needs, historical funding patterns for the fleet, regulatory changes, and the impact of recent internal fleet initiatives can, and should be taken into consideration in developing the final request for any given year.

- **State funding capabilities**

**Rationale:** In any given year, it is often not practical or feasible to replace all the vehicles necessary to maintain an optimal fleet, from a total cost of fleet perspective. When funds are scarce, it is important that the very worst of the worst are replaced so that the funds that are spent on the fleet can provide the optimal financial benefit to the State. Every effort has been made this year to submit a reasonable proposal in light of the current pressures, restrictions, and fiscal constraints.

- **Impact of Fleet or Agency reduction initiatives**

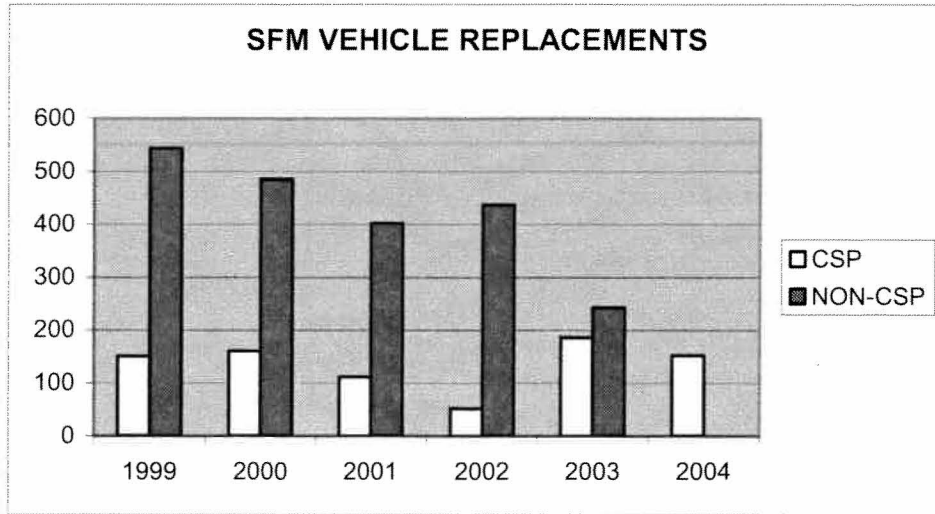
**Rationale:** Initiatives undertaken by SFM and individual agencies to reduce the total number of vehicles in the fleet can affect the replacement process in two ways. First, by reducing the overall size of the fleet, the percentage of optimal replacements necessary to maintain the fleet each year produces a smaller number of candidates. Second, and most importantly, a large number of vehicles leaving the fleet inevitably include the worst vehicles in the fleet. These are also the same vehicles that should be the highest priority for replacement, and since they no longer need to be replaced, the number of requested replacements in that year, might be reduced.

- **Prior year funding and replacement levels**

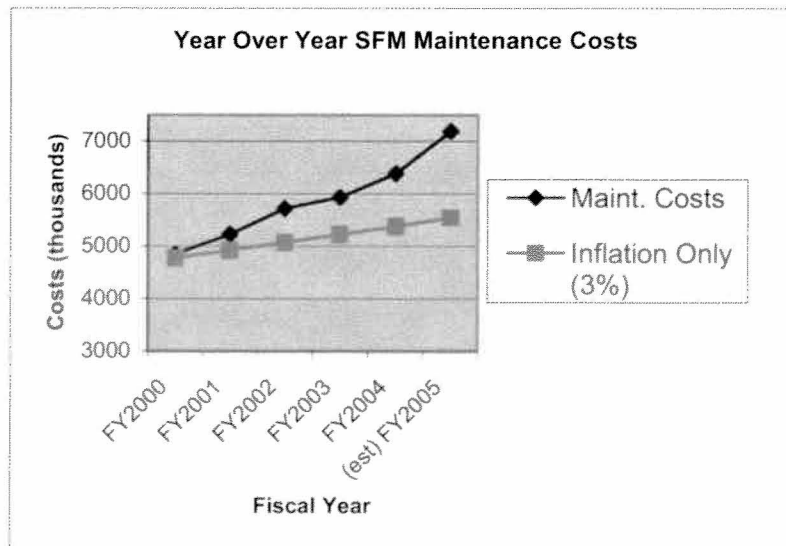
**Rationale:** Under-funding of replacements in previous years has put additional pressure on the fleet, and created an imperative for increased levels of replacements in subsequent years

With a mileage criterion of 100,000 miles and average annual miles per vehicle of 13,000 ( $8 \times 13,000 = 104,000$ ) the State should be replacing approximately 1/8 of the non-CSP fleet or 600+ vehicles each year. Since FY 2000-01 we have only replaced an average of approximately 300 non-CSP vehicles per year with none in FY 2003-04. Also, no

general-funded vehicles were - or will be - replaced in FY 2002-03, FY 2003-04, nor FY 2004-05 exacerbating the cost and safety pressures placed on that component of the fleet.



*In aggregate, from FY 2000-01 thru FY 2004-05 we have replaced approximately 1800 non-CSP vehicles (including approximately 600 scheduled for FY 2004-05.) Over that stretch of time, we would have expected to replace 3000 non-CSP vehicles. By this reasoning, the State is short on replacements by approximately 1200 non-CSP vehicles through FY 2004-05, even counting the 600 non-CSP vehicles authorized that year. An aggressive replacement strategy is necessary to “catch up” and mitigate the effects of an aging fleet such as surging maintenance costs (expected to increase by \$1.2 million annually since the last non-CSP replacements were authorized) as well as safety concerns and increased downtime. These increasing costs are paid by agencies, in part, through their general fund operating lines, while at the same time program efficiencies diminish. Catching up would also prevent a further deterioration in the salvage value that SFM uses to offset agency fleet costs.*



SFM recognizes that the State is under extraordinary fiscal pressures. However, the State receives significant price breaks (sometimes in excess of 50% below retail) on new vehicles, all of which are under warranty. We also benefit from extremely low interest rates through Certificates Of Participation (COP's). Aggressively replacing more vehicles rather than less – with no arbitrary funding source exclusions – will enable SFM to slow the erosion of vehicle safety and reliability, and reverse the increases in general fund expenditures for maintenance costs throughout the entire fleet. Additionally, we should replace a portion of undercover vehicles because of the increased security risks resulting from vehicle identification. Existing vehicle needs strongly justify an aggressive replacement budget for FY 2005-06.

**Step 5: Economic Validation:** The final step involves a financial analysis of the alternatives to make sure that the proposed replacements have a solid economic justification and represent an optimal financial decision for the State.

**Additional Consideration:**

In FY 2005-06, for the first time, this request includes a request for replacements for two Sno-Cats assigned to the Division of Information Technology, Communications Services. The existing fleet of Sno-Cats includes ten such “vehicles”, the majority of which are well beyond their “useful life” of twenty years (the average age of the current fleet of Sno-Cats is 27+ years). The intent is to replace two Sno-Cats per year over the next five years. BD Advisors LLC, the State’s Financial Advisor for all recent fleet COP offerings, has recently advised that the inclusion of the Sno-Cats in the fleet will not impact the rate for the COP financing for the remainder of the fleet. The costs for these vehicles will ultimately be funded through the standard Common Policy allocation for Communications Services expenditures.

**Available Alternatives:**

Alternative #1

Replace all 1732 vehicles at the 100,000 minimum mileage threshold with loan obligations paid off.

Alternative #2

Replace 1048 vehicles (Including 2 Snow-Cats for Telecomm). This alternative is the result of applying the first three steps of the proposed methodology, with slightly more discriminating mileage and cost thresholds than SFM would normally recommend. This is the level of replacements that are optimal (considering the recent past and current fiscal constraints) from a safety and operational cost standpoint, and represents the same replacement criteria approved in FY 2004-05.

### Alternative #3

Replace 820 vehicles as identified by the SFM replacement methodology (Including 2 Snow-Cats for Telecomm). The number of replacements identified under this alternative has been reduced based on budgetary considerations and fiscal constraints, however, this level of replacement will do little to overcome past underfunding of replacements, and will most likely result in higher operating costs fleet-wide.

### Alternative #4

Replace no vehicles. Fund additional maintenance and repair dollars required to keep these non-replaced vehicles operating beyond their originally intended term. There will be a considerable operating expense penalty, with additional reliability and safety risks, under this option, partially in FY 2005-06, and more significantly in FY 2006-07.

## **Statutory and Other Authority**

C.R.S. 24-30-1101 through 1118, see specifically 24-30-1104(2) and 24-30-1112 through 1117

## **Linkage to Objectives**

This request is linked to the following objective in the FY 2005-06 Strategic Plan:

Facilitate and coordinate statewide and Common Policy related change request and legislation that affects multiple stakeholders and State departments.

## **Linkage of Budgetary Expenditures to the Full Range of Outcomes**

State Fleet Management projects which fleet vehicles will have 100,000+ miles, and 80,000+ miles for State Patrol, in FY 2005-06. This action produces an "initial vehicle suspect" list. It is this list that supports Alternative #1 to replace all 1732 vehicles.

As stated above, State Fleet Management has applied additional criteria that take into consideration multiple factors that affect a vehicle's useful economic life. A fleet vehicle's past four years of maintenance and repair costs per mile are compared to the average cost per mile of maintenance and repair for that vehicle class, with anticipated high mileage expense added. The difference in projected cost is used to prioritize replacements, assuming that some vehicles are more critical to replace as they exceed the average cost per mile to maintain. Many other factors are then taken into account to assure that the worst vehicles in the fleet are the ones replaced. The attached list is now considered to be our "optimal candidate" list, and is the end result of applying all of the criteria previously discussed. This supports alternative #2.

## Assessment of Alternatives

### **Alternative #1**

Replace 1,732 vehicles (Including 2 Snow-Cats for Telecomm) at a 4-month prorated Agency cost for FY 2005-06 of \$3,002,204 (\$9,006,611 annualized). This alternative takes into consideration the minimum mileage criteria only. All vehicles expected to exceed 100,000+ miles and 80,000+ miles for CSP are included. This option is not based on sound economic evaluation, is arbitrary, and leads to the replacement of an unnecessarily high number of vehicles in any given year.

### **Alternative #2 –**

Replace 1,048 vehicles (Including 2 Snow-Cats for Telecomm) at a prorated Agency cost for FY 2005-06 of \$2,242,112 (annualized \$5,805,421). This listing of replacements is optimal from a safety and cost standpoint, while still using more restrictive criteria to balance agency needs with fiscal constraints. The criteria approved for FY 2004-05 are the same as those used in this recommendation. While the criteria are sound from a cost and safety perspective, the number of vehicles needing replacement is relatively large because of the lack of replacements in recent years. Further, as significant maintenance expense increases during the past fiscal year have made evident, lack of a sufficient level of vehicle replacements continues to place tremendous upward pressure on Fleet operating expenses. Note that as of April 2004, the average current mileage on a non-CSP vehicle recommended herein for replacement is 120,000 miles for low-use and 97,000 miles for normal use vehicles. Physical replacements will not be well underway for two years, yet these vehicles can currently be described as high mileage.

### **Alternative #3 - RECOMMENDED**

Replace 820 vehicles at a 4-month prorated Agency cost for FY 2005-06 of \$1,847,753 (\$4,685,761 annualized). This alternative replaces a smaller number of vehicles than Alternative #2, by using less optimal replacement criteria as described in the methodology. This alternative represents only a base level of replacements and does not address the declining reliability and high costs of an aging fleet due to low levels of fleet vehicle replacements over the past several fiscal years. Alternative #3 is recommended primarily because it will allow for a significant level of replacements, even if it is not at the “optimal” level of replacements identified in Alternative #2. This Alternative will help to mitigate the upward pressure on maintenance expenses described previously, and takes into consideration the continuing impact of statewide fiscal constraints.

### **Alternative #4**

Replace no vehicles. By not replacing vehicles, SFM will likely face exceptionally high vehicle repairs and the State may face extraordinary risk due to safety issues. Mission critical functions of some State entities would be compromised. Many of the repairs will be for major vehicle components that add extra cost to a vehicle that is diminishing in value. Additionally, the repair will typically not see the benefit of its entire life since the vehicle will likely be replaced sometime in the near future due to other factors such as higher miles, other “new” repairs, etc.

## **Conclusion**

Using a disciplined process involving projected mileage, ranking based on past costs and anticipated future costs, utilization characteristics, individual manual adjustments, and considering the current State fiscal environment, SFM is confident that this proposal accurately identifies a replacement list that best benefits the fiscal and safety needs of the State, and the fleet needs of the individual State agencies.

## **Recommendations:**

SFM recommends Alternative #3 to fund the replacement of 820 vehicles in FY 2005-06 at a prorated cost of \$1,847,753. The funding of this request will allow State Fleet Management the opportunity to meet customer requirements of the State Agencies for functionality and reliability while maintaining a safe, centralized, and cost effective fleet program for the benefit of the State.



COLORADO STATE FLEET MANAGEMENT  
 VEHICLE REPLACEMENT ANALYSIS AND PROPOSAL  
 FISCAL YEAR 2006

All Vehicles Free and Clear

Data Source: CARS Extraction Friday, May 21, 2004

AGENCY SUMMARY COUNT	
FLEET REPLACE \$20	
Do Not Replace \$12	
Plus 2 Snow Cats	

Count	Dept	Section	Body Code	Model Year	License Plate	S R/O CPM %	U Last Billed Date as of April 04	V FY04 Asset Miles	W FY04 Months Billed	X Y FY04 Avg Monthly Miles		Y U + (26 x "X") Projected Mileage June 06 (26 mos)		AA U + (36 x "X") If Not Replaced, Miles by June 07 (36 Mos)		AB Recommendation	AC New Loan Term	AD Base Price	AE Attachment Cost	AF Total Acquisition Cost	AG New Agency Lease/loan Pmt (6.0%)	AH New Cust Mgmt Fee	AI Total Agency Fixed Pmt
										V/W	U + (26 x "X")	U + (36 x "X")	U + (36 x "X")										
1	CDPS	CBI-GAM	AS	2001	634BAV	-41.67%	44,131	13,006	12	1,083	72,289	85,285	85,285	85,285	Replace CBI-Undercover > 50K	60	\$20,500	\$0	\$20,500	\$396.32	\$20.00	\$416.32	
2	CDPS	CBI-SSS	DB	2000	120BAV	-58.54%	59,318	11,965	12	998	85,266	97,242	97,242	97,242	Replace CBI-Undercover > 50K	60	\$19,000	\$0	\$19,000	\$367.32	\$20.00	\$387.32	
3	CDPS	CBI-SSS	AR	2001	610BAV	-32.89%	32,724	15,620	12	1,301	66,590	82,162	82,162	82,162	Replace CBI-Undercover > 50K	60	\$16,500	\$0	\$16,500	\$318.99	\$20.00	\$338.99	
4	CDPS	CBI-SSS	AS	2001	635BAV	-39.59%	43,590	26,434	12	2,119	98,664	124,112	124,112	124,112	Replace CBI-Undercover > 50K	60	\$20,500	\$0	\$20,500	\$396.32	\$20.00	\$416.32	
5	CDPS	CBI-SSS	FZ	2001	148BAV	-22.02%	70,460	29,299	12	2,441	139,926	169,218	169,218	169,218	Replace High Miles > 130K	60	\$22,500	\$1,500	\$24,000	\$463.99	\$20.00	\$483.99	
6	CDPS	CBI-LAB	AA	2000	206BAV	-35.00%	52,787	10,050	12	827	74,549	84,593	84,593	84,593	Replace CBI-Undercover > 50K	60	\$14,500	\$0	\$14,500	\$280.93	\$20.00	\$300.93	
7	CDPS	CBI-LAB	DB	2001	419BAV	-48.76%	54,281	18,123	12	1,510	93,541	111,661	111,661	111,661	Replace CBI-Undercover > 50K	60	\$19,000	\$0	\$19,000	\$367.32	\$20.00	\$387.32	
8	CDPS	CBI-LAB	AR	2001	435BAV	-55.77%	38,013	14,394	12	1,199	69,187	83,675	83,675	83,675	Replace CBI-Undercover > 50K	60	\$16,500	\$0	\$16,500	\$318.99	\$20.00	\$338.99	
9	CDPS	CBI-LAB	AS	2001	655BAV	-17.50%	42,900	8,940	12	745	62,270	71,210	71,210	71,210	Replace CBI-Undercover > 50K	60	\$20,500	\$0	\$20,500	\$396.32	\$20.00	\$416.32	
10	CDPS	CBI-LAB	AS	2001	632BAV	145.83%	38,363	13,263	12	1,105	67,093	80,353	80,353	80,353	Replace High Cost Variance > 66% of Avg	60	\$20,500	\$0	\$20,500	\$396.32	\$20.00	\$416.32	
11	CDPS	CBI-MTR	DB	2000	110BAV	-31.71%	58,403	17,007	12	1,417	95,245	112,249	112,249	112,249	Replace CBI-Undercover > 50K	60	\$19,000	\$0	\$19,000	\$367.32	\$20.00	\$387.32	
12	CDPS	CBI-MTR	K2	2000	248BAU	-51.11%	65,118	16,793	12	1,399	101,493	119,281	119,281	119,281	Replace CBI-Undercover > 50K	60	\$24,500	\$0	\$24,500	\$473.65	\$20.00	\$493.65	
13	CDPS	CBI-MTR	A3	2000	287BAV	-38.75%	48,405	10,928	12	910	70,085	80,985	80,985	80,985	Replace CBI-Undercover > 50K	60	\$14,500	\$0	\$14,500	\$280.93	\$20.00	\$300.93	
14	CDPS	CBI-MTR	AR	2000	292BAV	-75.00%	47,831	7,836	12	653	64,809	72,645	72,645	72,645	Replace CBI-Undercover > 50K	60	\$16,500	\$0	\$16,500	\$318.99	\$20.00	\$338.99	
15	CDPS	CBI-MTR	AR	2001	611BAV	-34.62%	41,428	15,353	12	1,279	74,682	90,030	90,030	90,030	Replace CBI-Undercover > 50K	60	\$16,500	\$0	\$16,500	\$318.99	\$20.00	\$338.99	
16	CDPS	CBI-MTR	K1	2000	118BAV	98.68%	51,160	14,896	12	1,241	83,426	98,318	98,318	98,318	Replace High Cost Variance > 66% of Avg	60	\$22,500	\$0	\$22,500	\$434.99	\$20.00	\$454.99	
17	CDPS	CBI-MTR	K2	2000	245BAU	82.22%	44,024	13,626	12	1,135	73,534	87,154	87,154	87,154	Replace High Cost Variance > 66% of Avg	60	\$24,500	\$0	\$24,500	\$473.65	\$20.00	\$493.65	
18	CDPS	CBI-PSU	AR	2000	265BAV	-11.54%	45,772	10,746	12	895	69,042	79,782	79,782	79,782	Replace CBI-Undercover > 50K	60	\$16,500	\$0	\$16,500	\$318.99	\$20.00	\$338.99	
19	CDPS	CBI-PSU	AR	2000	297BAV	-41.25%	75,377	6,343	12	928	89,105	95,441	95,441	95,441	Replace CBI-Undercover > 50K	60	\$14,500	\$0	\$14,500	\$280.93	\$20.00	\$300.93	
20	CDPS	CBI-PSU	AS	2001	636BAV	-53.08%	38,000	13,211	12	1,100	68,000	80,000	80,000	80,000	Replace CBI-Undercover > 50K	60	\$20,500	\$0	\$20,500	\$396.32	\$20.00	\$416.32	
21	CDPS	CBI-PSU	AR	2000	290BAV	102.50%	39,333	3,763	12	313	48,071	51,827	51,827	51,827	Replace High Cost Variance > 66% of Avg	60	\$14,500	\$0	\$14,500	\$280.93	\$20.00	\$300.93	
22	CDPS	CBI-PUE	AR	2001	443BAV	-53.85%	51,331	22,457	12	1,871	99,977	122,429	122,429	122,429	Replace CBI-Undercover > 50K	60	\$16,500	\$0	\$16,500	\$318.99	\$20.00	\$338.99	
23	CDPS	CBI-PUE	AS	2001	637BAV	-20.83%	47,637	17,993	12	1,499	86,611	104,599	104,599	104,599	Replace CBI-Undercover > 50K	60	\$20,500	\$0	\$20,500	\$396.32	\$20.00	\$416.32	
24	CDPS	CBI-PUE	AR	2001	941BAV	-57.69%	56,579	22,688	12	1,890	105,719	128,398	128,398	128,398	Replace CBI-Undercover > 50K	60	\$16,500	\$1,500	\$18,000	\$318.99	\$20.00	\$338.99	
25	CDPS	CBI-PUE	FZ	2001	149BAV	0.92%	93,961	21,585	12	1,798	140,609	162,185	162,185	162,185	Replace High Miles > 130K	60	\$22,500	\$1,500	\$24,000	\$463.99	\$20.00	\$483.99	
26	CDPS	CBI-PUE	K2	2000	221BAU	-22.22%	87,198	30,460	12	2,538	153,184	183,640	183,640	183,640	Replace High Miles > 130K	60	\$24,500	\$0	\$24,500	\$473.65	\$20.00	\$493.65	
27	CDPS	CBI-PUE	K2	1993	281BAU	-28.34%	67,458	13,038	12	1,086	95,054	108,726	108,726	108,726	Replace Very High Cost	60	\$20,000	\$0	\$20,000	\$366.66	\$20.00	\$406.66	
28	CDPS	CRIMINAL JUSTICE	K1	1998	098A83	-89.25%	18,164	9,703	12	808	167,172	168,980	168,980	168,980	Replace High Miles > 130K	36	\$25,500	\$0	\$25,500	\$414.99	\$20.00	\$454.99	
29	CDPS	CSP EDO	K3	2002	100001	-7.50%	87,900	48,269	12	4,022	192,472	240,736	240,736	240,736	Replace High Miles > 130K	36	\$31,000	\$0	\$31,000	\$948.08	\$20.00	\$968.08	
30	CDPS	CSP EDO	A7	1999	100473	-17.11%	99,256	7,980	11	726	118,132	126,844	126,844	126,844	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76	
31	CDPS	CSP TROOP 10-A	A7	1998	100530	13.16%	95,407	12,810	12	1,067	123,149	135,953	135,953	135,953	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76	
32	CDPS	CSP TROOP 10-A	A7	1998	100994	-55.28%	88,742	17,281	12	1,440	126,182	143,462	143,462	143,462	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76	
33	CDPS	CSP TROOP 10-C	K5	1999	100452	-57.35%	113,865	14,103	12	1,175	144,415	158,515	158,515	158,515	Replace High Miles > 130K	36	\$30,000	\$0	\$30,000	\$912.66	\$20.00	\$932.66	
34	CDPS	CSP TROOP 10-C	AR	2000	100443	-15.32%	67,458	13,038	12	1,086	95,054	108,726	108,726	108,726	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76	
35	CDPS	CSP TROOP 10-C	A7	1998	100930	22.37%	89,848	8,834	12	486	98,485	104,317	104,317	104,317	Replace MC Mileage > 40K	36	\$18,500	\$0	\$18,500	\$562.81	\$20.00	\$582.81	
36	CDPS	CSP TROOP 10-M	M1	1999	MC001	114.75%	34,071	4,849	12	404	44,575	49,423	49,423	49,423	Replace MC Mileage > 40K	36	\$18,500	\$0	\$18,500	\$562.81	\$20.00	\$582.81	
37	CDPS	CSP TROOP 10-M	M1	2000	MC026	8.42%	38,060	14,483	12	1,206	69,416	83,888	83,888	83,888	Replace MC Mileage > 40K	36	\$18,500	\$0	\$18,500	\$562.81	\$20.00	\$582.81	
38	CDPS	CSP TROOP 10-M	M1	1999	MC037	-14.29%	45,500	11,089	12	924	69,524	80,612	80,612	80,612	Replace MC Mileage > 40K	36	\$18,500	\$0	\$18,500	\$562.81	\$20.00	\$582.81	
39	CDPS	CSP TROOP 10-M	M1	2000	MC010	39.41%	39,225	13,642	12	1,138	68,761	82,393	82,393	82,393	Replace MC Mileage > 40K	36	\$18,500	\$0	\$18,500	\$562.81	\$20.00	\$582.81	
40	CDPS	CSP TROOP 10-M	M1	2000	MC028	4.43%	45,098	9,356	12	779	65,340	74,688	74,688	74,688	Replace MC Mileage > 40K	36	\$18,500	\$0	\$18,500	\$562.81	\$20.00	\$582.81	
41	CDPS	CSP TROOP 10-M	M1	2000	MC028	41.38%	47,699	13,258	12	1,104	76,373	89,621	89,621	89,621	Replace MC Mileage > 40K	36	\$18,500	\$0	\$18,500	\$562.81	\$20.00	\$582.81	
42	CDPS	CSP TROOP 10-M	M1	2000	MC030	-48.80%	16,200	16,613	11	1,632	60,192	72,115	72,115	72,115	Replace MC Mileage > 40K	36	\$18,500	\$0	\$18,500	\$562.81	\$20.00	\$582.81	
43	CDPS	CSP TROOP 10-M	M1	2003	MC032	-45.32%	21,259	21,522	11	1,956	12,215	95,587	95,587	95,587	Replace MC Mileage > 40K	36	\$18,500	\$0	\$18,500	\$562.81	\$20.00	\$582.81	
44	CDPS	CSP TROOP 10-M	M1	2003	MC033	-37.93%	15,684	15,812	11	1,437	53,046	70,290	70,290	70,290	Replace MC Mileage > 40K	36	\$18,500	\$0	\$18,500	\$562.81	\$20.00	\$582.81	
45	CDPS	CSP TROOP 10-M	M1	2003	MC034	-42.86%	12,806	14,363	11	1,305	46,730	62,390	62,390	62,390	Replace MC Mileage > 40K	36	\$18,500	\$0	\$18,500	\$562.81	\$20.00	\$582.81	
46	CDPS	CSP TROOP 10-M																					



**COLORADO STATE FLEET MANAGEMENT**  
**VEHICLE REPLACEMENT ANALYSIS AND PROPOSAL**  
**FISCAL YEAR 2006**  
**All Vehicles Free and Clear**

Data Source: CARS Extraction Friday, May 21, 2004

AGENCY SUMMARY COUNT	
FLEET REPLACE 820	
Do Not Replace 912	
Plus 2 Snow Cats	

Count	Dept	Section	Body Code	Model Year	License Plate	S		U	V	W	X		Y		AA		AB	AC	AD	AE	AF	AG	AH	AI
						CPM %	Variance from Avg				FY04 Avg Monthly Miles	U + (26 x "X")	U + (38 x "X")	U + (38 x "X")										
151	GDPS	CSP TROOP 5-A	A7	2003	100255	-49.75%		29,187	35,492	12	2,957	106,069	141,553	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76			
152	GDPS	CSP TROOP 5-A	A7	2003	100327	-3.95%		18,157	23,398	8	2,924	94,181	129,269	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76			
153	GDPS	CSP TROOP 5-A	A7	1999	100908	22.37%		97,915	21,475	12	1,789	144,429	165,897	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76			
154	GDPS	CSP TROOP 5-B	A7	2001	100607	-43.42%		57,574	16,700	12	1,308	91,582	107,278	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76			
155	GDPS	CSP TROOP 5-B	A7	2003	100163	-35.53%		39,504	27,124	12	2,280	99,364	125,364	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76			
156	GDPS	CSP TROOP 5-B	A7	2003	100215	-34.21%		38,115	40,468	12	3,372	128,487	169,951	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76			
157	GDPS	CSP TROOP 5-C	A7	2001	100047	-18.42%		44,656	21,866	12	1,822	92,628	113,892	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76			
158	GDPS	CSP TROOP 5-C	A7	2001	100076	-46.05%		49,880	24,424	12	2,035	98,860	123,280	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76			
159	GDPS	CSP TROOP 5-C	A7	2003	100180	48.88%		44,943	34,003	12	2,833	118,601	152,597	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76			
160	GDPS	CSP TROOP 5-C	A7	2003	100186	-40.79%		33,596	36,231	12	3,019	112,090	148,318	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76			
161	GDPS	CSP TROOP 5-C	A7	2003	100264	-28.32%		29,039	32,065	12	2,672	98,511	130,575	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76			
162	GDPS	CSP TROOP 5-A	A7	2001	100138	27.63%		42,190	28,071	12	2,339	102,964	131,032	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76			
163	GDPS	CSP TROOP 5-A	A8	2002	100187	-27.42%		39,130	29,130	12	2,427	112,115	141,239	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76			
164	GDPS	CSP TROOP 6-A	A7	2006	100513	32.85%		68,674	28,168	12	2,349	119,748	147,936	Replace Patrol Mileage > 85K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76			
165	GDPS	CSP TROOP 6-B	A7	2003	100184	-31.58%		33,516	33,484	12	2,790	109,055	139,535	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76			
166	GDPS	CSP TROOP 6-B	A7	2003	100177	1.32%		49,848	45,349	12	3,779	148,102	193,450	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76			
167	GDPS	CSP TROOP 6-B	A7	2003	100178	-9.21%		35,297	34,539	12	2,878	110,125	144,661	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76			
168	GDPS	CSP TROOP 6-B	A7	2003	100236	-44.74%		29,280	29,378	12	2,448	92,928	122,304	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76			
169	GDPS	CSP TROOP 6-B	A7	2003	100291	-38.63%		26,267	30,196	12	2,516	90,673	120,865	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76			
170	GDPS	CSP TROOP 6-B	A7	2003	100322	-17.11%		24,909	27,340	9	3,037	100,771	140,215	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76			
171	GDPS	CSP TROOP 6-B	A7	2003	100338	-6.83%		24,116	24,116	9	3,111	110,206	143,206	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76			
172	GDPS	CSP TROOP 6-B	A7	2003	100692	1.32%		23,250	24,100	10	2,410	114,830	148,910	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76			
173	GDPS	CSP TROOP 6-C	A7	2003	100049	11.64%		48,617	22,866	12	1,905	98,147	121,007	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76			
174	GDPS	CSP TROOP 6-C	A7	2003	100184	-52.63%		41,871	39,620	12	3,293	127,489	167,005	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76			
175	GDPS	CSP TROOP 6-C	A7	2000	100309	114.47%		94,741	20,367	12	1,697	138,863	159,227	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76			
176	GDPS	CSP TROOP 6-C	A7	2000	100358	-28.98%		45,427	20,408	12	1,700	89,627	110,027	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76			
177	GDPS	CSP TROOP 6-D	R1	1989	100995	-27.63%		95,010	18,303	12	1,625	134,660	153,960	Replace High Miles > 130K	48	\$22,500	\$0	\$22,500	\$528.41	\$20.00	\$548.41			
178	GDPS	CSP TROOP 6-D	A7	2003	100326	-34.21%		40,886	43,035	12	3,596	134,122	177,154	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76			
179	GDPS	CSP TROOP 6-D	A7	2003	100342	-17.11%		29,977	33,461	12	2,798	102,465	135,921	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76			
180	GDPS	CSP TROOP 7-Z	K1	1996	100307	213.64%		81,925	11,886	12	981	107,691	119,583	Replace High Cost Variance > 66% of Avg	36	\$31,000	\$0	\$31,000	\$943.08	\$20.00	\$963.08			
181	GDPS	CSP TROOP 7-Z	K1	2000	100604	115.79%		49,463	13,589	12	1,132	78,895	92,479	Replace High Cost Variance > 66% of Avg	48	\$22,500	\$0	\$22,500	\$528.41	\$20.00	\$548.41			
182	GDPS	CSP TROOP 8-A	A7	1999	100488	-64.47%		74,989	12,852	10	1,285	108,399	123,819	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76			
183	GDPS	CSP TROOP 8-A	A7	1999	100481	-8.98%		90,680	11,984	12	988	116,608	128,594	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76			
184	GDPS	CSP TROOP 8-B	A7	2003	100176	-30.26%		37,900	26,700	12	2,225	95,950	122,450	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76			
185	GDPS	CSP TROOP 8-B	A7	2003	100178	-18.42%		39,327	21,862	12	1,821	86,673	108,625	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76			
186	GDPS	CSP TROOP 8-B	A7	2003	100181	-39.47%		30,575	23,065	12	1,922	80,547	103,611	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76			
187	GDPS	CSP TROOP 8-B	A7	2003	100221	-63.96%		24,325	26,488	12	2,207	81,707	108,191	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76			
188	GDPS	CSP TROOP 8-C	F3	1994	100583	-10.34%		128,527	30,120	12	2,510	193,787	223,907	Replace Grp 1 Mileage Projected > 140K	36	\$24,000	\$0	\$24,000	\$790.13	\$20.00	\$810.13			
189	GDPS	CSP TROOP 8-C	A6	1999	100780	216.87%		72,635	6,769	9	751	92,161	101,173	Replace Very High Cost	36	\$20,500	\$0	\$20,500	\$623.65	\$20.00	\$643.65			
190	GDPS	CSP TROOP 8-D	K1	2000	100585	168.42%		48,254	15,782	12	1,316	98,224	122,500	Replace High Cost Variance > 66% of Avg	48	\$22,500	\$0	\$22,500	\$528.41	\$20.00	\$548.41			
191	GDPS	CSP TROOP 8-D	A7	2001	100098	-46.05%		46,895	15,732	12	1,311	80,781	98,513	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76			
192	GDPS	CSP TROOP 8-D	A7	1998	100749	-46.05%		106,336	9,991	12	832	127,998	137,892	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76			
193	GDPS	CSP TROOP 8-D	A7	2000	100773	-61.84%		58,613	17,025	12	1,418	80,881	110,497	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76			
194	GDPS	CSP TROOP 8-D	A7	1998	100647	-40.79%		107,693	14,061	12	1,171	132,139	146,191	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76			
195	GDPS	CSP TROOP 8-E	A7	1998	100940	-44.74%		89,239	12,718	12	1,059	120,481	139,481	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76			
196	GDPS	CSP TROOP 8-A	F1	2000	100214	71.18%		69,001	11,869	11	1,079	93,955	108,003	Replace High Cost Variance > 66% of Avg	60	\$18,000	\$0	\$18,000	\$347.99					



**COLORADO STATE FLEET MANAGEMENT  
VEHICLE REPLACEMENT ANALYSIS AND PROPOSAL  
FISCAL YEAR 2006**

All Vehicles Free and Clear

Data Source: CARS Extraction Friday, May 21, 2004

<b>AGENCY SUMMARY COUNT</b>
<b>FLEET REPLACE #20</b>
<b>Do Not Replace 912</b>
<b>Plus 2 Snow Cats</b>

Count	Dept	Section	Body Code	Model Year	License Plate	R/O CPM % Variance from Avg	U Last Billed Date as of April 04	V FY04 Asset Miles	W FY04 Months Billed	X Y FY04 Avg Monthly Miles		Y U+ (26 x "X") Projected Mileage June 06 (26 mos)		AA U+ (38 x "X") If Not Replaced Miles by June 07 (38 Mos)		Recommendation	AC New Loan Term	AD Base Price	AE Attachment Cost	AF Total Acquisition Cost	AG New Agency Lease/Pmt (6.0%)	AH New Cust Mgmt Fee	AI Total Agency Fixed Pmt
										FY04 Avg Monthly Miles	U+ (26 x "X") Projected Mileage June 06 (26 mos)	U+ (38 x "X") If Not Replaced Miles by June 07 (38 Mos)											
4	DOC	ARKANSAS VALLEY	K1	1997	910BAU	-45.57%	118,835	16,344	12	1,362	154,247	170,591	170,591	170,591	Replace Grp 1 Mileage Projected > 140K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89	
5	DOC	ARROWHEAD CORR CT	K2	1998	676A66	84.00%	94,814	8,645	12	720	113,534	122,174	122,174	122,174	Replace High Cost Variance>66% of Avg	72	\$24,500	\$0	\$24,500	\$406.04	\$20.00	\$426.04	
6	DOC	BUENA VISTA CORR FA	A6	1997	270A76	74.63%	112,840	17,708	12	1,475	151,190	168,890	168,890	168,890	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45	
7	DOC	BUENA VISTA CORR FA	D5	1994	648A63	171.56%	132,371	3,900	12	291	139,937	143,420	143,420	143,420	Replace High Cost Variance>66% of Avg	72	\$23,500	\$0	\$23,500	\$389.46	\$20.00	\$409.46	
8	DOC	BUENA VISTA CORR FA	A6	1995	383A74	-34.33%	118,763	15,246	12	1,270	151,793	167,023	167,023	167,023	Replace High Miles > 130K	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45	
9	DOC	BUENA VISTA CORR FA	D5	1994	610A63	24.77%	124,349	2,348	12	1,95	129,419	141,759	141,759	141,759	Replace High Miles > 130K	72	\$18,000	\$0	\$18,000	\$298.31	\$20.00	\$318.31	
10	DOC	BUENA VISTA CORR FA	D5	1997	670A77	-58.04%	107,552	15,147	12	1,262	140,364	155,508	155,508	155,508	Replace High Miles > 130K	72	\$18,000	\$0	\$18,000	\$298.31	\$20.00	\$318.31	
11	DOC	BUENA VISTA CORR FA	D5	1997	673A77	-44.04%	105,096	14,357	12	1,196	136,152	150,504	150,504	150,504	Replace High Miles > 130K	72	\$23,500	\$0	\$23,500	\$389.46	\$20.00	\$409.46	
12	DOC	BUENA VISTA CORR FA	K3	1999	767A78	6.82%	101,194	18,044	12	1,503	140,272	158,308	158,308	158,308	Replace High Miles > 130K	72	\$31,000	\$0	\$31,000	\$513.76	\$20.00	\$533.76	
13	DOC	BUENA VISTA CORR FA	D5	1995	319A64	-48.62%	114,776	2,879	12	239	120,990	123,858	123,858	123,858	Replace Non-CSP Law Ent > 120K	72	\$23,500	\$0	\$23,500	\$389.46	\$20.00	\$409.46	
14	DOC	CENTRAL TRANSP UNIF	D5	1995	301A64	82.57%	100,547	4,865	12	388	110,635	115,291	115,291	115,291	Replace High Cost Variance>66% of Avg	72	\$23,500	\$0	\$23,500	\$389.46	\$20.00	\$409.46	
15	DOC	CENTRAL TRANSP UNIF	K1	2000	708BAU	-1.27%	98,432	18,203	12	1,519	136,846	157,040	157,040	157,040	Replace High Cost Variance>66% of Avg	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89	
16	DOC	COLO CORR CENTER	A6	1997	448A77	183.58%	103,589	8,847	12	678	111,521	118,457	118,457	118,457	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45	
17	DOC	COLO CORR CENTER	D5	1994	338A63	-10.09%	105,123	7,121	12	593	120,541	127,657	127,657	127,657	Replace Non-CSP Law Ent > 120K	72	\$23,500	\$0	\$23,500	\$389.46	\$20.00	\$409.46	
18	DOC	COLO WOMENS CORR I	F2	1998	373A66	170.73%	96,624	13,274	12	1,106	125,380	138,652	138,652	138,652	Replace High Cost Variance>66% of Avg	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89	
19	DOC	COMMUNITY CORR	A6	1998	277A77	146.27%	115,265	8,606	12	717	133,927	142,531	142,531	142,531	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45	
20	DOC	COMMUNITY CORR	A6	1997	341BAV	78.12%	91,000	8,037	12	669	108,394	116,422	116,422	116,422	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45	
21	DOC	COMMUNITY CORR	A6	1998	393BAU	152.24%	74,825	11,827	12	968	98,993	111,609	111,609	111,609	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45	
22	DOC	COMMUNITY CORR	A6	1998	315A06	264.19%	89,055	12,109	12	1,039	114,269	126,397	126,397	126,397	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45	
23	DOC	COMMUNITY CORR	A6	1998	317A06	17.60%	117,638	15,324	12	974	140,332	157,474	157,474	157,474	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45	
24	DOC	COMMUNITY CORR	A6	1997	340A77	185.67%	90,915	8,122	12	676	108,491	116,603	116,603	116,603	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45	
25	DOC	COMMUNITY CORR	A6	1997	344A77	101.49%	79,670	10,338	12	861	102,056	112,388	112,388	112,388	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45	
26	DOC	COMMUNITY CORR	B3	1997	625A77	107.69%	101,542	7,034	12	586	116,778	123,810	123,810	123,810	Replace High Cost Variance>66% of Avg	72	\$18,000	\$0	\$18,000	\$298.31	\$20.00	\$318.31	
27	DOC	COMMUNITY CORR	A6	1997	192BAU	-37.31%	106,667	11,611	12	967	133,809	145,413	145,413	145,413	Replace High Miles > 130K	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45	
28	DOC	COMMUNITY CORR	K1	1994	325A63	17.72%	187,864	12,840	12	1,070	186,404	198,244	198,244	198,244	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89	
29	DOC	COMMUNITY CORR	A6	1998	390A74	23.89%	121,717	10,111	12	842	143,609	153,713	153,713	153,713	Replace High Miles > 130K	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45	
30	DOC	COMMUNITY CORR	A6	1998	392A80	41.60%	100,308	10,018	12	834	121,982	161,680	161,680	161,680	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89	
31	DOC	COMMUNITY CORR	A6	1997	420A77	-89.70%	102,763	22,157	12	1,846	150,739	171,911	171,911	171,911	Replace High Miles > 130K	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45	
32	DOC	COMMUNITY CORR	A6	1998	446A89	-37.31%	103,754	17,945	12	1,495	142,624	160,564	160,564	160,564	Replace High Miles > 130K	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45	
33	DOC	COMMUNITY CORR	A6	1997	527A77	-13.43%	111,978	11,671	12	972	137,250	148,914	148,914	148,914	Replace High Miles > 130K	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45	
34	DOC	COMMUNITY CORR	A6	1997	541A77	-1.49%	100,800	18,720	12	1,560	141,360	160,080	160,080	160,080	Replace High Miles > 130K	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45	
35	DOC	COMMUNITY CORR	A6	1998	067A30	-31.34%	88,968	21,287	12	1,773	136,056	157,332	157,332	157,332	Replace High Miles > 130K	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45	
36	DOC	COMMUNITY CORR	D8	1998	391A74	59.26%	95,467	15,244	12	1,270	128,487	143,727	143,727	143,727	Replace Non-CSP Law Ent > 120K	72	\$19,000	\$0	\$19,000	\$314.88	\$20.00	\$334.88	
37	DOC	COMMUNITY CORR	A6	1998	076A80	11.60%	100,308	10,018	12	834	121,983	132,001	132,001	132,001	Replace Non-CSP Law Ent > 120K	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45	
38	DOC	COMMUNITY CORR	A6	1998	080A30	37.31%	102,993	14,250	12	1,187	133,855	148,099	148,099	148,099	Replace Non-CSP Law Ent > 120K	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45	
39	DOC	CORRECTION INDUSTR	K3	1992	742A73	-60.23%	150,095	2,447	12	203	158,373	157,609	157,609	157,609	Replace High Miles > 130K	72	\$31,000	\$0	\$31,000	\$513.76	\$20.00	\$533.76	
40	DOC	CORRECTION INDUSTR	D8	2000	613BAU	-5.66%	102,366	29,693	12	2,474	166,690	196,378	196,378	196,378	Replace Grp 1 Mileage Projected > 140K	72	\$19,000	\$0	\$19,000	\$314.88	\$20.00	\$334.88	
41	DOC	DELTA CORR CENTER	K3	1996	120A75	630.66%	123,308	2,570	12	214	128,872	131,440	131,440	131,440	Replace High Cost Variance>66% of Avg	72	\$31,000	\$0	\$31,000	\$513.76	\$20.00	\$533.76	
42	DOC	DELTA CORR CENTER	K1	1994	293A63	137.97%	99,388	3,389	12	280	106,668	110,028	110,028	110,028	Replace High Cost Variance>66% of Avg	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89	
43	DOC	DELTA CORR CENTER	K3	1993	315A72	4465.91%	147,160	3,788	12	61	148,746	149,478	149,478	149,478	Replace High Cost Variance>66% of Avg	72	\$31,000	\$0	\$31,000	\$513.76	\$20.00	\$533.76	
44	DOC	DELTA CORR CENTER	K3	1995	474A64	161.36%	106,518	2,752	12	229	112,472	115,220	115,220	115,220	Replace High Cost Variance>66% of Avg	72	\$31,000	\$0	\$31,000	\$513.76	\$20.00	\$533.76	
45	DOC	DELTA CORR CENTER	K3	1996	603A74	85.23%	113,156	6,321	12	528	128,634	133,146	133,146	133,146	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45	
46	DOC	DELTA CORR CENTER	A6	1995	149BAU	7.46%	119,129	12,366	12	1,033	145,987	158,383	158,383	158,383	Replace High Miles > 130K	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45	
47	DOC	DELTA CORR CENTER	A6	1996	374A74	-2.99%	119,269	11,812	12	984	144,873	156,681	156,681	156,681	Replace High Miles > 130K	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45	
48	DOC	DELTA CORR CENTER	D6	1996	826A72	-12.84%	133,662	26,364	12	2,197	190,984	217,348	217,348	217,348	Replace High Miles > 130K</								

**COLORADO STATE FLEET MANAGEMENT  
VEHICLE REPLACEMENT ANALYSIS AND PROPOSAL  
FISCAL YEAR 2006**

All Vehicles Free and Clear

Data Source: CARS Extraction Friday, May 21, 2004

<b>AGENCY SUMMARY COUNT</b>
<b>FLEET REPLACE #20</b>
<b>Do Not Replace #12</b>
<b>Plus 2 Snow Cats</b>

Count	Dept	Section	Body Code	Model Year	License Plate	S R/O	U CPM %	V Last Billed Odo as of April 04	W FY04 Asset Miles	X FY04 Months Billed	Y FY04 Avg Monthly Miles	Z Projected Mileage June 06 (26 mos)	AA If Not Replaced: Miles by June 07 (38 Mos)	AB Recommendation	AC New Loan Term	AD Base Price	AE Attachment Cost	AF Total Acquisition Cost	AG New Agency Lease/loan Pmt (6.0%)	AH New Cust Mgmt Fee	AI Total Agency Fixed Pmt
78	DOC	EAST	A6	1998	127BAU		68.66%	114,418	11,104	12	925	139,468	149,588	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
80	DOC	EAST	A6	1996	285A71		76.12%	112,497	8,817	12	718	131,165	139,781	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
81	DOC	EAST	R2	1994	300A57		390.87%	93,215	3,374	12	281	100,521	103,893	Replace High Cost Variance>66% of Avg	72	\$24,500	\$0	\$24,500	\$406.04	\$20.00	\$426.04
82	DOC	EAST	A6	1997	338A77		-14.93%	109,600	10,346	12	862	142,356	142,356	Replace High Miles > 130K	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
83	DOC	EAST	A6	1996	409A74		5.97%	110,852	11,984	12	908	136,800	148,776	Replace High Miles > 130K	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
84	DOC	EAST	A6	1996	286A71		323.88%	129,843	6,865	12	574	144,767	151,655	Replace Grp 1 Mileage Projected > 140K	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
85	DOC	EAST	D5	1995	330A64		619.27%	141,879	2,818	12	216	147,547	150,163	Replace Grp 1 Mileage Projected > 140K	72	\$23,500	\$0	\$23,500	\$389.46	\$20.00	\$409.46
86	DOC	EAST	F2	1998	372A89		45.53%	128,714	7,475	12	622	144,686	152,350	Replace Grp 1 Mileage Projected > 140K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
87	DOC	EAST	F2	1996	503A06		138.21%	130,059	7,008	12	584	145,243	152,251	Replace Grp 1 Mileage Projected > 140K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
88	DOC	EAST	R1	1998	972A30		201.27%	166,969	5,138	12	426	168,097	173,233	Replace Grp 1 Mileage Projected > 140K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
89	DOC	EAST	C3	1996	4408AAJ		60.00%	107,487	7,456	12	621	123,603	131,055	Replace Non-CSP Law Ent > 120K	72	\$20,000	\$0	\$20,000	\$331.46	\$20.00	\$351.46
90	DOC	EAST	D6	1995	324A54		202.75%	102,759	1,511	12	151	112,458	114,270	Replace Very High Cost	72	\$23,500	\$0	\$23,500	\$389.46	\$20.00	\$409.46
91	DOC	HQ	A6	1997	347A77		189.55%	98,324	14,098	12	1,167	129,666	143,670	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
92	DOC	HQ	A6	2000	547BAU		108.96%	84,219	20,343	12	1,695	128,289	148,628	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
93	DOC	HQ	K1	1997	630A77		-20.25%	124,570	9,156	12	763	144,408	153,564	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
94	DOC	OFFENDER MGT	A6	1997	904BAJ		210.45%	104,072	1,301	12	108	106,880	108,176	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
95	DOC	OFFENDER MGT	A6	1998	1448AAJ		-38.81%	113,023	14,571	12	1,214	144,597	159,155	Replace High Miles > 130K	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
96	DOC	PRIVATE PRISON MONI	A6	1998	3098AAJ		196.51%	97,852	14,427	12	1,202	129,104	143,528	Replace High Cost Variance>66% of Avg	60	\$16,500	\$0	\$16,500	\$189.99	\$20.00	\$309.99
97	DOC	PRIVATE PRISON MONI	A6	1996	300A74		74.83%	107,813	8,864	12	738	126,801	135,657	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
98	DOC	PRIVATE PRISON MONI	K1	1997	503A77		-51.90%	116,041	12,862	12	1,071	145,887	157,884	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
99	DOC	C.E.S.	F2	1989	468A08		121.95%	128,111	17,952	12	1,499	168,085	196,073	Replace High Cost Variance>66% of Avg	72	\$22,500	\$3,000	\$25,500	\$422.61	\$20.00	\$442.61
100	DOC	DENVER PAROLE	A6	1997	269A78		80.60%	118,186	11,803	12	983	143,714	155,510	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
101	DOC	DENVER PAROLE	A6	1997	719A80		432.04%	93,822	8,004	12	667	111,164	119,168	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
102	DOC	DENVER PAROLE	A6	1996	763A74		247.76%	110,290	14,582	12	1,215	141,880	156,460	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
103	DOC	DENVER PAROLE	A6	1996	703A74		104.49%	101,283	5,122	12	426	112,359	117,471	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
104	DOC	DENVER PAROLE	A6	1996	664A71		-68.57%	115,915	10,261	12	857	136,197	148,481	Replace High Miles > 130K	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
105	DOC	DENVER PAROLE	B3	1998	417A64		25.27%	114,786	15,000	12	1,250	142,566	152,566	Replace High Miles > 130K	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
106	DOC	DENVER PAROLE	A6	1996	915BAJ		-28.87%	117,398	14,373	12	1,197	148,520	162,884	Replace High Miles > 130K	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
107	DOC	DENVER PAROLE	A6	1999	072A81		-16.42%	87,566	17,904	12	1,492	126,358	144,262	Replace Non-CSP Law Ent > 120K	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
108	DOC	N.E. PAROLE	A6	1999	397BAJ		205.97%	103,673	24,569	12	2,047	156,895	181,459	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
109	DOC	N.E. PAROLE	A6	2000	575BAJ		68.06%	66,300	18,322	12	1,602	107,952	127,176	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
110	DOC	N.E. PAROLE	B3	1999	754BAJ		67.03%	81,902	13,753	12	1,146	111,698	125,450	Replace High Cost Variance>66% of Avg	72	\$18,000	\$0	\$18,000	\$298.31	\$20.00	\$318.31
111	DOC	N.E. PAROLE	A6	1998	760A74		112.43%	112,184	4,483	12	373	121,892	126,358	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
112	DOC	N.E. PAROLE	B3	1998	4020AAJ		-32.97%	89,080	19,764	12	1,647	131,622	151,596	Replace High Miles > 130K	72	\$18,000	\$0	\$18,000	\$298.31	\$20.00	\$318.31
113	DOC	N.E. PAROLE	A6	2000	574BAJ		-52.24%	102,832	15,756	12	1,316	127,596	152,640	Replace High Miles > 130K	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
114	DOC	N.E. PAROLE	A6	1999	3088AAJ		40.30%	110,745	15,324	12	1,277	143,947	159,271	Replace Non-CSP Law Ent > 120K	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
115	DOC	N.E. PAROLE	A6	1997	917BAJ		56.72%	91,515	17,219	12	1,434	128,799	146,007	Replace Non-CSP Law Ent > 120K	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
116	DOC	PAROLE BOARD	A6	2000	815BAJ		-17.91%	85,739	23,616	12	1,968	136,807	160,523	Replace High Miles > 130K	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
117	DOC	PAROLE DNR DEN	A6	1997	189BAJ		-58.21%	116,000	11,453	12	954	140,804	152,252	Replace High Miles > 130K	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
118	DOC	S.E. PAROLE	A6	1999	787BAJ		77.81%	98,360	8,187	12	682	116,092	124,276	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
119	DOC	S.E. PAROLE	R3	1997	343A77		-4.59%	99,486	20,359	12	1,696	143,562	163,834	Replace High Miles > 130K	72	\$18,000	\$0	\$18,000	\$298.31	\$20.00	\$318.31
120	DOC	S.E. PAROLE	K1	1999	401A80		-13.32%	140,300	32,510	12	2,709	171,734	252,242	Replace High Miles > 130K	60	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
121	DOC	S.E. PAROLE	K1	1997	414A77		18.99%	127,460	10,770	12	898	140,804	161,594	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
122	DOC	S.E. PAROLE	A6	1998	424A74		28.36%	115,091	22,868	12	1,807	164,673	187,557	Replace High Miles > 130K	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
123	DOC	S.E. PAROLE	A6	1997	533A77		-61.19%	113,341	12,922	12	1,076	141,317	154,229	Replace High Miles > 130K	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
124	DOC	S.E. PAROLE	A6	1997	878BAJ		-74.83%	106,600	23,376	12	1,947	157,222	180,586	Replace High Miles > 130K	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
125	DOC	S.E. PAROLE	R1	1998	971A30		-68.38%	106,605	10,700	12	891	143,463	152,771	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
126	DOC	S.E. PAROLE	A6	1999	992A78		-65.22%	78,047	24,871	12	2,072	131,919	158,783	Replace High Miles > 130K	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
128	DOC	S.E. PAROLE	A6	1999	992A78		-65.22%	78,047	24,871	12	2,072	131,919	158,783	Replace High Miles > 130K	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
127	DOC	S.E. PAROLE	K1	1999	416A05		62.03%	106,504	19,358	12	1,573	128,452	147,328	Replace Non-CSP Law Ent > 120K	60	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
128	DOC	S.E. PAROLE	A6	1998	683A80		-35.82%	87,554	18,890	12	1,613	146,442	167,799	Replace Non-CSP Law Ent > 120K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
129	DOC	S.E. PAROLE	A6	1998	982A30		34.33%	103,486	9,048	12	754	123,590	132,158	Replace Non-CSP Law Ent > 120K	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
130	DOC	WESTERN PAROLE	K1	1999	415A06		-31.65%	116,700	12,031	12	1,002	142,752	154,776	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
131	DOC	WESTERN PAROLE	A6	1998	666A30		-91.04%	83,110	17,029	12	1,419	120,094	137,032	Replace Non-CSP Law Ent > 120K	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
132	DOC	WESTERN PAROLE																			

COLORADO STATE FLEET MANAGEMENT  
 VEHICLE REPLACEMENT ANALYSIS AND PROPOSAL  
 FISCAL YEAR 2006

All Vehicles Free and Clear

Data Source: CAR3 Extraction Friday, May 21, 2004

<b>AGENCY SUMMARY COUNT</b>
<b>FLEET REPLACE \$20</b>
<b>Do Not Replace \$12</b>
<b>Plus 2 Snow Cats</b>

Count	Dept	Section	Body Code	Model Year	License Plate	R/O	S	U	V	W	X	Y	AA	AB	AC	AD	AE	AF	AG	AH	AI
							Variance from	Od as of	Assat	Months	Monthly	June 06 (26 mos)	Miles by June 07 (38 Mos)		Term		Cost	Cost	Lease/loan	Mgmt Fee	Fixed Pmt
							Avg	April 04	Miles	Billed	1,266	166,852	181,624						Pmt (6.0%)		
5	DOE	SCH DEAF/BLIND	AR	1997	913BAV		25.86%	133,896	18,076	12				Replace High Miles > 130K	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
<b>Monthly Fixed Total:</b>																					\$1,749.00
<b>FY06 Pro-Ration (4 mos):</b>																					\$6,996.00
<b>Annualized Fixed Payments:</b>																					\$20,988.00
1	DOH	AIR POLLUTION	K1	2000	117BAV		-42.87%	69,895	32,168	12	2,882	139,597	171,781	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
2	DOH	CONSUMER PROTECT	K1	1998	706ARR		-62.67%	107,709	18,735	12	1,644	150,453	170,181	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
3	DOH	WATER QUALITY	K1	2000	098BAV		-13.33%	89,021	21,780	12	1,815	136,211	157,991	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
4	DOH	WATER QUALITY	CC	2000	137DHT		29.41%	74,333	21,082	12	1,756	119,989	141,061	Replace High Usage/High Cost	72	\$20,500	\$0	\$20,500	\$338.74	\$20.00	\$358.74
5	DOH	WATER QUALITY	C2	1997	298A77		34.48%	82,964	15,112	12	1,259	115,698	130,806	Replace High Usage/High Cost	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
6	DOH	WATER QUALITY	CC	1993	081BAK		-46.43%	162,496	17,581	12	1,485	190,756	208,156	Replace Grp 1 Mileage Projected > 140K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
<b>Monthly Fixed Total:</b>																					\$2,224.75
<b>FY06 Pro-Ration (4 mos):</b>																					\$8,899.00
<b>Annualized Fixed Payments:</b>																					\$26,697.00
1	DOHE	ADAMS STATE COLLEGE	D5	1999	653A08		59.26%	97,609	17,536	12	1,461	135,207	153,207	Replace High Usage/High Cost	72	\$18,000	\$0	\$18,000	\$298.31	\$20.00	\$318.31
2	DOHE	ADAMS STATE COLLEGE	D6	1990	016A78		71.88%	133,108	3,336	12	278	140,336	143,672	Replace Grp 1 Mileage Projected > 140K	72	\$23,500	\$0	\$23,500	\$389.46	\$20.00	\$409.46
3	DOHE	ARAPAHOE CC	E2	1995	805A63		-71.21%	112,263	22,208	12	1,850	163,363	185,563	Replace Grp 1 Mileage Projected > 140K	72	\$17,000	\$0	\$17,000	\$281.74	\$20.00	\$301.74
4	DOHE	CO NW COMM COLLEGE	AR	1997	628A77		60.65%	94,872	19,236	12	1,209	127,896	143,094	Replace High Usage/High Cost	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
5	DOHE	CO NW COMM COLLEGE	R1	1998	188A06		10.00%	252,345	19	12	16	248,000	266,345	Replace Grp 1 Mileage Projected > 140K	72	\$48,000	\$0	\$48,000	\$806.60	\$20.00	\$826.60
6	DOHE	CO NW COMM COLLEGE	D5	1998	378A90		112.68%	109,460	16,882	12	1,391	145,626	162,318	Replace Grp 1 Mileage Projected > 140K	72	\$23,500	\$0	\$23,500	\$389.46	\$20.00	\$409.46
7	DOHE	CO NW COMM COLLEGE	D5	1999	495A80		50.70%	121,285	17,816	12	1,484	159,809	177,677	Replace Grp 1 Mileage Projected > 140K	72	\$23,500	\$0	\$23,500	\$389.46	\$20.00	\$409.46
8	DOHE	CSU-ANIMAL SCIENCES	F3	1991	671A73		18.44%	153,631	3,248	12	270	160,651	163,891	Replace Grp 1 Mileage Projected > 140K	72	\$24,000	\$1,500	\$25,500	\$422.61	\$20.00	\$442.61
9	DOHE	CSU-ANIMAL SCIENCES	F3	1992	999A68		71.83%	125,304	8,341	12	694	143,348	151,676	Replace Grp 1 Mileage Projected > 140K	72	\$24,000	\$0	\$24,000	\$397.75	\$20.00	\$417.75
10	DOHE	CSU-ARDEC	F3	1992	607A71		-100.00%	156,005	6,436	12	538	170,541	176,973	Replace Grp 1 Mileage Projected > 140K	72	\$24,000	\$0	\$24,000	\$397.75	\$20.00	\$417.75
11	DOHE	CSU-CAMPUS POLICE	AR	1984	989A68		-57.14%	113,783	4,830	12	626	124,239	129,059	Replace Non-CSP Law Enf > 120K	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
12	DOHE	CSU-COOP EXTENS	F2	1995	138A75		-73.08%	117,741	18,666	12	1,555	157,171	175,831	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
13	DOHE	CSU-COOP EXTENS	A3	1995	214A64		-12.28%	117,479	21,020	12	1,751	163,005	184,017	Replace High Miles > 130K	72	\$14,500	\$0	\$14,500	\$240.31	\$20.00	\$260.31
14	DOHE	CSU-COOP EXTENS	K3	1984	382A63		9.43%	124,975	14,771	12	1,230	156,955	171,715	Replace High Miles > 130K	72	\$31,000	\$0	\$31,000	\$513.76	\$20.00	\$533.76
15	DOHE	CSU-COOP EXTENS	F2	1992	836A76		-78.21%	129,177	30,953	12	2,579	198,231	227,179	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
16	DOHE	CSU-COOP EXTENS	F2	1994	608BAV		-57.69%	160,149	9,645	12	803	171,027	180,663	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
17	DOHE	CSU-COOP EXTENS	F1	2001	837BAU		-26.44%	118,425	16,864	12	1,404	154,929	171,777	Replace High Miles > 130K	72	\$18,000	\$0	\$18,000	\$298.31	\$20.00	\$318.31
18	DOHE	CSU-COOP EXTENS	E2	1994	439A65		-87.72%	185,900	11,020	12	918	209,768	220,784	Replace Grp 1 Mileage Projected > 140K	72	\$17,000	\$0	\$17,000	\$281.74	\$20.00	\$301.74
19	DOHE	CSU-COOP EXTENS	K1	1995	689A63		-77.67%	133,752	7,374	12	631	150,198	157,770	Replace Grp 1 Mileage Projected > 140K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
20	DOHE	CSU-ENGINEERING	F2	1985	958A64		474.36%	118,444	1,824	12	138	120,254	121,874	Replace Very High Cost	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
21	DOHE	CSU-FOREST	A3	1995	237A64		160.00%	83,531	11,708	12	975	108,881	120,581	Replace High Cost Variance>65% of Avg	72	\$14,500	\$0	\$14,500	\$240.31	\$20.00	\$260.31
22	DOHE	CSU-FOREST	F3	1998	184A75		82.27%	103,331	12,782	12	1,065	131,021	143,601	Replace High Usage/High Cost	72	\$24,000	\$0	\$24,000	\$397.75	\$20.00	\$417.75
23	DOHE	CSU-FOREST	F2	1987	310A77		28.21%	103,024	16,802	12	1,383	138,982	155,578	Replace High Usage/High Cost	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
24	DOHE	CSU-FOREST	F2	1997	309A77		-85.90%	116,201	11,967	12	997	144,123	158,087	Replace Grp 1 Mileage Projected > 140K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
25	DOHE	CSU-FOREST	F2	1996	407A74		-69.23%	142,515	16,169	12	1,347	177,537	193,701	Replace Grp 1 Mileage Projected > 140K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
26	DOHE	CSU-FOREST	F2	1994	837A63		-41.41%	122,065	14,218	12	1,194	152,848	167,057	Replace Grp 1 Mileage Projected > 140K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
27	DOHE	CSU-FOREST	A3	1991	949A76		117.84%	102,277	3,303	12	278	109,477	112,727	Replace Very High Cost	72	\$14,500	\$0	\$14,500	\$240.31	\$20.00	\$260.31
28	DOHE	CSU-INSTRUCTIONAL S	D3	1992	735A86		830.56%	120,849	1,011	12	84	123,033	124,041	Replace Very High Cost	72	\$21,500	\$0	\$21,500	\$356.32	\$20.00	\$376.32
29	DOHE	CSU-MOTOR POOL	A6	1999	830A06		161.90%	129,974	22,368	12	1,864	174,438	200,806	Replace High Cost Variance>65% of Avg	60	\$16,500	\$0	\$16,500	\$318.99	\$20.00	\$338.99
30	DOHE	CSU-MOTOR POOL	A6	1999	980A78		77.38%	95,764	10,157	12	846	117,760	127,912	Replace High Cost Variance>65% of Avg	60	\$16,500	\$0	\$16,500	\$318.99	\$20.00	\$338.99
31	DOHE	CSU-MOTOR POOL	A6	2001	413BAV		-32.14%	89,178	25,307	12	2,108	143,986	169,282	Replace High Miles > 130K	60	\$16,500	\$0	\$16,500	\$318.99	\$20.00	\$338.99
32	DOHE	CSU-MOTOR POOL	DA	1996	670A68		-28.65%	98,556	16,824	12	1,385	134,566	151,186	Replace High Miles > 130K	60	\$19,000	\$0	\$19,000	\$367.32	\$20.00	\$387.32
33	DOHE	CSU-MOTOR POOL	D6	1996	625A72		-34.59%	106,540	17,242	12	1,436	143,976	161,208	Replace High Miles > 130K	60	\$23,500	\$0	\$23,500	\$454.32	\$20.00	\$474.32
34	DOHE	CSU-MOTOR POOL	D5	1995	386A74		-27.37%	153,800	6,499	12	541	167,866	174,358	Replace Grp 1 Mileage Projected > 140K	60	\$23,500	\$0	\$23,500	\$454.32	\$20.00	\$474.32
35	DOHE	CSU-MOTOR POOL	F2	1998	437A74		85.13%	123,691	8,052	12	671	141,037	149,089	Replace Grp 1 Mileage Projected > 140K	60	\$22,500	\$0	\$22,500	\$434.98	\$20.00	\$454.98
36	DOHE	CSU-MOTOR POOL	F2	1995	453A64		52.56%	131,949	7,189	12	599	147,523	154,711	Replace Grp 1 Mileage Projected > 140K	60	\$22,500	\$0	\$22,500	\$434.99	\$20.00	\$454.99
37	DOHE	CSU-MOTOR POOL	P4	1998	763DHR		-76.18%	121,296	18,821	12	1,543	161,374	179,890	Replace Grp 1 Mileage Projected > 140K	60	\$28,000	\$0	\$28,000	\$560.65	\$20.00	\$580.65
38	DOHE	CSU-MOTOR POOL	E2	1991	206A75		286.08%	120,026	2,249	12	187	124,888	127,132	Replace Very High Cost	60	\$17,000	\$0	\$17,000	\$328.66	\$20.00	\$348.66
39	DOHE	CSU-MOTOR POOL	D6	1995	218A64		281.82%	118,536	5,050	12	420	128,456	134,496	Replace Very High Cost	60	\$23,500	\$0	\$23,500	\$454.32	\$20.00	\$474.32
40	DOHE	CSU-MOTOR POOL	F2	1993	378A7																



COLORADO STATE FLEET MANAGEMENT  
 VEHICLE REPLACEMENT ANALYSIS AND PROPOSAL  
 FISCAL YEAR 2006  
 All Vehicles Free and Clear

Date Source: CARS Extraction Friday, May 21, 2004

AGENCY SUMMARY COUNT  
 FLEET REPLACE #20  
 Do Not Replace 912  
 Plus 2 Snow Cats

Count	Dept	Section	Body Code	Model Year	License Plate	R / Q	Last Billed Cmo as of April 04	FY04 Asset Miles	FY04 Months Billed	X V / W	Y U + (26 x "X")	AA U + (38 x "X")	AB Recommendation	AC New Loan Term	AD Base Price	AE Attachment Cost	AF Total Acquisition Cost	AG New Agency Leasing/Pmt (6.0%)	AH New Cust Mgmt Fee	AI Total Agency Fixed Pmt
						CPM %														
61	DOHE	CU-BOLDER	A3	1993	482A73	388.14%	102.929	1,109	12	92	105,321	106,425	Replace Very High Cost	72	\$14,900	\$0	\$14,900	\$240.31	\$200.00	\$260.31
62	DOHE	CU-BOLDER	J3	1990	640A71	295.73%	103,434	2,557	12	213	108,972	111,528	Replace Very High Cost	72	\$28,000	\$0	\$28,000	\$464.04	\$200.00	\$484.04
63	DOHE	CU-BOLDER	E1	1993	939A72	514.51%	113,941	1,392	12	116	116,507	117,899	Replace Very High Cost	72	\$18,500	\$0	\$18,500	\$268.59	\$200.00	\$268.59
64	DOHE	CU-COLORADO SPRING	B3	1996	642BAW	0.00%	119,942	10,182	12	848	137,990	148,166	Replace High Miles > 130K	72	\$18,000	\$0	\$18,000	\$298.31	\$200.00	\$318.31
65	DOHE	CU-COLORADO SPRING	F1	1996	638BAW	-13.09%	135,734	3,552	12	296	143,430	146,952	Replace Grp 1 Mileage Projected > 140K	72	\$18,000	\$0	\$18,000	\$298.31	\$200.00	\$318.31
66	DOHE	CU-COLORADO SPRING	F1	1990	648BAW	-69.36%	142,796	3,967	12	300	156,306	166,306	Replace Grp 1 Mileage Projected > 140K	72	\$18,000	\$0	\$18,000	\$298.31	\$200.00	\$318.31
67	DOHE	CU-COLORADO SPRING	F1	1997	643BAW	248.80%	108,457	1,304	12	108	111,285	112,561	Replace Very High Cost	72	\$18,000	\$0	\$18,000	\$298.31	\$200.00	\$318.31
68	DOHE	CU-HSC TRANSPORTA	A7	1998	461DHU	107.94%	103,003	9,180	12	765	122,893	132,073	Replace High Cost Variance>66% of Avg	72	\$25,500	\$0	\$25,500	\$422.61	\$200.00	\$442.61
69	DOHE	CU-HSC TRANSPORTA	D5	1995	748A89	253.01%	149,270	5,474	12	456	161,126	166,598	Replace High Cost Variance>66% of Avg	72	\$23,500	\$0	\$23,500	\$389.46	\$200.00	\$409.46
70	DOHE	CU-HSC TRANSPORTA	D3	1997	374A77	-27.57%	92,416	17,945	12	1,495	131,286	149,226	Replace High Miles > 130K	72	\$21,500	\$0	\$21,500	\$366.32	\$200.00	\$376.32
71	DOHE	CU-HSC TRANSPORTA	D8	1998	908BAW	-68.97%	98,133	17,623	12	1,468	136,301	153,917	Replace High Miles > 130K	72	\$19,000	\$0	\$19,000	\$314.88	\$200.00	\$334.88
72	DOHE	FORT LEWIS COLLEGE	A7	1998	968BAW	0.00%	107,452	13,147	12	1,095	135,922	149,062	Replace High Miles > 130K	72	\$25,500	\$0	\$25,500	\$422.61	\$200.00	\$442.61
73	DOHE	FORT LEWIS COLLEGE	F3	1990	627A74	0.00%	136,094	1,909	12	159	142,226	144,196	Replace Grp 1 Mileage Projected > 140K	72	\$24,000	\$0	\$24,000	\$397.75	\$200.00	\$417.75
74	DOHE	HIST SOCIETY	F2	1995	387A64	0.00%	145,092	9,240	12	770	165,112	174,352	Replace Grp 1 Mileage Projected > 140K	72	\$22,500	\$0	\$22,500	\$372.69	\$200.00	\$392.69
75	DOHE	LAMAR CC	A3	2000	073BAV	5.00%	111,953	28,903	12	2,158	168,661	193,957	Replace High Miles > 130K	72	\$14,500	\$0	\$14,500	\$240.31	\$200.00	\$260.31
76	DOHE	MESA STATE COLLEGE	E2	1991	193A77	2872.92%	224,670	64	12	5	224,700	224,760	Replace Grp 1 Mileage Projected > 140K	72	\$17,000	\$0	\$17,000	\$281.74	\$200.00	\$301.74
77	DOHE	NORTHEASTERN JR CO	A7	1997	328BAW	314.47%	112,363	1,167	12	97	114,885	116,049	Replace High Cost Variance>66% of Avg	72	\$25,500	\$2,500	\$28,000	\$464.04	\$200.00	\$484.04
78	DOHE	NORTHEASTERN JR CO	A7	1988	678BAW	-72.37%	120,009	10,160	12	846	142,005	152,157	Replace High Miles > 130K	72	\$25,500	\$0	\$25,500	\$422.61	\$200.00	\$442.61
79	DOHE	NORTHEASTERN JR CO	A6	1998	736A68	-7.69%	112,562	10,734	12	894	138,606	148,534	Replace High Miles > 130K	72	\$16,500	\$0	\$16,500	\$273.45	\$200.00	\$293.45
80	DOHE	NORTHEASTERN JR CO	R1	1991	873A69	-44.09%	130,466	2,016	12	168	134,834	138,850	Replace High Miles > 130K	72	\$46,000	\$0	\$46,000	\$795.50	\$200.00	\$815.50
81	DOHE	NORTHWESTERN JR CO	D3	1997	987A68	13.75%	109,648	13,144	12	1,095	123,048	131,048	Replace High Miles > 130K	72	\$48,000	\$0	\$48,000	\$814.88	\$200.00	\$834.88
82	DOHE	OTERO JR COLLEGE	D5	1997	982A66	78.95%	107,729	18,310	8	2,288	167,217	194,673	Replace High Miles > 130K	72	\$23,500	\$0	\$23,500	\$409.46	\$200.00	\$409.46
83	DOHE	OTERO JR COLLEGE	E2	1988	068A64	69.96%	228,504	1,800	12	133	231,962	233,558	Replace Grp 1 Mileage Projected > 140K	72	\$17,000	\$0	\$17,000	\$281.74	\$200.00	\$301.74
84	DOHE	OTERO JR COLLEGE	E2	1986	013A6A	213.73%	170,859	855	12	71	172,705	173,557	Replace Grp 1 Mileage Projected > 140K	72	\$17,000	\$0	\$17,000	\$281.74	\$200.00	\$301.74
85	DOHE	OTERO JR COLLEGE	E2	1988	222A75	-91.85%	166,143	1,497	12	124	169,367	170,855	Replace Grp 1 Mileage Projected > 140K	72	\$17,000	\$1,500	\$18,500	\$306.60	\$200.00	\$326.60
86	DOHE	OTERO JR COLLEGE	E2	1991	728A86	-20.60%	138,295	3,039	12	283	142,873	145,909	Replace Grp 1 Mileage Projected > 140K	72	\$17,000	\$0	\$17,000	\$281.74	\$200.00	\$301.74
87	DOHE	OTERO JR COLLEGE	A6	1998	787A74	89.29%	131,027	23,870	7	3,410	219,687	260,907	Replace Grp 1 Mileage Projected > 140K	72	\$16,500	\$0	\$16,500	\$273.45	\$200.00	\$293.45
88	DOHE	OTERO JR COLLEGE	E2	1988	688A86	1428.53%	122,202	4,809	8	576	131,110	139,094	Replace Very High Cost	72	\$19,000	\$0	\$19,000	\$314.88	\$200.00	\$334.88
89	DOHE	PAKES PEAK CC	K3	1993	664A71	0.00%	134,546	5,381	12	448	145,934	151,370	Replace High Miles > 130K	72	\$31,000	\$0	\$31,000	\$513.76	\$200.00	\$533.76
90	DOHE	PAKES PEAK CC	A7	1997	431BAV	49.58%	122,018	933	12	77	124,021	124,945	Replace Non-CSP Law Ent > 120K	72	\$25,500	\$2,500	\$28,000	\$464.04	\$200.00	\$484.04
91	DOHE	PUEBLO CC	A7	1993	819BAV	198.97%	103,890	664	12	55	104,810	105,470	Replace High Cost Variance>66% of Avg	72	\$25,500	\$0	\$25,500	\$422.61	\$200.00	\$442.61
92	DOHE	PUEBLO CC	A7	1998	840BAV	-77.49%	116,664	2,149	12	179	120,308	122,456	Replace Non-CSP Law Ent > 120K	72	\$25,500	\$0	\$25,500	\$422.61	\$200.00	\$442.61
93	DOHE	RED ROCKS CC	E2	1993	211A76	68.06%	148,700	4,218	12	381	149,826	154,838	Replace Grp 1 Mileage Projected > 140K	72	\$9,000	\$0	\$9,000	\$150.00	\$0.00	\$150.00
94	DOHE	SCHOOL OF MINES	F1	1992	374A71	-86.67%	151,477	3,198	12	266	156,393	161,585	Replace Grp 1 Mileage Projected > 140K	72	\$18,000	\$0	\$18,000	\$298.31	\$200.00	\$318.31
95	DOHE	SCHOOL OF MINES	C3	1982	415A75	-82.79%	147,841	3,228	12	269	154,835	158,063	Replace Grp 1 Mileage Projected > 140K	72	\$20,000	\$0	\$20,000	\$331.46	\$200.00	\$351.46
96	DOHE	TRINIDAD JR COLLEGE	D8	1997	398A77	0.00%	132,836	13,714	12	1,142	163,526	177,232	Replace High Miles > 130K	72	\$19,000	\$0	\$19,000	\$314.88	\$200.00	\$334.88
97	DOHE	TRINIDAD JR COLLEGE	K1	1984	481A63	9.00%	127,349	6,871	12	472	149,621	155,285	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.69	\$200.00	\$392.69
98	DOHE	TRINIDAD JR COLLEGE	F1	1997	825A77	0.00%	180,480	3,197	12	266	187,396	170,588	Replace Grp 1 Mileage Projected > 140K	72	\$18,000	\$0	\$18,000	\$298.31	\$200.00	\$318.31
99	DOHE	UNC-MOTOR POOL	D3	1998	116A75	-97.33%	118,191	4,503	5	900	141,591	152,391	Replace Grp 1 Mileage Projected > 140K	72	\$21,500	\$0	\$21,500	\$366.32	\$200.00	\$376.32
100	DOHE	UNC-MOTOR POOL	D5	1994	421A63	-48.31%	134,305	4,217	12	351	143,431	147,643	Replace Grp 1 Mileage Projected > 140K	72	\$23,500	\$0	\$23,500	\$389.46	\$200.00	\$409.46
101	DOHE	UNC-MOTOR POOL	F2	1993	448BAV	0.00%	133,022	4,892	12	381	143,188	147,680	Replace Grp 1 Mileage Projected > 140K	72	\$22,500	\$0	\$22,500	\$372.69	\$200.00	\$392.69
102	DOHE	UNC-MOTOR POOL	F1	1994	475A63	86.21%	139,796	1,326	12	110	142,646	143,966	Replace Grp 1 Mileage Projected > 140K	72	\$18,000	\$0	\$18,000	\$298.31	\$200.00	\$318.31
103	DOHE	UNC-MOTOR POOL	C3	1990	688A74	-27.33%	153,195	4,578	12	381	163,071	167,643	Replace Grp 1 Mileage Projected > 140K	72	\$22,500	\$0	\$22,500	\$372.69	\$200.00	\$392.69
104	DOHE	UNC-MOTOR POOL	C3	1998	676A80	28.73%	161,822	2,407	12	200	167,052	169,452	Replace Grp 1 Mileage Projected > 140K	72	\$26,000	\$0	\$26,000	\$431.46	\$200.00	\$451.46
105	DOHE	UNC-MOTOR POOL	A4	1998	874BAW	-94.22%	140,351	16,834	12	1,402	176,803	193,627	Replace Grp 1 Mileage Projected > 140K	72	\$29,000	\$0	\$29,000	\$469.61	\$200.00	\$509.61
106	DOHE	UNC-MOTOR POOL	A4	1998	688BAW	-92.39%	147,494	25,854	11	2,332	208,126	236,110	Replace Grp 1 Mileage Projected > 140K	72	\$28,000	\$0	\$28,000	\$469.61	\$200.00	\$509.61
107	DOHE	UNC-MOTOR POOL	D5	1995	338BAW	314.61%	113,172	3,784	12	318	121,362	125,142	Replace Very High Cost	72	\$23,500	\$0	\$23,500	\$389.46	\$200.00	\$409.46
108	DOHE	UNC-MOTOR POOL	G5	1998	497A80	374.16%	94,500	3,259	12	271	101,546	104,796	Replace Very High Cost	72	\$23,500	\$0	\$23,500	\$389.46	\$200.00	\$409.46
109	DOHE	UNC-MOTOR POOL	D5	1998	952A71	271.91%	102,384	4,040	12	336	111,120	115,152	Replace Very High Cost	72	\$23,500	\$0	\$23,500	\$389.46	\$200.00	\$409.46
110	DOHE	UNC-MOTOR POOL	E2	1996	575A74	517.24%	111,863	1,413	12	117	114,905	116,308	Replace Very High Cost	72	\$17,000	\$0	\$17,000	\$281.74	\$200.00	\$301.74
1																				





**COLORADO STATE FLEET MANAGEMENT  
VEHICLE REPLACEMENT ANALYSIS AND PROPOSAL  
FISCAL YEAR 2006**

All Vehicles Free and Clear

Data Source: CARS Extraction Friday, May 21, 2004

AGENCY SUMMARY COUNT	
FLEET REPLACE 420	
Do Not Replace 912	
Plus 2 Snow Cats	

Count	Dept	Section	Body Code	Model Year	License Plate	S	U	V	W	X	Y	AA	AB	AC	AD	AE	AF	AG	AH	AI
						R/O	CPM %	Last Billed Odo as of	FY04 Asset Miles	FY04 Months Billed	FY04 Avg Monthly Miles	Projected Mileage June 06 (26 mos)								
1	DOHR	INACTIVE MINES	K1	1998	131A77	287.69%	89,800	12,450	12	1,037	115,762	128,206	Replace High Cost Variance>66% of Avg	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
2	DOHR	INACTIVE MINES	K1	1998	080A81	12.31%	90,900	22,745	12	1,895	140,170	162,919	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
3	DOHR	LAND BOARD	K3	1999	83A690	-13.75%	91,028	20,883	12	1,740	136,268	157,148	Replace High Miles > 130K	60	\$31,000	\$0	\$31,000	\$596.32	\$20.00	\$616.32
4	DOHR	LAND BOARD	K1	1997	691A77	-18.46%	108,990	18,007	12	1,500	147,900	165,950	Replace High Miles > 130K	60	\$22,500	\$0	\$22,500	\$434.89	\$20.00	\$454.89
5	DOHR	MINERALS	K1	2000	637BAUJ	-18.46%	89,475	24,833	12	2,053	141,853	168,489	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
6	DOHR	PARKS-ARKANSAS HDV	K2	1991	622A76	291.25%	93,345	16,433	12	1,389	128,939	148,367	Replace High Cost Variance>66% of Avg	72	\$24,500	\$2,500	\$27,000	\$447.47	\$20.00	\$467.47
7	DOHR	PARKS-ARKANSAS HDV	F2	1999	438A64	-4.35%	147,194	22,146	12	1,845	195,164	217,304	Replace Grp 1 Mileage Projected > 140K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
8	DOHR	PARKS-ARKANSAS HDV	F2	1999	274A71	50.00%	106,777	12,235	12	1,019	145,499	163,271	Replace Non-CSP Law Ent > 120K	72	\$22,500	\$2,500	\$25,000	\$414.32	\$20.00	\$434.32
9	DOHR	PARKS-ARKANSAS HDV	F2	1995	637A80	235.87%	99,077	4,874	12	406	109,633	114,505	Replace Very High Cost	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
10	DOHR	PARKS-CHAFFIELD	A5	1985	469A94	63.74%	119,592	10,954	12	912	143,304	154,248	Replace Non-CSP Law Ent > 120K	72	\$20,500	\$2,500	\$23,000	\$361.18	\$20.00	\$401.18
11	DOHR	PARKS-DIRECTOR	K3	1999	782A78	-41.36%	97,990	32,494	12	2,707	167,472	199,556	Replace High Miles > 130K	72	\$31,000	\$0	\$31,000	\$513.76	\$20.00	\$533.76
12	DOHR	PARKS-ELEVEN MILE	F2	1999	709A80	73.35%	74,892	11,951	12	995	100,762	112,702	Replace High Cost Variance>66% of Avg	72	\$24,000	\$2,500	\$26,500	\$414.32	\$20.00	\$434.32
13	DOHR	PARKS-ELEVEN MILE	F3	1988	795A70	411.68%	100,394	3,967	12	333	109,052	113,048	Replace High Cost Variance>66% of Avg	72	\$22,500	\$2,500	\$25,000	\$372.89	\$20.00	\$392.89
14	DOHR	PARKS-GOLDEN GATE	F2	1997	648A77	77.17%	84,793	14,613	12	1,217	116,436	131,039	Replace High Cost Variance>66% of Avg	72	\$22,500	\$2,500	\$25,000	\$414.32	\$20.00	\$434.32
15	DOHR	PARKS-GOLDEN GATE	K1	1998	826A83	200.00%	108,000	12,206	12	1,017	132,442	144,646	Replace High Cost Variance>66% of Avg	72	\$22,500	\$2,500	\$25,000	\$414.32	\$20.00	\$434.32
16	DOHR	PARKS-GOLDEN GATE	K2	1993	032A72	43.75%	114,581	9,688	12	808	135,589	145,285	Replace Non-CSP Law Ent > 120K	72	\$24,500	\$2,500	\$27,000	\$447.47	\$20.00	\$467.47
17	DOHR	PARKS-GOLDEN GATE	F2	1991	585A72	298.74%	94,819	5,360	12	446	106,415	111,767	Replace Very High Cost	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
18	DOHR	PARKS-JACKSON	K1	1995	363A84	44.62%	100,724	11,087	12	924	124,748	138,286	Replace Non-CSP Law Ent > 120K	72	\$22,500	\$2,500	\$25,000	\$414.32	\$20.00	\$434.32
19	DOHR	PARKS-JOHN MARTIN R	K1	1998	026A72	160.00%	89,516	10,756	12	896	109,812	118,256	Replace High Cost Variance>66% of Avg	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
20	DOHR	PARKS-LATHROP	K2	1993	625A70	177.60%	82,331	8,330	12	718	98,910	105,912	Replace High Cost Variance>66% of Avg	72	\$22,500	\$2,500	\$25,000	\$414.32	\$20.00	\$434.32
21	DOHR	PARKS-NAVAJO	K1	1996	417A71	112.31%	104,559	9,870	12	822	125,931	135,765	Replace High Cost Variance>66% of Avg	72	\$22,500	\$2,500	\$25,000	\$414.32	\$20.00	\$434.32
22	DOHR	PARKS-PUEBLO	A6	1998	682A86	187.32%	111,541	1,719	7	245	118,011	120,951	Replace High Cost Variance>66% of Avg	72	\$18,000	\$2,500	\$20,500	\$298.31	\$20.00	\$318.31
23	DOHR	PARKS-PUEBLO	A5	1998	904A30	-38.26%	130,815	16,571	12	1,380	166,695	183,255	Replace High Miles > 130K	72	\$20,500	\$2,500	\$23,000	\$381.18	\$20.00	\$401.18
24	DOHR	PARKS-PUEBLO	A5	1998	095BAU	61.54%	103,937	20,931	12	2,244	203,741	230,669	Replace Non-CSP Law Ent > 120K	72	\$22,500	\$2,500	\$25,000	\$381.18	\$20.00	\$401.18
25	DOHR	PARKS-PUEBLO	K6	1999	675A86	-26.23%	115,727	6,432	12	536	129,663	136,985	Replace Non-CSP Law Ent > 120K	72	\$30,000	\$2,500	\$32,500	\$538.62	\$20.00	\$558.62
26	DOHR	PARKS-ROCKY MTN ADN	F2	1991	609BAU	-39.13%	77,513	21,987	12	1,932	147,129	163,252	Replace Non-CSP Law Ent > 120K	72	\$22,500	\$2,500	\$25,000	\$414.32	\$20.00	\$434.32
27	DOHR	PARKS-SAN LUIS	F3	1993	228A74	-13.42%	142,836	8,861	12	740	143,790	147,950	Replace High Miles > 130K	72	\$24,000	\$2,500	\$26,500	\$439.18	\$20.00	\$459.18
28	DOHR	PARKS-SAN LUIS	A5	1989	471A64	-71.43%	124,859	10,703	12	691	147,855	158,547	Replace High Miles > 130K	72	\$22,500	\$2,500	\$25,000	\$372.89	\$20.00	\$392.89
29	DOHR	PARKS-ST VRAIN	K1	1995	829A63	28.15%	112,518	8,218	12	684	130,302	138,610	Replace High Miles > 130K	72	\$22,500	\$2,500	\$25,000	\$414.32	\$20.00	\$434.32
30	DOHR	PARKS-TRINIDAD	K2	1994	257A63	181.26%	112,131	8,808	12	709	130,565	139,073	Replace High Cost Variance>66% of Avg	72	\$24,500	\$2,500	\$27,000	\$447.47	\$20.00	\$467.47
31	DOHR	PARKS-TRINIDAD	F2	1994	290A63	138.09%	112,512	6,508	12	525	132,462	142,562	Replace High Cost Variance>66% of Avg	72	\$22,500	\$2,500	\$25,000	\$414.32	\$20.00	\$434.32
32	DOHR	PARKS-YAMPA RIVER	F2	1998	632A86	61.96%	75,313	12,718	12	1,059	102,847	115,855	Replace High Usage/High Cost	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
33	DOHR	WR-ASSE	R9	1989	537A85	63.44%	73,900	12,371	12	1,030	99,790	112,140	Replace High Cost Variance>66% of Avg	72	\$30,000	\$0	\$30,000	\$497.19	\$20.00	\$517.19
34	DOHR	WR-ASSE	R9	1997	085BAJ	-58.92%	121,319	10,852	12	904	144,823	155,871	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
35	DOHR	WR-ASSE	F2	1994	023A80	32.81%	106,886	21,907	12	1,792	189,698	204,762	Replace High Cost Variance>66% of Avg	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
36	DOHR	WR-DIV1	K1	1988	297A71	121.54%	129,936	11,435	12	952	154,688	166,112	Replace High Cost Variance>66% of Avg	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
37	DOHR	WR-DIV1	F2	1997	315A77	116.30%	166,860	25,078	12	2,089	221,174	246,242	Replace High Cost Variance>66% of Avg	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
38	DOHR	WR-DIV1	F1	1996	432A74	144.34%	113,363	8,852	12	571	128,209	144,341	Replace High Cost Variance>66% of Avg	72	\$18,000	\$0	\$18,000	\$298.31	\$20.00	\$318.31
39	DOHR	WR-DIV1	F1	1987	518A77	91.51%	138,432	11,283	12	940	162,872	174,152	Replace High Cost Variance>66% of Avg	72	\$18,000	\$0	\$18,000	\$298.31	\$20.00	\$318.31
40	DOHR	WR-DIV1	K1	1998	289A71	-9.23%	116,180	12,254	11	1,114	145,124	158,492	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
41	DOHR	WR-DIV1	F2	1997	304A77	-40.22%	159,740	19,979	12	1,664	209,004	219,972	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
42	DOHR	WR-DIV1	F2	1997	306A77	11.96%	142,300	22,000	12	1,933	189,698	204,762	Replace High Miles > 130K	72	\$22,500	\$1,500	\$24,000	\$397.76	\$20.00	\$417.76
43	DOHR	WR-DIV1	F2	1988	431A80	-4.35%	114,070	24,804	12	2,078	168,028	182,926	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
44	DOHR	WR-DIV2	F1	1996	017BAW	104.72%	119,136	12,834	12	1,069	146,930	159,758	Replace High Cost Variance>66% of Avg	72	\$18,000	\$0	\$18,000	\$298.31	\$20.00	\$318.31
45	DOHR	WR-DIV2	F1	1997	630BAW	67.92%	112,322	7,972	12	664	128,496	138,464	Replace High Cost Variance>66% of Avg	72	\$18,000	\$0	\$18,000	\$298.31	\$20.00	\$318.31
46	DOHR	WR-DIV2	E2	1988	135A75	-87.36%	148,407	20,829	12	1,735	191,517	212,337	Replace High Miles > 130K	72	\$17,000	\$0	\$17,000	\$281.74	\$20.00	\$301.74
47	DOHR	WR-DIV2	E3	1994	295A83	19.44%	171,637	24,037	12	2,003	223,715	247,751	Replace High Miles > 130K	72	\$20,000	\$0	\$20,000	\$331.46	\$20.00	\$351.46
48	DOHR	WR-DIV2	K1	1997	295A76	-42.08%	114,985	18,007	12	1,550	154,885	173,485	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
49	DOHR	WR-DIV2	F1	1996	433A74	7.55%	132,828	16,659	12	1,380	166,916	185,572	Replace High Miles > 130K	72	\$18,000	\$0	\$18,000	\$298.31	\$20.00	\$318.31
50	DOHR	WR-DIV2	F1	2000	521BAUJ	-89.81%	100,281	22,989												

**COLORADO STATE FLEET MANAGEMENT**  
**VEHICLE REPLACEMENT ANALYSIS AND PROPOSAL**  
**FISCAL YEAR 2006**

All Vehicles Free and Clear

Data Source: CAR5 Extraction Friday, May 21, 2004

AGENCY SUMMARY COUNT	
FLEET REPLACE #20	
Do Not Replace #12	
Plus 2 Snow Cats	

Count	Dept	Section	Body Code	Model Year	License Plate	R / Q		U	V	W	X		Y		AA		AB	AC	AD	AE	AF	AG	AH	AI																							
						CPM %	Variance from				FY04 Avg	Projected Mileage	FY04 Avg	FY04 Avg																																	
						Avg	April 04				Monthly Miles	June 06 (26 mos)	Monthly Miles	Monthly Miles																																	
78	DOMR	3580-SW Terrestrial Biolo	F3	1996	186A75	28.21%		113,802	17,733	12	1,477	152,204	169,528	Replace High Miles > 130K	60	\$24,000	\$0	\$24,000	\$463.99	\$29.00	\$483.99			\$483.99																							
77	DOMR	3710 - Speciec Conservat	K2	1998	485A80	67.50%		93,800	11,300	12	941	118,366	129,658	Replace High Cost Variance>66% of Avg	60	\$24,500	\$0	\$24,500	\$473.65	\$20.00	\$493.65			\$493.65																							
78	DOMR	3710 - Speciec Conservat	K1	1998	116A75	-9.23%		117,674	6,734	12	561	132,260	138,992	Replace High Miles > 130K	60	\$22,500	\$0	\$22,500	\$434.99	\$20.00	\$454.99			\$454.99																							
78	DOMR	4120 - Aquatic Resource I	F3	1998	397A80	-30.10%		106,240	13,405	12	1,117	135,282	148,686	Replace High Miles > 130K	60	\$24,000	\$0	\$24,000	\$463.99	\$20.00	\$483.99			\$483.99																							
80	DOMR	4130 - Aquatic Species Pr	K2	2000	078BAV	80.09%		91,100	27,045	12	2,253	149,678	176,714	Replace High Miles > 130K	60	\$24,000	\$0	\$24,000	\$575.38	\$20.00	\$595.38			\$595.38																							
81	DOMR	4150 - NE South-Platte Ar	F3	1997	837A88	13.59%		111,485	31,671	12	2,639	180,089	211,767	Replace High Cost Variance>66% of Avg	60	\$24,000	\$0	\$24,000	\$478.59	\$20.00	\$498.59			\$498.59																							
82	DOMR	4240 - Durango	F3	1993	385A76	294.17%		106,728	8,664	12	722	125,500	134,164	Replace High Miles > 130K	60	\$22,500	\$0	\$22,500	\$434.99	\$20.00	\$454.99			\$454.99																							
80	DOMR	4282 - Wray	F2	1998	462A89	-28.09%		100,210	15,964	12	1,330	134,790	150,760	Replace Non-CSP Law Ent > 120K	60	\$24,000	\$3,500	\$27,500	\$531.65	\$20.00	\$551.65			\$551.65																							
84	DOMR	3501 - Area 1	F3	2000	274BAV	61.17%		84,025	17,630	12	1,469	122,219	139,847	Replace High Miles > 130K	60	\$22,500	\$3,500	\$26,000	\$502.65	\$20.00	\$522.65			\$522.65																							
85	DOMR	3602 - Area 2	F2	1999	815A80	-34.78%		74,533	21,785	12	1,815	121,723	143,503	Replace High Miles > 130K	60	\$24,000	\$3,500	\$27,500	\$531.65	\$20.00	\$551.65			\$551.65																							
80	DOMR	3503 - Area 3	F3	2000	211BAU	-24.27%		91,025	32,535	12	2,711	161,511	194,043	Replace High Miles > 130K	60	\$24,000	\$3,500	\$27,500	\$531.65	\$20.00	\$551.65			\$551.65																							
89	DOMR	3503 - Area 3	F3	2000	212BAU	-49.51%		88,794	26,690	12	2,140	141,434	167,114	Replace High Miles > 130K	60	\$22,500	\$3,500	\$26,000	\$502.65	\$20.00	\$522.65			\$522.65																							
89	DOMR	3503 - Area 3	F2	2001	713BAU	-30.43%		83,997	26,995	12	2,132	139,429	165,013	Replace High Miles > 130K	60	\$22,500	\$3,500	\$26,000	\$502.65	\$20.00	\$522.65			\$522.65																							
89	DOMR	3505 - Area 5	F2	2001	128BAU	-44.57%		79,692	20,361	12	1,696	144,140	171,788	Replace Non-CSP Law Ent > 120K	60	\$24,000	\$3,500	\$27,500	\$531.65	\$20.00	\$551.65			\$551.65																							
90	DOMR	3614 - Area 14	F3	1997	675A77	33.99%		105,711	12,950	12	1,079	133,765	146,713	Replace High Miles > 130K	60	\$24,000	\$3,500	\$27,500	\$531.65	\$20.00	\$551.65			\$551.65																							
91	DOMR	3617 - Area 17	F3	2000	204BAU	31.07%		106,234	30,207	12	2,517	171,676	201,880	Replace High Miles > 130K	60	\$24,000	\$3,500	\$27,500	\$531.65	\$20.00	\$551.65			\$551.65																							
92	DOMR	3706 - Area 6	F3	1996	106A75	256.31%		122,124	10,516	11	966	146,980	158,452	Replace High Cost Variance>66% of Avg	60	\$24,000	\$3,500	\$27,500	\$463.99	\$20.00	\$483.99			\$483.99																							
93	DOMR	6610 - Engineering	F2	1989	024A82	-84.57%		98,926	15,294	12	1,274	132,650	147,338	Replace High Miles > 130K	60	\$22,500	\$0	\$22,500	\$434.99	\$20.00	\$454.99			\$454.99																							
94	DOMR	6910 - Engineering	F3	1998	408A80	-58.29%		97,000	18,324	12	1,527	136,702	155,026	Replace High Miles > 130K	60	\$24,000	\$0	\$24,000	\$463.99	\$20.00	\$483.99			\$483.99																							
95	DOMR	6710 - Human Services	F3	1991	452A76	362.14%		118,625	1,291	12	107	121,407	122,691	Replace Very High Cost	60	\$24,000	\$0	\$24,000	\$463.99	\$20.00	\$483.99			\$483.99																							
																						Monthly Fixed Total:																							\$4,464.34		
																						FY06 Pro-Ration (4 mos):																									\$1165,816.16
																						Annualized Fixed Payments:																									\$497,448.48
1	DOR	CRIMINAL TAX	A3	1994	419A63	163.04%		85,886	8,679	12	723	114,684	123,360	Replace High Cost Variance>66% of Avg	72	\$14,500	\$0	\$14,500	\$240.31	\$20.00	\$260.31			\$260.31																							
2	DOR	CRIMINAL TAX	K2	1995	242A64	30.36%		146,601	26,520	12	2,210	204,261	230,781	Replace High Miles > 130K	72	\$24,500	\$0	\$24,500	\$406.04	\$20.00	\$426.04			\$426.04																							
3	DOR	DRIVERS LICENSE	B3	1994	406BAV	69.41%		105,481	10,908	12	909	129,115	140,023	Replace High Cost Variance>66% of Avg	72	\$18,000	\$0	\$18,000	\$298.31	\$20.00	\$318.31			\$318.31																							
4	DOR	DRIVERS LICENSE	B3	1997	629A77	-25.89%		115,960	12,420	12	1,329	132,123	148,071	Replace High Miles > 130K	72	\$18,000	\$0	\$18,000	\$298.31	\$20.00	\$318.31			\$318.31																							
5	DOR	DRIVERS LICENSE	K1	1995	938BAU	-31.11%		103,631	19,880	12	1,637	146,813	167,887	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89			\$392.89																							
6	DOR	DRIVERS LICENSE	A6	1997	918BAV	80.76%		116,523	11,190	12	932	139,755	150,939	Replace High Miles > 130K	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45			\$293.45																							
7	DOR	DRIVERS LICENSE	K1	1999	939BAV	-24.44%		107,687	22,143	12	1,845	149,687	171,797	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89			\$392.89																							
8	DOR	EMISSIONS	B3	1995	364A64	3007.06%		106,328	528	3	176	110,904	113,016	Replace High Cost Variance>66% of Avg	72	\$18,000	\$0	\$18,000	\$298.31	\$20.00	\$318.31			\$318.31																							
9	DOR	GAMING COMM	K1	1998	133A77	68.89%		76,087	13,480	12	1,123	105,285	118,761	Replace High Cost Variance>66% of Avg	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89			\$392.89																							
10	DOR	GAMING COMM	K1	2000	526BAU	71.11%		66,917	15,397	12	1,283	100,275	115,671	Replace High Cost Variance>66% of Avg	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89			\$392.89																							
11	DOR	GAMING COMM	K1	1998	653A86	177.78%		84,750	7,225	12	602	100,402	107,626	Replace High Cost Variance>66% of Avg	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89			\$392.89																							
12	DOR	GAMING COMM	A6	1997	658BAV	38.21%		86,785	17,710	12	1,476	125,135	142,835	Replace Non-CSP Law Ent > 120K	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45			\$293.45																							
13	DOR	LIQUOR ENF	A6	1990	640A08	78.06%		77,569	11,717	12	976	102,975	114,887	Replace High Cost Variance>66% of Avg	60	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45			\$293.45																							
14	DOR	LIQUOR ENF	A6	1997	612A77	-28.17%		88,966	13,724	12	1,143	126,674	139,390	Replace Non-CSP Law Ent > 120K	60	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45			\$293.45																							
15	DOR	LOTTERY	DB	1996	101A75	145.22%		85,762	8,052	12	671	103,208	111,260	Replace High Cost Variance>66% of Avg	48	\$19,000	\$0	\$19,000	\$446.22	\$20.00	\$466.22			\$466.22																							
16	DOR	LOTTERY	DB	1997	330A77	131.30%		99,225	9,789	12	815	120,415	130,195	Replace High Cost Variance>66% of Avg	48	\$19,000	\$0	\$19,000	\$446.22	\$20.00	\$466.22			\$466.22																							
17	DOR	LOTTERY	A6	1998	754BAV	98.59%		94,265	12,524	12	1,043	121,383	133,899	Replace High Cost Variance>66% of Avg	60	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45			\$293.45																							
18	DOR	LOTTERY	C3	2002	007BAV	-77.00%		103,451	41,060	12	3,421	142,397	183,449	Replace High Miles > 130K	48	\$20,000	\$0	\$20,000	\$469.70	\$20.00	\$489.70			\$489.70																							
19	DOR	LOTTERY	DB	1997	696A77	-18.65%		93,284	17,976	12	1,497	132,266	150,170	Replace High Miles > 130K	48	\$19,000	\$0	\$19,000	\$446.22	\$20.00	\$466.22			\$466.22																							
20	DOR	LOTTERY	DB	1997	730A77	-62.61%		97,907	15,349	12	1,279	131,161	146,509	Replace High Miles > 130K	48	\$19,000	\$0	\$19,000	\$446.22	\$20.00	\$466.22			\$466.22																							
21	DOR	LOTTERY	K1	1998	783A71	4.44%		105,221	14,478	12	1,206	136,677	151,049	Replace High Miles > 130K	60	\$22,500	\$0	\$22,500	\$434.99	\$20.00	\$454.99			\$454.99																							
22	DOR	LOTTERY	K1	1996	804A72	-75.56%		113,300	16,801	12	1,400	149,700	166,500	Replace High Miles > 130K	60	\$22,500	\$0	\$22,500	\$434.99	\$20.00	\$454.99			\$454.99																							
23	DOR	LOTTERY	C3	2001	472BAV	34.09%		70,502	27,704	12	2,308	130,610	158,206	Replace High Usage/High Cost	48	\$20,500	\$0	\$20,500	\$481.44	\$20.00																											

**COLORADO STATE FLEET MANAGEMENT**  
**VEHICLE REPLACEMENT ANALYSIS AND PROPOSAL**  
**FLEET YEAR 2006**  
**All Vehicles Free and Clear**

Data Source: CARS Extraction Friday, May 21, 2004

<b>AGENCY SUMMARY COUNT</b>
<b>FLEET REPLACE 820</b>
<b>Do Not Replace 912</b>
<b>Plus 2 Snow Cats</b>

Count	Dept	Section	Body Code	Model Year	License Plate	S	U	V	W	X	Y	AA	AB	AC	AD	AE	AF	AG	AH	AI
						R/Q	CPM %	Last Billed Odo as of April 04	FY04 Asset Miles	FY04 Months Billed	FY04 Avg Monthly Miles	Projected Mileage June 06 (26 mos)								
11	DORA	P U C	A6	1997	729DH7	81.63%	82,806	7,426	12	618	106,874	118,290	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
12	DORA	P U C	A6	1998	605A80	-6.12%	94,865	23,442	12	1,953	145,643	169,079	Replace High Miles > 130K	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
13	DORA	SECURITIES	A6	1999	291A31	273.47%	112,410	10,242	12	853	136,941	143,624	Replace High Cost Variance>66% of Avg	72	\$0	\$0	\$0	\$0.00	\$0.00	\$0.00
																			<b>Monthly Fixed Total:</b>	<b>\$4,534.88</b>
																			<b>FY06 Pro-Ration (4 mo):</b>	<b>\$26,146.72</b>
																			<b>Annualized Fixed Payments:</b>	<b>\$78,440.16</b>
1	DOT	ALAMOSA MAINTENANC	K2	2000	130BAV	-81.16%	74,826	29,945	12	2,495	139,796	169,738	Replace High Miles > 130K	72	\$24,500	\$0	\$24,500	\$408.04	\$20.00	\$428.04
2	DOT	ALAMOSA MAINTENANC	F3	1999	256A81	-90.57%	82,250	22,601	12	1,863	131,208	153,804	Replace High Miles > 130K	60	\$22,500	\$0	\$22,500	\$434.99	\$20.00	\$454.99
3	DOT	ALAMOSA MAINTENANC	F3	2001	289BAW	-62.26%	85,878	26,990	12	2,249	144,352	171,340	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
4	DOT	ALAMOSA MAINTENANC	F2	2001	602BAW	-40.38%	80,359	28,201	12	2,350	141,959	170,159	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
5	DOT	AURORA ENGINEERING	E2	1997	108DH7	141.94%	116,804	12,200	10	1,220	145,526	163,166	Replace High Cost Variance>66% of Avg	72	\$17,000	\$0	\$17,000	\$281.74	\$20.00	\$301.74
6	DOT	AURORA ENGINEERING	K1	1996	406A74	285.09%	113,910	5,207	12	433	125,066	130,264	Replace High Cost Variance>66% of Avg	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
7	DOT	AURORA ENGINEERING	E2	1999	783A80	138.71%	78,289	16,420	12	1,388	114,657	131,273	Replace High Cost Variance>66% of Avg	72	\$17,000	\$0	\$17,000	\$281.74	\$20.00	\$301.74
8	DOT	AURORA ENGINEERING	E2	1999	847A80	74.19%	61,689	18,102	12	1,508	120,907	139,003	Replace High Cost Variance>66% of Avg	72	\$17,000	\$0	\$17,000	\$281.74	\$20.00	\$301.74
9	DOT	AURORA ENGINEERING	E2	1999	828A80	19.35%	85,751	21,968	12	1,830	133,331	155,291	Replace High Miles > 130K	72	\$17,000	\$0	\$17,000	\$281.74	\$20.00	\$301.74
10	DOT	AURORA MAINTENANC	F2	2001	284BAW	-62.83%	89,926	20,198	12	1,683	133,694	153,880	Replace High Miles > 130K	48	\$22,500	\$0	\$22,500	\$528.41	\$20.00	\$548.41
11	DOT	AURORA TRAFFIC 1480	E3	1998	483A86	130.89%	99,637	24,129	12	2,010	151,697	176,017	Replace High Cost Variance>66% of Avg	48	\$20,000	\$0	\$20,000	\$469.70	\$20.00	\$489.70
12	DOT	AURORA TRAFFIC 1480	E2	2000	270BAW	80.22%	82,226	27,403	12	1,637	132,472	158,964	Replace High Miles > 130K	60	\$17,000	\$0	\$17,000	\$326.66	\$20.00	\$346.66
13	DOT	AVIATION	K1	1994	428A83	20.00%	132,153	15,343	9	1,704	176,457	196,505	Replace High Miles > 130K	60	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
14	DOT	CDOT STAFF	CC	1999	837A80	81.78%	82,378	21,737	12	1,811	129,454	151,196	Replace High Cost Variance>66% of Avg	72	\$20,500	\$0	\$20,500	\$339.74	\$20.00	\$359.74
15	DOT	CDOT STAFF	K1	1995	895A83	68.09%	153,000	16,932	12	1,411	189,686	206,618	Replace High Cost Variance>66% of Avg	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
16	DOT	CDOT STAFF	K1	2000	282BAV	-47.27%	86,612	27,971	12	2,330	147,192	175,152	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
17	DOT	CDOT STAFF	DA	1993	618A32	-55.36%	116,708	14,745	12	1,228	146,638	163,372	Replace High Miles > 130K	72	\$19,000	\$0	\$19,000	\$314.88	\$20.00	\$334.88
18	DOT	CDOT TECHNICAL UNIT	F3	1994	187BAU	23.81%	114,175	18,820	12	901	137,601	148,413	Replace High Miles > 130K	72	\$24,000	\$0	\$24,000	\$397.75	\$20.00	\$417.75
19	DOT	CDOT TECHNICAL UNIT	F3	1998	187BAU	72.58%	72,589	18,452	12	1,637	102,472	120,516	Replace High Cost Variance>66% of Avg	72	\$17,000	\$0	\$17,000	\$281.74	\$20.00	\$301.74
20	DOT	DENVER ENGINEERING	E2	1996	586A74	88.39%	81,873	12,256	12	1,081	109,979	122,951	Replace High Cost Variance>66% of Avg	72	\$17,000	\$0	\$17,000	\$281.74	\$20.00	\$301.74
21	DOT	DENVER ENGINEERING	E2	1998	138A75	-20.37%	137,411	18,841	12	1,403	173,889	190,725	Replace High Miles > 130K	72	\$17,000	\$0	\$17,000	\$281.74	\$20.00	\$301.74
22	DOT	DENVER ENGINEERING	E2	1987	284A77	1.61%	98,668	19,020	12	1,585	137,878	156,898	Replace High Miles > 130K	72	\$17,000	\$0	\$17,000	\$281.74	\$20.00	\$301.74
23	DOT	DENVER ENGINEERING	E2	1995	810A83	-37.10%	89,574	21,368	12	1,780	145,854	167,214	Replace High Miles > 130K	72	\$17,000	\$0	\$17,000	\$281.74	\$20.00	\$301.74
24	DOT	DENVER MAINTENANCE	F2	1990	821A80	96.11%	80,200	17,861	12	1,488	118,888	136,744	Replace High Cost Variance>66% of Avg	48	\$22,500	\$0	\$22,500	\$528.41	\$20.00	\$548.41
25	DOT	DENVER MOTOR POOL	A6	1987	258A78	128.96%	106,917	17,972	12	1,422	142,889	159,953	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
26	DOT	DENVER MOTOR POOL	F2	1986	141A78	77.36%	156,792	13,024	12	1,066	185,002	196,022	Replace High Cost Variance>66% of Avg	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
27	DOT	DENVER MOTOR POOL	F2	1995	685A85	72.55%	63,902	21,831	12	1,819	111,196	133,024	Replace High Cost Variance>66% of Avg	72	\$17,000	\$0	\$17,000	\$281.74	\$20.00	\$301.74
28	DOT	DENVER TRAFFIC	A3	1994	206A57	-19.15%	100,965	9,413	12	784	136,349	139,787	Replace High Miles > 130K	72	\$14,500	\$0	\$14,500	\$240.81	\$20.00	\$260.81
29	DOT	DENVER TRAFFIC	F2	1989	760A80	-43.40%	80,000	21,600	12	1,800	136,800	158,400	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
30	DOT	DURANGO ENGINEERING	A6	1997	323A77	110.14%	82,003	11,564	12	963	107,041	118,597	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
31	DOT	DURANGO ENGINEERING	K1	1998	684A86	103.64%	76,081	12,308	12	1,025	102,731	115,031	Replace High Cost Variance>66% of Avg	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
32	DOT	DURANGO ENGINEERING	GC	1998	683A86	83.13%	76,600	14,300	12	1,181	107,566	121,658	Replace High Cost Variance>66% of Avg	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
33	DOT	DURANGO ENGINEERING	K1	2000	283BAV	-10.91%	90,493	31,813	12	2,651	159,419	191,231	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
34	DOT	DURANGO ENGINEERING	E2	1998	378A78	-19.35%	102,431	17,315	12	1,442	136,923	157,227	Replace High Miles > 130K	72	\$17,000	\$0	\$17,000	\$281.74	\$20.00	\$301.74
35	DOT	DURANGO ENGINEERING	K1	1999	717A80	-20.00%	86,293	23,885	12	1,808	139,981	163,697	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
36	DOT	DURANGO ENGINEERING	E2	1987	807A88	-32.26%	78,496	32,826	12	2,735	150,606	183,426	Replace High Miles > 130K	72	\$17,000	\$0	\$17,000	\$281.74	\$20.00	\$301.74
37	DOT	DURANGO ENGINEERING	F2	1999	845A86	-78.25%	83,771	24,882	12	2,073	137,669	162,545	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
38	DOT	DURANGO MAINTENANC	F2	1999	812A78	-18.07%	109,077	28,021	12	2,335	169,787	197,807	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
39	DOT	DURANGO TRAFFIC	E3	2001	283BAV	-58.82%	103,719	27,777	12	2,314	163,883	191,651	Replace High Miles > 130K	72	\$20,000	\$0	\$20,000	\$331.46	\$20.00	\$351.46
40	DOT	DURANGO TRAFFIC	K2	2000	532BAU	17.39%	92,386	25,372	12	2,114	147,330	172,698	Replace High Miles > 130K	72	\$24,500	\$0	\$24,500	\$408.04	\$20.00	\$428.04
41	DOT	DURANGO TRAFFIC	K1	1997	623A77	-2.77%	100,700	14,500	12	1,208	132,198	146,604	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
42	DOT	GLENWOOD SPRINGS E	K1	1998	950A84	-54.55%	87,900	16,255	12	1,354	130,104	149,352	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
43	DOT	GLENWOOD SPRINGS E	F2	1988	483A80	-13.21%	100,988	14,813	12	1,234	133,072	147,880	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
44	DOT	GLENWOOD SPRINGS E	K2	1999	989A78	-5.80%	82,184	23,216	12	1,934	132,478	155,686	Replace High Miles > 130K	72	\$24,500	\$0	\$24,500	\$408.04	\$20.00	\$428.04
45	DOT	GLENWOOD SPRINGS E	F2	1995	352A84	211.32%	90,387	3,717	12	309	102,089	102,089	Replace Very High Cost	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
46	DOT	GRAND JCT ENGINEERING	F2	1999	524A81	98.23%	80,180	20,528	12	1,710	127,640	148,160	Replace High Cost Variance>66% of Avg	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
47	DOT	GRAND JCT ENGINEERING	F2	1987	278A78	160.38%	111,688	14,287	12	1,190	142,625	168,905	Replace High Cost Variance&gt							





COLORADO STATE FLEET MANAGEMENT  
 VEHICLE REPLACEMENT ANALYSIS AND PROPOSAL  
 FISCAL YEAR 2006  
 All Vehicles Free and Clear

Data Source: CARS Extraction Friday, May 21, 2004

<b>AGENCY SUMMARY COUNT</b>
<b>FLEET REPLACE #30</b>
<b>Do Not Replace #12</b>
<b>Plus 2 Snow Cats</b>

Count	Dept	Section	Body Code	Model Year	Lease Plate	S		U	V	W	X		Y		AA		AB	AC	AD	AE	AF	AG	AH	AI
						R/Q	CPM %				V/W	U + (26 x "X")	U + (38 x "X")	H Not Replaced:	New Loan Term	Base Price								
						Variance from Avg	Last Billed Odo as of April 04	FY04 Asset Miles	FY04 Months Billed	FY04 Avg Monthly Miles	Projected Mileage June 06 (26 mos)	Miles by June 07 (38 Mos)												

<b>AGENCY TOTALS (incl Mgmt Fee)</b>	
Monthly	\$390,480.05
Prorated - All	\$1,847,753.10
Annualized	\$4,685,760.00
<b>DPA-FLEET TOTALS (Less Mgmt Fee)</b>	
Total Acquisition	Monthly Fixed Total: \$374,040.05
\$18,159,200	FY06 Pro-Ration: \$1,774,033.10
	Annualized Payments: \$4,488,480.00

STATE OF CALIFORNIA  
DEPARTMENT OF REVENUE  
SALES TAX  
Item #2  
**Statewide Decision**

**Schedule 6  
FY 2005-06 Statewide Decision Item Request**

Department: Personnel & Administration  
 Priority Number: DI #2 (Statewide)  
 Division: Central Services  
 Program: Facilities Maintenance, Camp George West  
 Request Title: Herbicide Program for Compliance with Colorado's Noxious Weed Act

Dept. Approval: *[Signature]*  
 OSPB Approval: *[Signature]*  
 Statutory Citation:

Date: November 1, 2004  
 Date: 11/2/04

		1	2	3	4	5	6	7	8	9	10
	Fund	Prior-Year Actual FY 2003-04	Appropriation FY 2004-05	Supplemental Request FY 2004-05	Total Revised Request FY 2004-05	Base Request FY 2005-06	Decision/ Base Reduction FY 2005-06	November 1 Request FY 2005-06	Budget Amendment FY 2005-06	Total Revised Request FY 2005-06	Change from Base in Out Year FY 2006-07
Total of All Line Items	Total	Pending	122,102	0	122,102	122,102	42,505	164,607	0	164,607	0
	FTE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	GF	0	0	0	0	0	0	0	0	0	0
	CF	15,287	48,950	0	48,950	48,950	0	48,950	0	48,950	0
	CFE	105,678	73,152	0	73,152	73,152	42,505	0	0	115,657	0
	FF	0	0	0	0	0	0	0	0	0	0
(4) Division of Central Services, (D) Facilities Maintenance, (3) Camp George West, Operating Expenses	Total	120,965	122,102	0	122,102	122,102	42,505	164,607	0	164,607	0
	FTE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	GF	0	0	0	0	0	0	0	0	0	0
	CF	15,287	48,950	0	48,950	48,950	0	48,950	0	48,950	0
	CFE	105,678	73,152	0	73,152	73,152	42,505	115,657	0	115,657	0
	FF	0	0	0	0	0	0	0	0	0	0

Letter Notation:

Cash Fund name/Number, Federal Fund Name:

IT Request  Yes \* No (If yes and request includes more than 500 programming hours, attach IT Project Plan)

Change Request Criteria:  Emergency  Technical Error  New Data  Unforeseen Contingency

Request for New or Replacement Vehicles:  Yes  No (If yes, a copy of the Schedule 6 should be forwarded to the OSPB analyst assigned to DPA)

Request Affects Another Department(s):  Yes  No (If yes, Name of other Department(s) Statewide Request Impacting Multiple Departments)

## **Efficiency and Effectiveness Analysis FY 2005-06 Decision Item Request**

**Department:** Department of Personnel and Administration

**Long Bill Group/Division:** Division of Central Services

**Program:** Facilities Maintenance, Camp George West

**Priority Number:** DI #2 (Statewide)

**Request Title:** Herbicide Program for Compliance with Colorado's Noxious Weed Act

### **Summary of Request**

The Department of Personnel and Administration holds title to property located east of Camp George West, which falls under the South Table Top Mountain easement with Jefferson County. During a routine inspection Jefferson County identified noxious weeds that need to be treated in accordance with the Colorado Noxious Weed Act. (35-5.5-101 through 119, C.R.S. 2003.) The Department requests an additional appropriation of \$42,505 in FY 05-06 for the Operating Expenses line item for Camp George West (Cash Funds Exempt) to begin eradication of these weeds. Lease rates for the tenants of Camp George West will be increased proportionately to cover this cost.

The process of eradication should be ongoing, as annual applications have been recommended, however, this request seeks only funding for FY 05-06. The Department anticipates submitting a Change Request for FY 06-07 to continue funding for this function.

### **Problem or Opportunity**

The Department of Personnel and Administration holds title to property just east of Camp George West that falls under the South Table Top Mountain easement with Jefferson County and manages the grounds for Camp George West. In accordance with the Colorado Noxious Weed Act, Jefferson County has notified the Department of noxious weeds that need to be eradicated. The Department does not have the appropriation and spending authority to contract for the services necessary to meet the requirements of the statute.

The "Colorado Noxious Weed Act" declares (35-5.5-108(1), C.R.S.) that noxious weeds are a present threat to the economic and environmental value of the lands of the State of Colorado. Noxious weeds are defined as weeds that are detrimental to economic crops; aggressively invade native plant communities; are poisonous to livestock; carry insects, diseases or parasites; or are detrimental to ecosystems. As instructed in 35.5-110(1), C.R.S., State departments are responsible for managing noxious weeds on any lands under their jurisdiction using the methods prescribed by the local governing units in whose jurisdiction the State lands are located. The Jefferson County



Weed Supervisor has notified the Department of Personnel and Administration of approximately 213 acres of noxious weeds on property it owns adjacent to Camp George West.

The Department has consulted with noxious weed management experts at the Department of Transportation and the Vegetation Services Control Unit at the Department of Military Affairs on this matter. The Department of Transportation has agreed to assist the Department in mapping and inventorying the property. Years ago, the Department of Military Affairs managed the weeds on this property. The Department of Military Affairs has received a commercial quote for weed management services on this property. This quote is the basis of the funding needs identified in this request. See Attachment A for details.

In June the Department met with the Jefferson County Weed Supervisor to clarify the problem and discuss solutions. In accordance with the "Colorado Noxious Weed Act" weeds are classified for high-priority eradication, or containment and suppression. Jefferson County has identified several species of weeds on the property and recommended an annual treatment cycle. For example, knapweed must be eradicated. In contrast, mullein does not need to be eradicated, but must be controlled, with treatments recommended at various points throughout the year. Thus, to combat the problem, different herbicides must be sprayed throughout the year according to schedule. Note that the cost estimate for this project, found in Attachment A, defines costs by weed type and scheduled application of herbicides.

The Act also allows for grants to be awarded by the Department of Agriculture from the Noxious Weed Management Fund. This fund consists of civil penalties collected; gifts, grants and donations; interest earned; and moneys approved by the General Assembly. In FY 03-04 no funds were appropriated to this fund. The FY 2004-05 Long Bill (HB 04-1422) appropriated \$15,000 from reserves of the fund to the Department of Agriculture. Spending authority for FY 2004-05 is limited to the \$15,000. In past years, grants have been awarded to counties who have coordinated efforts and matched the funds. The grants were viewed as seed money, and communities were expected to obtain continuing funding in future years from other sources. An award has never been made to State government. Via recent conversations with the Department of Agriculture's State Weed Coordinator, the Department has learned that it is anticipated that grants may not be awarded this year; the \$15,000 will be used for designated high-priority needs of statewide significance or eradication of rare weeds. In future years, should funding allow for the award of grants once again, notification and application forms will be made available on the Department of Agriculture's website. Given the magnitude of the need at the property east of Camp George West, and the fact that the grant would not continue year after year even if one were awarded, the Department does not believe that seeking a grant from this fund would be an appropriate way to finance this request in the future.

The Department can comply with State law and eradicate the noxious weeds by acquiring the necessary funding to initiate an herbicide treatment regimen.

## Available Alternatives

**Alternative #1** - Implement a yearly herbicide treatment regiment to control and eradicate noxious weeds with an annual cost beginning at \$42,084 in FY 2005-06.

Based on a quote received by the Department of Military Affairs' Vegetation Services Control Unit, the Department estimates that costs of managing the weed-infested property on South Table Top Mountain, in order to comply with statute, will be \$42,505 in FY 05-06. Given the nature of weed control, this process may be ongoing, however, this request seeks only funding for FY 05-06. For reference, in FY 06-07 the estimated costs of the weed control program were quoted to be 5% higher than in FY 05-06, for a total of \$44,188. The impact on tenants is displayed below.

Affected State Agencies at Camp George West	Requested Appropriation Incorporating this Change Request *	FY 04-05 Long Bill Appropriation	Increase **
Corrections	\$44,662	\$38,322	\$6,340
Correctional Industries	\$19,565	\$16,788	\$2,777
CSU Forest	\$5,979	\$5,130	\$849
Local Affairs	\$26,789	\$22,986	\$3,803
Military Affairs	\$51,377	\$44,084	\$7,293
Public Safety	\$131,925	\$113,197	\$18,728
Transportation	\$19,124	\$16,409	\$2,715
<b>Appropriation</b>	<b>\$299,421</b>	<b>\$256,916</b>	<b>\$42,505</b>
<b>Lease Rate Per Sq. Ft.</b>	<b>\$1.05</b>	<b>\$0.90</b>	<b>\$0.15</b>
* Requested amount assumes no other changes to the FY 04-05 base. If the FY 05-06 appropriation differs from this base, this request may need to be amended, accordingly.			
** \$421 is added to the decision item cost of \$42,084 due to a 1% billing vacancy factor.			

If this Decision Item is approved, the Department will contract for services to implement the weed management program. The Department does not own the proper equipment for this task, nor does it have staff that is certified for applying chemical herbicides, as required under 35-5.5-105 of the Colorado Noxious Weed Act. Assuming approval of this request, the Department will issue a Request for Proposals (RFP) in June 2005 after the FY 05-06 Long Bill has been signed. After the contract has been awarded, treatment will begin in accordance with the schedule and weed management control program agreed upon by the Department and Jefferson County.

Note also that the Department continues to pursue a grant from the Department of Agriculture (from the Noxious Weed Management Fund) to offset the General fund cost to tenant agencies. While the Department is not optimistic that grant funding will be received/approved from this

source, if funding materializes, the Department would likely submit a negative budget adjustment for FY 05-06.

**Alternative #2** – *Do nothing – Status Quo*

If the Department were to not address this issue, Jefferson County could eradicate the weeds themselves, and bill the Department for the work completed. See specifically 35-5.5-110, C.R.S. In addition, civil penalties may also be imposed for non-compliance. See 35-5.5-118, C.R.S. This alternative could result in higher costs to the State.

**Assessment of Alternatives**

**Alternative 1 (Recommended)**

Alternative 1 allows the Department to implement an herbicide treatment program to control and eradicate weeds at Camp George West. This alternative carries a cost of \$42,505 in FY 2005-06, which would require offsetting increases in appropriations to tenants of Camp George West. If this request is not funded and the Department cannot implement a weed management program, Jefferson County could address the issue on its own, bill the Department for the costs incurred, and fine the Department for noncompliance with statute. Further, by not addressing the problem it could give the impression that the State is circumventing its own laws and obligations. To avoid this perception, the Department has also declined to seek a waiver from the requirements of the Colorado Noxious Weed Act (Act), as allowed under 35-5.5-108(2.7)(a), C.R.S.

**Alternative 2**

Under this alternative, nothing would be done to address the lack of compliance with statute identified above, Jefferson County could institute a weed control program to address the issue themselves, and the Department would be liable for reimbursing Jefferson County plus penalties of up to \$1,000 under statute.

**Recommendation**

The Department recommends the approval of Alternative 1, which would allow for compliance with State statute, via a contract with a certified vendor to implement a noxious weed management program for the easement just east of Camp George West.

## ATTACHMENT A

Prices Based on QUOTE FROM VEGETATION SERVICES OF THE DEPARTMENT OF MILITARY AFFAIRS.

Received February 7, 2004

This quote assumed the affected area was 220 acres. The property was surveyed in June 2004, resulting in an estimate of 213 acres.

### FY 05-06

#### APPLICATION # 1

July-October 2005

- A) 40 feet each side of test track and skid area with total vegetation control on some of the gravelled shoulders ( 5-15 feet wide)  
Key Species: Thistles, knapweed, puncturevine, mullein and willow-- all area treated.

Cost for application A \$5,376.00

- B) Area South of entrance and West of track to access road to Energy Research Facility in North West quadrant of property proceeding South to track control office.  
Key Species: Knapweed, Scotch thistle-- all area treated.

Cost for application B \$5,533.50

- C) Remainder of 220 acre property-- extreme topography and obstacles on Western portion.  
Key Species: Knapweed and Canada thistle-- application as needed.

Cost for application C \$10,132.50

#### APPLICATION # 2

Late March-June 2006

- A) 40 feet each side of test track and skid area with total vegetation control on some of the gravelled shoulders ( 5-15 feet wide)  
Key Species: Thistles, knapweed, puncturevine, mullein and willow-- all area treated.

Cost for application A \$5,376.00

- B) Area South of entrance and West of track to access road to Energy Research Facility in North West quadrant of property proceeding South to track control office.  
Key Species: Knapweed, Scotch thistle-- all area treated.

Cost for application B \$5,533.50

- C) Remainder of 220 acre property-- extreme topography and obstacles on Western portion.  
Key Species: Knapweed and Canada thistle-- application as needed.

Cost for application C \$10,132.50

Total Cost FY 05-06 \$42,084.00

### FY 06-07 (for reference)

#### APPLICATION # 1

(Prices include a 5% increase for material costs.)

July-October 2006

- A) 40 feet each side of test track and skid area with total vegetation control on some of the gravelled shoulders ( 5-15 feet wide)  
Key Species: Thistles, knapweed, puncturevine, mullein and willow-- all area treated.

Cost for application A \$5,644.80

- B) Area South of entrance and West of track to access road to Energy Research Facility in North West quadrant of property proceeding South to track control office.  
Key Species: Knapweed, Scotch thistle-- all area treated.

Cost for application B \$5,810.18

- C) Remainder of 220 acre property-- extreme topography and obstacles on Western portion.  
Key Species: Knapweed and Canada thistle-- application as needed.

Cost for application C \$10,639.13

#### APPLICATION # 2

Late March-June 2007

- A) 40 feet each side of test track and skid area with total vegetation control on some of the gravelled shoulders ( 5-15 feet wide)  
Key Species: Thistles, knapweed, puncturevine, mullein and willow-- all area treated.

Cost for application A \$5,644.80

- B) Area South of entrance and West of track to access road to Energy Research Facility in North West quadrant of property proceeding South to track control office.  
Key Species: Knapweed, Scotch thistle-- all area treated.

Cost for application B \$5,810.18

- C) Remainder of 220 acre property-- extreme topography and obstacles on Western portion  
Key Species: Knapweed and Canada thistle-- application as needed

Cost for application C \$10,639.13

Total Cost FY 06-07 \$44,188.20

### FY 07-08

July 2007 to June 2008

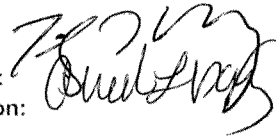

At this time, consideration should be given for the program to continue indefinitely with the flexibility to change upon mutual surveys, discussions with State representatives, and also take into consideration any addition of plant material added to the Noxious Weed Act. The final intent of this service is to restore the area to native plant material to comply with the Noxious Weed Act and set a standard for private and commercial property owners.

**Statewide BRI #1**

...

**Schedule 6  
FY 2005-06 Statewide Base Reduction Item**

Department: Personnel & Administration  
 Priority Number: BRI #1 (Statewide)  
 Division: Division of Information Technology  
 Program: Network Services  
 Request Title: MNT Telecomm Truth-in-Rates

Dept. Approval:   
 OSPB Approval:   
 Statutory Citation:

Date: November 1, 2004  
 Date: 10/21/04

		1	2	3	4	5	6	7	8	9	10
	Fund	Prior-Year Actual FY 2003-04	Appropriation FY 2004-05	Supplemental Request FY 2004-05	Total Revised Request FY 2004-05	Base Request FY 2005-06	Decision/ Base Reduction FY 2005-06	November 1 Request FY 2005-06	Budget Amendment FY 2005-06	Total Revised Request FY 2005-06	Change from Base in Out Year FY 2006-07
Total of All Line Items	Total	16,548,823	18,035,004	0	18,035,004	17,792,623	(1,429,060)	16,363,563	0	16,363,563	0
	FTE	15.9	18.0	0.0	18.0	18.0	0.0	18.0	0.0	18.0	0.0
	GF	0	0	0	0	0	0	0	0	0	0
	CF	1,013,349	1,739,646	0	1,739,646	1,739,646	0	1,739,646	0	1,739,646	0
	CFE	15,535,474	16,295,358	0	16,295,358	16,052,977	(1,429,060)	14,623,917	0	14,623,917	0
	FF	0	0	0	0	0	0	0	0	0	0
(1) Executive Office, Multiuse Network Payments (DPA Share of Statewide Adjustment)	Total	575,314	586,337	0	586,337	586,337	(287,744)	298,593	0	298,593	0
	FTE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	GF	0	0	0	0	0	0	0	0	0	0
	CF	0	0	0	0	0	0	0	0	0	0
	CFE	575,314	586,337	0	586,337	586,337	(287,744)	298,593	0	298,593	0
	FF	0	0	0	0	0	0	0	0	0	0
6) Division of Information Technology, (E) Network Services, Personal Services	Total	1,260,595	1,363,645	0	1,363,645	1,399,746	87,264	1,487,010	0	1,487,010	0
	FTE	15.9	18.0	0.0	18.0	18.0	0.0	18.0	0.0	18.0	0.0
	GF	0	0	0	0	0	0	0	0	0	0
	CF	0	0	0	0	0	0	0	0	0	0
	CFE	1,260,595	1,363,645	0	1,363,645	1,399,746	87,264	1,487,010	0	1,487,010	0
	FF	0	0	0	0	0	0	0	0	0	0
6) Division of Information Technology, (E) Network Services, Operating Expenses	Total	14,712,914	16,085,022	0	16,085,022	15,806,540	(1,228,580)	14,577,960	0	14,577,960	0
	FTE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	GF	0	0	0	0	0	0	0	0	0	0
	CF	1,013,349	1,739,646	0	1,739,646	1,739,646	0	1,739,646	0	1,739,646	0
	CFE	13,699,565	14,345,376	0	14,345,376	14,066,894	(1,228,580)	12,838,314	0	12,838,314	0
	FF	0	0	0	0	0	0	0	0	0	0

Letter Notation:

Cash Fund name/Number, Federal Fund Name:

IT Request  Yes \* No (If yes and request includes more than 500 programming hours, attach IT Project Plan)

Change Request Criteria:  Emergency  Technical Error  New Data  Unforeseen Contingency

Request for New or Replacement Vehicles:  Yes  No (If yes, a copy of the Schedule 6 should be forwarded to the OSPB analyst assigned to DPA)

Request Affects Another Department(s):  Yes  No (If yes, Name of other Department(s) )

**Department of Personnel and Administration  
FY 2005-06 Base Reduction Item  
Efficiency and Effectiveness Analysis**

**Department:** Department of Personnel & Administration

**Long Bill Group/Division:** Executive Office, Division of Information Technologies

**Program:** Network Services

**Request Title:** MNT Telecomm Truth-in-Rates

**Request Criteria** New Data

**Priority Number:** BRI #1 (Statewide)

**Summary of Request**

This item is associated with a statewide Common Policy request and contains a net decrease in departmental appropriations statewide of \$1,077,352, and an additional decrease in anticipated MNT expenditures for non-appropriated entities of \$63,963. The DPA share of this statewide Common Policy request is a decrease of \$287,744. The requested adjustments are associated with the Department's Telecommunications Truth-in-Rates implementation. *Note: see Attachment A for requested departmental adjustments.*

The requested changes in appropriations statewide and DPA spending authority are being made in order to realign existing departmental appropriations for MNT statewide in accordance with the Telecommunications Truth-in-Rates billing methodology. Periodically, recommendations are made to realign individual departmental appropriations to more closely match projected telecommunication needs, based on historical usage and updated circuit inventory. This request also includes a reduction in the recoverable costs for MNT associated primarily with the contractual elimination of certain aggregated network access point (ANAP) fees at the end of FY 2004-05.

**Problem or Opportunity Definition**

This request relates to the statewide *Multi-Use Network (MNT)*. The MNT Project successfully reached the end of its construction phase during FY 2003-04 and is now moving into an operational phase. A complete MNT network allows users in every county to connect to the State network. As a result, inexpensive Internet access, high quality of service, video, and voice over IP are available to users, subject only to last mile connectivity. The infrastructure is in place to accommodate economic development and increased distance learning opportunities,

particularly in rural Colorado, and telecommunications costs have been reduced for the benefit of State and local public entities as a result. Direct marketing efforts continue to ensure that State agencies and political subdivisions are aware of the capabilities of MNT, and are able take advantage of the network. This network, and the new capabilities that it provides for State and local government and the public, exists specifically because of the efforts of the Department, the Division of Information Technologies (DoIT), and its external partners.

Historically, the Division has failed to recover its full telecommunication costs of service, resulting in inaccurate agency billings and a cash fund deficit. This chronic inability to recover costs has not generated savings to the State, rather it has resulted in customers paying far less than the true cost of services in many cases, and paying more than the true cost in other cases. The Telecommunications Truth-in-Rates initiative has done much to correct these inequities. Failure to fund this request will interfere with the ability to comply with statutory obligations to properly recover costs. Without these realignments, a majority of DoIT's MNT customers will retain excess appropriations associated with payments for the (more accurate) billings that they will receive in FY 2005-06. This is especially important in the current fiscal environment, as several hundred thousand dollars of statewide General fund relief would result from the requested realigned appropriations.

Prior to the Telecommunications Truth-in-Rates initiative, the Division did not have a clear understanding of the cost of various services or products that it provided to its customers. It was easy to understand then, that the Division did not have a well-understood billing rate structure. For many years, it seemed that as long as bills were being paid, and services were being delivered, there was no need to properly align actual billings with actual utilization by service type. This approach was unacceptable, and the changes needed to remedy these problems are at the heart of the Truth-in-Rates concept and the driving force behind this request.

An additional negative outcome of these billing inaccuracies was the unintentional incentive of supporting the wrong behavior from user agencies. In many service categories, customers had no incentive to migrate to newer and more cost effective solutions because they were being charged only a fraction of the true cost of the service(s) being provided. In fact, in some instances (such as SNA) customers were essentially not being charged for the services received.

### Available Alternatives

#### **Alternative #1 – Bill User Agencies the Correct Amounts and Adjust Statewide Appropriations.**

Bill customers at the true cost of the service (as required by statute), and adjust departmental appropriations to properly reflect current utilization and anticipated billings. While requiring a more "in-depth" analysis, this alternative has the highest probability of meeting objectives.



### **Alternative # 2 – Bill User Agencies the Correct Amounts with No Adjustment to Statewide Appropriations**

Bill customers at the true cost of service without adjustments to statewide appropriation levels nor DPA spending authority.

### **Alternative # 3 – No Change - Bill the Incorrect Amounts with No Adjustment to Statewide Appropriations**

Continue to bill to each customer's continuation level appropriations, regardless of the level of services used, and over recover costs. Make no adjustments to statewide appropriation levels, nor DPA spending authority.

### **Statutory and Other Authority:**

**Statute** – Section 24-30-908, C.R.S., requires the Department of Personnel & Administration to recover the actual cost of providing services to state customers, including material, labor and overhead.

**Executive Order** – Executive Order B0201 dated January 12, 2002, mandates that “...*all State departments, agencies and institutions, including higher education, shall migrate their telecommunication networks to the Multi-Use Network and cease operation and any new development of disparate telecommunication networks...*”

**Legislative Audit** – The *Evaluation of Network Services, September 20, 2002*, which was performed for the Colorado Office of the State Auditor, stated that “... *overall revenues for services offered by the Network Services section fell short of expenditures...*” and the “... *Network Services section was **not** self-sustaining as required by statute...*”.

### **Linkage to Objectives**

DPA FY 2005-06 Strategic Plan:

Continue the Truth-in-Rates philosophy to ensure that rates recover the cost of services and remain competitive.

### **Assessment of Alternatives**

#### **Alternative #1 – Bill User Agencies the Correct Amounts and Adjust Statewide Appropriations (Recommended)**

This alternative would bill customers at the true cost of the service (as required by statute), and adjust appropriations to properly reflect current utilization and anticipated billings. This alternative is *recommended*, because it allows the Department to fully recover its costs, passing

on the true cost of services to the customer, thereby driving the desired behavior. It also ensures that user agencies are not appropriated in excess of required funding to cover its MNT billings.

As reflected in Attachment A, the overall projected decreases to departmental appropriations are more than \$1 million in aggregate. Several individual departments have significant decreases based upon updated circuit inventory, build-outs, and other changes in service levels. As a result, this alternative will properly align the appropriations of State agency customers with anticipated billings related to MNT, while generating General fund savings statewide. If this request were not approved, many customers would be appropriated well in excess of need.

### **Alternative # 2 – Bill User Agencies the Correct Amounts with No Adjustment to Statewide Appropriations**

This alternative would bill customers at the true cost of service without adjustments to departmental appropriations. While this alternative would also provide for cost recovery as required by statute, it would actually allow most customers to retain additional unnecessary spending authority. This alternative is not recommended.

### **Alternative # 3 – No Change - Bill the Incorrect Amounts with No Adjustment to Statewide Appropriations**

This alternative would continue to bill to each customer's continuation level appropriations, regardless of the level of services used. This alternative would make no adjustments to DPA spending authority and statewide appropriations, regardless of the level of services used, and would result in a significant over-collection. This alternative is in violation of both statute and Executive Order and is clearly not acceptable.

### **Assumptions and Calculations**

During the fiscal year, the Department monitors actual circuit inventory/expenses and infrastructure costs on a monthly basis to support each department's MNT needs. This is necessary because almost every department's MNT expenditures fluctuate from month-to-month as their business needs change. About halfway through the year, an in-depth analysis is done to evaluate each department's MNT needs as they relate to the original budgetary projections. At the same time, Division of Information Technologies (DoIT) staff work with each customer to determine future MNT needs ("build out").

The Department then determines the statewide MNT appropriation needs on a department-by-department basis. As a result of this analysis, the Department is able to make the determination to seek increases/decreases in appropriations and/or spending authority as appropriate. Attachment A reflects projected increases/decreases by department and includes notes to detail the cause(s) of significant changes from the FY 2004-05 Long Bill.

This request is made with the understanding that some events are beyond the Department's control. For example, the State has "partnered" with several telecommunication companies in

enabling the Multi-Use Network. The contract between the State and Qwest and its partners contemplated ending subsidy payments to the partners after June 30, 2005. The elimination of those subsidies, amounting to over \$1,500,000 per year, as well as the effect of renegotiating the terms of the payments to Qwest, are reflected in this request.

**Concerns or Uncertainties**

No additional concerns or uncertainties are evident at this time.

**Conclusion/Recommendation:**

Alternative #1 is the recommended approach, as it will help ensure that the Department recovers its costs as required by statute while driving the desired behavior on the part of our customers. Further, a previous Legislative Audit clearly directed the Division to set rates that recover its costs. Customers have long identified inaccuracy and accountability in rates as an area to be addressed.

By assisting our customers in securing the necessary appropriations by line item and fund source, and adjusting DPA spending authority to reflect the updated level of recoverable costs for MNT for FY 2005-06, the Department addresses both of the needs stated above. Failure to support this request will inequitably result in excess appropriations to most State agencies, and will put undue burden on the agencies that have a need for additional appropriations, requiring them to pay for telecommunication billings from continuation level appropriations

Attachment A - MNT FY 2005-06

This table summarizes the FY05 MNT Long Bill as appropriated vs. FY06 MNT Decision Item.

DEPT	Department Name	FY05 Long Bill MNT Line	FY06 Requested MNT Line	Note	Net Increase (Decrease)	Percent Change	Comment
AAA	Department of Personnel & Administration	\$586,337	\$298,593	1	(\$287,744)	-49%	
BAA	Department of Agriculture	\$30,661	\$26,711		(\$3,950)	-13%	
CAA	Department of Corrections	\$1,069,494	\$730,285	2	(\$339,209)	-32%	
DAA	Department of Education	\$40,160	\$29,969		(\$10,191)	-25%	
EAA	Office of the Governor	\$99,421	\$11,935	3	(\$87,486)	-88%	
FAA	Department of Public Health and Environment	\$241,498	\$151,296		(\$90,202)	-37%	
GAA	Department of Higher Education	\$0	\$0		\$0		
HAA	Department of Transportation (Not Approp)	\$802,833	\$738,870	4	(\$63,963)	-8%	Not Appropriated
IHA	Department of Human Services	\$1,924,719	\$2,021,498	5	\$96,779	5%	
JAA	Judicial	\$272,033	\$595,783	6	\$323,750	119%	
KA	Department of Labor & Employment	\$110,265	\$96,655		(\$13,610)	-12%	
LAA	Department of Law	\$0	\$0		\$0		
MAA	General Assembly	\$0	\$0		\$0		
NAA	Department of Local Affairs	\$45,810	\$29,492		(\$16,318)	-36%	
OAA	Department of Military Affairs	\$0	\$0		\$0		
PAA	Department of Natural Resources	\$868,911	\$780,952		(\$87,959)	-10%	
RAA	Department of Public Safety	\$1,275,157	\$926,157		(\$349,000)	-27%	
SAA	Department of Regulatory Agencies	\$3,239	\$2,417		(\$822)	-25%	
TAA	Department of Revenue	\$1,398,096	\$1,204,906	7	(\$193,190)	-14%	
UHA	Department of Health Care Policy & Finance	\$0	\$0		\$0		
VAA	Secretary of State	\$71,724	\$53,524		(\$18,200)	-25%	
WAA	Department of Treasury	\$0	\$0		\$0		
STATE	<b>TOTAL BILLING ALL STATE AGENCIES</b>	\$8,840,358	\$7,699,042		(\$1,141,316)	-13%	
	<b>TOTAL BILLING ALL STATE AGENCIES (appropriated)</b>	\$8,037,525	\$6,960,173		(\$1,077,352)	-13%	

Note: This table indicates the estimated net increase (decrease) for MNT by Department FY06 vs. FY05

- Note 1 Costs reduced by migration to OC-12 & elimination of OC-3
- Note 2 Costs reduced through circuit aggregation
- Note 3 OIT circuit expense to Broomfield campus eliminated
- Note 4 CDOT is not appropriated - for reference only
- Note 5 Includes \$360,00 circuit expense of moving CDHS billing to DoIT - this will be included in a FY05 Supplemental Request
- Note 6 Includes 28 new Judicial T-1's (previously were direct bill 64k circuits)
- Note 7 Includes 12 months of lottery terminals @\$8,694.75 per month (\$104,337) - this will be included in a FY05 Supplemental Request

## **Attachment B**

The following is a summary of Attachment B to the MNT FY 2005-06 Base Reduction Item.

- Attachment 1 to the Master Service Agreement is the main original MNT contract between US West and the State for the MNT network, approved by the State Controller on June 23, 2000, and covered a period of five years.
- Amendment #1, dated July 3, 2000 essentially reflected the change from US West to Qwest based upon the merger of the two corporations.
- A Bilateral Change Order Letter to Attachment #1, dated April 1, 2003, added a new exhibit regarding the ANAP fees and Edge sites. Essentially this made modifications to the tariff and redefined where the backhaul would occur on the network. This change was technical in nature. This change order also instituted a change in the billing and payment structure between the State and Qwest partners (subcontracting telcos) involved in the deal, to make direct payment from the State to the partners.
- Contract Amendment #2, dated August 1, 2003 - the State exercised the right to extend attachment #1 (The MNT contract) as per provisions in the original contract. The State exercised all the five option years at once, extending the contract until June 30, 2010. This amendment also added an Exhibit D, which clearly identified all ANAP fees, including those due to Qwest and non-Qwest entities, on a monthly and annual schedule. The amendment indicated that the total contract value (maximum) for all ANAP charges through June 30, 2010 is \$9,050,471.10. Specifically, however, Exhibit D reflected a table that clearly identified that **no ANAP fees would be due for non-Qwest ANAP's after June 30, 2005**. This provision is reflected within the FY 2005-06 Base Reduction Item request and reduces total ANAP charges projected for FY 2005-06 to \$365,004 from the \$1,936,724 reflected in FY 04-05 common policy figure setting, a reduction of \$1,571,720.



**ATTACHMENT 1**

**TO THE MASTER SERVICES AGREEMENT  
BETWEEN THE STATE OF COLORADO AND  
U S WEST COMMUNICATIONS, INC.**

This Attachment 1 to the Master Services Agreement between The State of Colorado and U S WEST Communications, Inc. ("Agreement") is hereby attached and made a part of the Agreement. This Attachment 1 is subject to the terms and conditions of the Agreement. In the event of a conflict between the terms and conditions of this Attachment 1 and the terms and conditions of the Agreement, this Attachment 1 shall govern for the purposes of this Attachment only.

**MNT SERVICES**

**1. SCOPE.**

- 1.1 Subject to the terms and conditions set forth in the Master Service Agreement and this Attachment 1 ("Attachment"), U S WEST shall engineer, provide, deliver, test and provide network configuration documentation regarding the State's Multi-Use Network, "MNT" to provide the telecommunications backbone network for the State and interfaces with the State "Edge/End Sites" in accordance with the schedule proposed in U S WEST's February 4, 2000 proposal, March 24, 2000 best and final offer, and RFP#TK-00011-00, which are incorporated by this reference, ("Services").
  - 1.2 The MNT shall provide an Asynchronous Transfer Mode (ATM) backbone infrastructure to connect 70 Service points or ANAP's throughout the entire state. This will be a public network on which the State shall be the anchor tenant. The completed MNT will be an outsourced, monitored and managed statewide network infrastructure, which may accommodate data, video, image and voice.
  - 1.3 U S WEST shall provide the State with ATM Service ("ATM CRS") to all State defined Edge Sites as required in Attachment 5.4 of the RFP or as otherwise agreed to by the parties. Additional ATM CRS-based "Edge/End Sites" will be connected to the statewide network on an individual case basis, at the rates proposed in the RFP catalog pricing section. In accordance with the RFP, State sites connected to the MNT, ATM CRS network cloud within a 15 miles radius of the ANAP will not pay backhaul mileage charges.
  - 1.4 U S WEST will provide the ATM CRS in accordance with U S WEST's Federal Communications Commission ("F.C.C.") Access Tariff No. 5. In the event of a conflict between the terms and conditions of this Attachment and the Tariff, the prevailing Tariff will govern.
  - 1.5 The parties agree to review pricing at the end of the State's fiscal year, or as requested by the State, not to exceed two (2) times per year, for the duration of the term of the Attachment.
- 2. CONVERSION PLAN.** All existing ATM and Frame Relay Service with Interworking over ATM, relevant to MNT and under contract between U S WEST and the State, shall be re-established on the MNT network at no additional cost or penalty to the State. Both parties shall establish an implementation plan for all existing circuits to create optimum traffic on the network as each ANAP becomes operational. U S WEST agrees to waive termination liability charges on services that are converted to the MNT network, under this Attachment. Tariff pricing shall be used for converting all other existing service to ATM CRS service under this Attachment.
- 3. TERM.** This Attachment becomes effective subject to availability of funds, upon approval by the State Controller ("Effective Date"), or designee, and shall continue for five (5) years from the Effective Date, subject to termination as provided in the Agreement and availability of funds for payments due in subsequent fiscal years.

4. **OPTIONS.** The State may require continued performance for a period of five (5) subsequent years in one (1) year increments of renewal ("Option") of the Services within the limits and at the rates specified within this Attachment. The State may exercise the Option by providing ninety (90) days written notice to U S WEST deposited in the U.S. Mail before the end of the term of the Attachment using a form substantially equivalent to **Exhibit A** attached and incorporated herein. The total duration of this Attachment, including the exercise of any Option(s) under this clause, shall not exceed ten (10) years from the Effective Date. Financial obligations of the State payable after the current fiscal year are contingent upon funds for that purpose being appropriated, budgeted, and otherwise made available.

5. **CHARGES AND BILLING.** U S WEST shall provide the State with monthly detailed billing in a mutually agreed upon electronic format so the information may be sorted and extracted. U S WEST shall present an integrated bill that includes the participating service providers for the MNT project. The electronic invoice shall interface with the ordering system, and accurately reflect the dates and charges that Service was transferred to the MNT electronic invoice billing. The existing final invoices for Services transferred shall reflect the corresponding dates and charges through the cutover date of the Service. Other electronic billings shall be proposed pursuant to the Change Order process stated in Section 1.2 of the Agreement.

6. **MNT NETWORK IMPLEMENTATION PHASE TIMETABLE.** The MNT Network shall be installed in three (3), one (1) year time periods. The dates for the time periods are:

- Year one: Effective Date to June 30, 2001
- Year two: July 1, 2001 to June 30, 2002
- Year three: July 1, 2002 to June 30, 2003

7. **RESPONSIBILITIES OF U S WEST.**

7.1 **Schedule.**

U S WEST shall develop and submit a Deployment Schedule ("Schedule") to the State that will incorporate all required areas of coverage, as specified in the RFP including: the implementation phase timetable, the Deliverable Implementation Schedule, **Exhibit B** attached and incorporated herein, a detailed project timetable, and network configurations as related to the State's private network. U S WEST shall also submit a final Schedule and MNT network configuration to the State for approval prior to phase work being initiated. Changes to the Schedule may be subject to change based upon agreement by the joint US WEST and State MNT Project Teams.

7.2 **MNT System Design and Performance Responsibility.**

U S WEST shall have responsibility for performance of the entire MNT, including but not limited to the system design, implementation in accordance with the proposed Schedule, and daily operational performance of the MNT. Acceptance shall be based upon requirements in the RFP, and the system acceptance plan developed by U S WEST and approved by the State, as required by Section 4.8.1.5 of the RFP.

U S WEST shall deliver the Service to its proper location at the cost proposed to the State.

U S WEST shall maintain and support the Service at no additional cost, for the full term of the Agreement and this Attachment, and any Option periods exercised by the State.

U S WEST has provided the State with MNT Points for Clarification, attached and incorporated herein as **Exhibit C**.

7.3 U S WEST shall propose to the State in writing any System Upgrades, revisions, updates or technology improvements ("Enhancements") that may be offered within thirty (30) days of the offer

or release to the general public, throughout the remaining term of the Agreement and this Attachment. The State may accept such Enhancements, if desired, by the Change Order process specified in Section 1.2 in the Agreement.

- 7.4 The Parties agree to meet semi-annually, or more frequently, to discuss and review the State's network and the possible deployment and implementation of any new technologies and standards.
- 7.5 The Parties agree to meet on a semi-annual basis to discuss the Service and any associated Service Level Agreements.
- 7.6 U S WEST warrants that response times for Service outages will be governed by the terms specified in the RFP or as otherwise agreed upon by the parties.

## **8. ORDERS/WEB-BASED ORDERING SYSTEM**

The State may submit orders for Service by accessing the Web-based ordering system provided by U S WEST for the State. The ordering system shall be accessible to State authorized representatives.

## **9. PERFORMANCE IMPORTANCE**

The parties agree that time is of the essence for implementation of the Schedule. Subject to extensions of time pursuant to Force Majeure (Article 18 of the Agreement) or for reasons attributable to the fault of the State or other third parties, U S WEST will complete the Service implementation for the ANAP's by the dates specified in U S WEST's proposal. The parties shall implement a Conversion Plan for existing circuits to be re-established to the MNT network in concert with ANAP conversion. Failure to complete the milestones by the dates specified in the ANAP Deployment Schedule shall be grounds for termination for default, liquidated damages, and any other remedies available to the State.

## **10. LIMITATION OF LIABILITY**

Notwithstanding any other provision of this Attachment to the contrary, including, without limitation, Special Provision 4, Indemnification, the express remedies provided within this Attachment are the State's sole remedies for breach of any and all warranties and for U S WEST's liability arising from the products or Services provided hereunder. In no event shall U S WEST's contractual liability to the State for damages of any nature include incidental, indirect, special, or consequential damages of any kind including but not limited to any loss of use, loss of business, or loss of profit. This limitation of liability provision, and any other limitation or exclusion of damages in this Attachment do not limit or exclude U S WEST's liability which directly arises from Article 12, Patent and Copyright Indemnification in the Agreement or for death or bodily injury or damage to tangible property arising out of performance of this Attachment and directly caused by U S WEST, its employees, agents, or subcontractors. Remedies under this Attachment are exclusive and limited to those expressly described in this Attachment

Each party shall be responsible for any actual physical damages it directly causes in the course of its performance under this Attachment, limited to damages resulting from personal injuries, death, or property damage arising from negligent acts or omissions. Each party shall self-insure its own property and shall be responsible for any damages caused by either party to such property.

Notwithstanding any other provisions of this Attachment, no term or condition of this Attachment shall be construed or interpreted as a waiver, express or implied, of any of the immunities, rights, benefits, protection or other provisions of the Colorado Governmental Immunity Act, Section 24-101 et seq, C.R.S., as now or hereafter amended.

Excluding liquidated damages as provided in Article 11, in no event shall U S WEST's contractual liability to the State for damages of any nature include incidental, indirect, special or consequential damages of any kind including but not limited to any loss of use, loss of business, or loss of profit or

exceed, in amount, a sum equivalent to the applicable credit for interruptions to Service under this Attachment, as it may be amended from time to time.

## **11. LIQUIDATED DAMAGES**

- 11.1 If U S WEST is given notice of delay or nonperformance and fails to cure pursuant to Article 19.a. of the Agreement, in addition to any other damages that are applicable, U S WEST shall be liable for \$205.00 per ANAP per calendar day from 45 days from receipt of notice, until either the State reasonably obtains similar Services if U S WEST is terminated for default, or until U S WEST provides the Services if U S WEST is not terminated for default. The State shall make every reasonable effort to mitigate its damages. To the extent that U S WEST's delay or nonperformance is excused due to Force Majeure (Article 18 of the Agreement), the fault of the State or other third party, liquidated damages shall not be due the State. The parties agree that the damages from breach of the Agreement are difficult to prove or estimate, and the amount of liquidated damages specified herein represents a reasonable estimation of damages that will be suffered by the State from late performance, including costs of additional inspection and oversight, lost opportunity for additional efficiencies that would have attended on-time completion of performance. Liquidated damages assessed shall reduce the then current invoice amount to be paid. Assessment of liquidated damages shall not be exclusive of or in any way limit remedies available to the State at law or equity for U S WEST breach. Liquidated damages paid to the State by U S WEST shall not exceed \$3,067,825 per year.
- 11.2 U S WEST shall not pay liquidated damages to the State for delays or nonperformance when such occurrences are due to U S WEST and/or their subcontractor's inability to obtain right of way permits.

## **12. Indefinite Delivery / Indefinite Quantity Attachment**

A) This is an indefinite delivery, indefinite quantity agreement. The quantities and Services specified by the State provided End Site/Edge Site Schedule are estimates only and do not form a binding commitment on the part of the State. As the "minimum", this Attachment addresses the 70 ANAP sites as defined in Section 4.5.4 of the RFP. The State shall order at least the quantity of Services designated in the Schedule, as the minimum. U S WEST shall furnish to the State, when and if ordered, the Services specified in the Schedule up to and including the quantity designated in the Schedule as the "maximum". Delivery or performance shall be made only as issued in accordance with the directions issued by the MNT Program Office.

### **B) Additional pricing discounts**

Both parties will execute separate Attachments for ATM and Frame Relay service. The Attachments will be incorporated into this Agreement. The Attachments will detail rates for telecommunications services that will be applied monthly based on overall volume of service or equipment ordered by the State, minimum quantities of service or equipment orders, or any combination. The ANAP access charge will be reviewed for reduction and/or elimination on an annual basis beginning at the end of the fourth year and every year thereafter., following Agreement execution.

- 12.1 U S WEST shall provide web-based network performance reports detailing the network availability for each of the network ANAP's and Edge/End Sites that subscribe to Managed Data Services ("MDS"), on a monthly basis. Information in these reports include, but are not limited to network volume and performance, situations to watch, device reports and overall health of the network. These Performance Management Reports will provide the State a useful tool for detecting error conditions before they occur and for tracking SLA's. The preparation of reports in a timely manner shall be the responsibility of U S WEST and failure to comply may result in withholding or elimination of payment of funds and/or termination of the Agreement. ANAP's not meeting the required performance standards, specified in the RFP, shall be subject to the charges detailed in Article 11, Liquidated Damages, and or any other remedies available to the State.

12.2 Payment for Services will not be made until acceptance is made per the agreed upon ANAP acceptance criteria and in accordance with Articles 6 and 7 of the Agreement. ANAP charges shall commence following ANAP acceptance, and the installation and operation of at least one Edge/End Site to the State ANAP or the ANAP charge shall commence 30 days after an ANAP has been ready for service for which the State does not have any pending service orders.

12.3 **Risk of loss.** Unless otherwise provided in the order, U S WEST assumes the risk of, and shall be responsible for, any loss or destruction of, or damage to, government-furnished property or facilities upon its delivery or use by U S WEST. However, U S WEST is not responsible for reasonable wear and tear to property of the ordering entity or for government-furnished property properly consumed in performing the order.

13. Any changes or amendments to this Attachment must first be approved by U S WEST and the State's MNT Project Manager.

14. **REPRESENTATIVES AND NOTICES.**

For the purpose of this Agreement, the individuals identified below are hereby designated representatives of the respective parties. Either party may from time to time designate in writing new or substitute representatives:

State of Colorado  
Attn: Project Director for MNT  
690 Kipling  
Lakewood, CO 80215

U S WEST  
Attn: State of Colorado Strategic Account Manager  
1801 California, Room 1800  
Denver, CO 80202

**Authority.** With respect to the representative for the State, such individual shall have the authority to inspect and reject Services, approve invoices for payment, and otherwise act for the State, except with respect to the execution of formal amendments to or termination of this Agreement.

**Notices.** All notices required to be given by the parties hereunder shall be hand delivered or sent by U.S. mail to the individuals at the addresses set forth below. Either party may from time to time designate in writing substitute addresses or persons to whom such notices shall be sent.

State of Colorado  
Attn: MNT Contract Manager  
690 Kipling  
Lakewood, CO 80215

U S WEST  
Attn: State of Colorado Strategic Account Manager  
1801 California, Room 1800  
Denver, CO 80202

15. **COLORADO SPECIAL PROVISIONS.** The following State Special Provisions are hereby incorporated and become a part of this Attachment.

**SPECIAL PROVISIONS**

**CONTROLLER'S APPROVAL**

1. This Attachment shall not be deemed valid until it shall have been approved by the Controller of the State of Colorado or such assistant as he may designate. This provision is applicable to any Attachment involving the payment of money by the State.

**FUND AVAILABILITY**

2. Financial obligations of the State of Colorado payable after the current fiscal year are contingent upon funds for that purpose being appropriated, budgeted, and otherwise made available.

## **BOND REQUIREMENT**

3. If this Attachment involves the payment of more than fifty thousand dollars for the construction, erection, repair, maintenance, or improvement of any building, road, bridge, viaduct, tunnel, excavation or other public work for this State, U S WEST shall, before entering upon the performance of any such work included in this Attachment, duly execute and deliver to the State official who will sign the Attachment, a good and sufficient bond or other acceptable surety to be approved by said official in a penal sum not less than one-half of the total amount payable by the terms of this Attachment. Such bond shall be duly executed by a qualified corporate surety conditioned upon the faithful performance of the Attachment and in addition, shall provide that if U S WEST or its subcontractor fail to duly pay for any labor, materials, team hire, sustenance, provisions, provendor or other supplies used or consumed by U S WEST or its subcontractor in performance of the work contracted to be done or fails to pay any person who supplies rental machinery, tools, or equipment in the prosecution of the work the surety will pay the same in an amount not exceeding the sum specified in the bond, together with interest at the rate of eight per cent per annum. Unless such bond is executed, delivered and filed, no claim in favor of U S WEST arising under such contract shall be audited, allowed or paid. A certified or cashier's check or a bank money order payable to the Treasurer of the State of Colorado may be accepted in the lieu of a bond. This provision is in compliance with CRS 38-26-106.

## **INDEMNIFICATION**

4. To the extent authorized by law, U S WEST shall indemnify, save, and hold harmless the State, its employees and agents, against any and all claims, damages, liability and court awards including costs, expenses, and attorney fees incurred as a result of any act or omission by U S WEST, or its employees, agents, subcontractors, or assignees pursuant to the terms of this Attachment.

## **DISCRIMINATION AND AFFIRMATIVE ACTION**

5. U S WEST agrees to comply with the letter and spirit of the Colorado Antidiscrimination Act of 1957, as amended, and other applicable law respecting discrimination and unfair employment practices (CRS 24-34-402), and as required by Executive Order, Equal Opportunity and Affirmative Action, dated April 16, 1975. *Pursuant thereto, the following provisions shall be contained in all State contracts or sub-contracts.*

During the performance of this Attachment, U S WEST agrees as follows:

(a) U S WEST will not discriminate against any employee or applicant for employment because of race, creed, color, national origin, sex, marital status, religion, ancestry, mental or physical handicap, or age. U S WEST will take affirmative action to insure that applicants are employed, and that employees are treated during employment, without regard to the above mentioned characteristics. Such action shall include, but not be limited to the following: employment upgrading, demotion, or transfer, recruitment or recruitment advertisings; lay-offs or terminations; rates of pay or other forms of compensation; and selection for training, including apprenticeship. U S WEST agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the contracting officer setting forth provisions of this non-discrimination clause.

(b) U S WEST will, in all solicitations or advertisements for employees placed by or on behalf of U S WEST, state that all qualified applicants will receive consideration for employment without regard to race, creed, color, national origin, sex, marital status, religion, ancestry, mental or physical handicap, or age.

(c) U S WEST will send to each labor union or representative of workers with which he has a collective bargaining Attachment or other contract or understanding, notice to be provided by the contracting officer, advising the labor union or workers' representative of U S WEST's commitment under the Executive Order, Equal Opportunity and Affirmative Action, dated April 16, 1975, and of the rules, regulations, and relevant Orders of the Governor.



(d) U S WEST and labor unions will furnish all information and reports required by Executive Order, Equal Opportunity and Affirmative Action, dated April 16, 1975, and by the rules, regulations and Orders of the Governor, or pursuant thereto, and will permit access to his books, records, and accounts by the contracting agency and the office of the Governor or his designee for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(e) A labor organization will not exclude any individual otherwise qualified from full membership rights in such labor organization, or expel any such individual from membership in such labor organization or discriminate against any of its members in the full enjoyment of work opportunity because of race, creed, color, sex, national origin, or ancestry.

(f) A labor organization, or the employees or members thereof will not aid, abet, incite, compel or coerce the doing of any act defined in this Attachment to be discriminatory or obstruct or prevent any person from complying with the provisions of this Attachment or any order issued thereunder; or attempt, either directly or indirectly, to commit any act defined in this Attachment to be discriminatory.

(g) In the event of U S WEST's non-compliance with the non-discrimination clauses of this Attachment or with any of such rules, regulations, or orders, this Attachment may be canceled, terminated or suspended in whole or in part and U S WEST may be declared ineligible for further State contracts in accordance with procedures, authorized in Executive Order, Equal Opportunity and Affirmative Action of April 16, 1975 and the rules, regulations and orders promulgated in accordance therewith, and such other sanctions as may be imposed and remedies as may be invoked as provided in Executive Order, Equal Opportunity and Affirmative Action of April 16, 1975, or by rules, regulations, or orders promulgated in accordance therewith, or as otherwise provided by law.

(h) U S WEST will include the provisions of paragraphs (a) through (h) in every sub-contract and subcontractor purchase order unless exempted by rules, regulations, or orders issued pursuant to Executive Order, Equal Opportunity and Affirmative Action of April 16, 1975, so that such provisions will be binding upon each subcontractor or vendor. U S WEST will take such action with respect to any sub-contracting or purchase order as the contracting agency may direct, as a means of enforcing such provisions, including sanctions for non-compliance; provided, however, that in the event U S WEST becomes involved in, or is threatened with, litigation, with the subcontractor or vendor as a result of such direction by the contracting agency, U S WEST may request the State of Colorado to enter into such litigation to protect the interest of the State of Colorado.

## **COLORADO LABOR PREFERENCE**

6a. Provisions of CRS 8-17-101 & 102 for preference of Colorado labor are applicable to this Attachment if public works within the State are undertaken hereunder and are financed in whole or in part by State funds.

6b. When a construction contract for a public project is to be awarded to a bidder, a resident bidder shall be allowed a preference against a non-resident bidder from a state or foreign country equal to the preference given or required by the state or foreign country in which the non-resident bidder is a resident. If it is determined by the officer responsible for awarding the bid that compliance with this subsection .06 may cause denial of federal funds which would otherwise be available or would otherwise be inconsistent with requirements of Federal law, this subsection shall be suspended, but only to the extent necessary to prevent denial of the moneys or to eliminate the inconsistency with Federal requirements (CRS 8-19-101 and 102).

## **GENERAL**

7. The laws of the State of Colorado and rules and regulations issued pursuant thereto shall be applied in the interpretation, execution, and enforcement of this Attachment. Any provision of this Attachment whether or not incorporated herein by reference which provides for arbitration by any extra-judicial body or person or which is otherwise in conflict with said laws, rules, and regulations shall be considered null and void. Nothing contained in any provision incorporated herein by reference which purports to negate this or

any other special provision in whole or in part shall be valid or enforceable or available in any action at law whether by way of complaint, defense, or otherwise. Any provision rendered null and void by the operation of this provision will not invalidate the remainder of this Attachment to the extent that the Attachment is capable of execution.

8. At all times during the performance of this Attachment, U S WEST shall strictly adhere to all applicable federal and state laws, rules, and regulations that have been or may hereafter be established.

9. Pursuant to CRS 24-30-202.4 (as amended), the state controller may withhold debts owed to state agencies under the vendor offset intercept system for: (a) unpaid child support debt or child support arrearages; (b) unpaid balance of tax, accrued interest, or other charges specified in Article 22, Title 39, CRS; (c) unpaid loans due to the student loan division of the department of higher education; (d) owed amounts required to be paid to the unemployment compensation fund; and (e) other unpaid debts owing to the state or any agency thereof, the amount of which is found to be owing as a result of final agency determination or reduced to judgment as certified by the controller.

10. The signatories aver that they are familiar with CRS 18-8301, et. seq., (Bribery and Corrupt Influences) and CRS 18-8-401, et. seq., (Abuse of Public Office), and that no violation of such provision is present.

11. The signatories aver that to their knowledge, no state employee has any personal or beneficial interest whatsoever in the service or property described herein:

**IN WITNESS WHEREOF**, the parties hereto have executed this Attachment on the day first above written.

U S WEST:

(Full Legal Name)

*Solomon D. Trujillo*

Solomon D. Trujillo

Position (Title) CEO

84-027-3800

Federal I.D. Number:  
If Corporation  
Attest (Seal)

By *Gloria M. Hejar*  
Corporate Secretary, or Equivalent,  
Town/City/County Clerk

STATE OF COLORADO

BILL OWENS, GOVERNOR

EXECUTIVE DIRECTOR

DEPARTMENT OF

*Personnel*

APPROVALS:

ATTORNEY GENERAL

By *Ed Rothkopf*

ARTHUR L. BARNHART  
STATE CONTROLLER

By *Yvonne Anderson*  
Date \_\_\_\_\_

## Exhibit A

### Sample Option Exercise Letter

Date: \_\_\_\_\_

TO: [U S WEST]  
[Address]

SUBJ: Option Exercise Letter

In accordance with Paragraph \_\_\_\_\_ of contract routing number \_\_\_\_\_, FAA ADA \_\_\_\_\_, between State of Colorado, General Support Services, Telecommunication Services and U S WEST covering the period of \_\_\_\_\_ through \_\_\_\_\_ the State hereby exercises the option for Year \_\_\_\_\_, based on the rates and pricing set forth in the Agreement.

As approved in the Agreement, if the final approved changes the State's financial obligation hereunder, an amended Open Exercise Letter must be executed. Upon proper execution, the amended Option Exercise Letter shall constitute notice to continue "MNT" system service for the next year. The maximum amount payable by the State for this Phase \_\_\_\_\_ is \$\_\_\_\_\_. This Option Exercise Letter shall not be deemed valid until it has been approved by the State Controller or such assistant as he may designate.

State of Colorado:  
BILL OWENS, GOVERNOR

For the Executive Director  
Colorado Department of Personnel

\_\_\_\_\_  
Title

APPROVALS:

FOR THE STATE CONTROLLER

By: \_\_\_\_\_  
For \_\_\_\_\_ Division

By: \_\_\_\_\_  
State Controller or Designee

**Exhibit B**

**Deliverable Implementation Schedule**

**(see attached 3-page spreadsheet)**

## Exhibit B Deliverable Implementation Schedule

ANAP/SANAP SITES					
	COUNTY	LOCATION	PHASE 1 <i>In Service Date</i>	PHASE 2 <i>In Service Date</i>	PHASE 3 <i>In Service Date</i>
1	ADAMS	Brighton	9/1/00		
2	ALAMOSA	Alamosa			4/30/03
3	ARAPAHOE	Littleton	9/1/00		
4	ARCHULETA	Pagosa Springs		4/30/02	
5	BACA	Springfield	1/1/01		
6	BENT	Las Animas	1/15/01		
7	BOULDER	Boulder	9/1/00		
8	BROOMFIELD	Broomfield (2002)			4/30/03
9	CHAFFEE	Salida			4/30/03
10		Buena Vista			4/30/03
11	CHEYENNE	Cheyenne Wells		4/30/02	
12	CLEAR CREEK	Georgetown	2/15/01		
13	CONEJOS	Conejos		4/30/02	
14	COSTILLA	San Luis		4/30/02	
15	CROWLEY	Ordway	12/1/00		
16	CUSTER	Westcliffe	2/15/01		
17	DELTA	Delta	12/15/00		
18	DENVER	1525 Sherman St.	11/13/00		
19		4201 E. Arkansas	10/30/00		
20		CU Denver	11/20/00		
21	DOLORES	Dove Creek		4/30/02	
22	DOUGLAS	Castle Rock	1/15/01		
23	EAGLE	Eagle	2/1/01		
24	EL PASO	Colorado Springs	9/1/00		
25	ELBERT	Kiowa	4/16/01		
26	FREMONT	Cañon City	1/15/01		
27	GARFIELD	Glenwood Springs	11/1/00		
28		Rifle	3/15/01		
29	GILPIN	Central City	12/15/00		
30	GRAND	Hot Sulphur Springs		4/30/02	
31	GUNNISON	Gunnison	4/16/01		
32	HINSDALE	Lake City			4/30/03
33	HUERFANO	Walsenburg	2/15/01		
34	JACKSON	Walden			4/30/03
35	JEFFERSON	Golden	9/1/00		
36		690 Kipling	11/20/00		
37	KIOWA	Eads		4/30/02	
38	KIT CARSON	Burlington		4/30/02	
39	LA PLATA	Durango	5/15/01		
40	LAKE	Leadville		4/30/02	
41	LARIMER	Ft. Collins	1/1/01		
42	LAS ANIMAS	Trinidad		4/30/02	
43	LINCOLN	Hugo		4/30/02	
44		Limon		4/30/02	
45	LOGAN	Sterling	3/15/01		
46	MESA	Grand Junction	11/17/00		
47	MINERAL	Creede			4/30/03
48	MOFFAT	Craig		4/30/02	
49	MONTEZUMA	Cortez	4/30/01		
50	MONTROSE	Montrose	10/2/00		

**Exhibit B  
Deliverable Implementation Schedule**

<b>ANAP/SANAP SITES</b>					
	<b>COUNTY</b>	<b>LOCATION</b>	<b>PHASE 1</b> <i>In Service Date</i>	<b>PHASE 2</b> <i>In Service Date</i>	<b>PHASE 3</b> <i>In Service Date</i>
51	MORGAN	Ft. Morgan	12/1/00		
52	OTERO	La Junta	12/1/00		
53	OURAY	Ouray		4/30/02	
54	PARK	Fairplay			4/30/03
55	PHILLIPS	Holyoke	11/15/00		
56	PITKIN	Aspen	11/15/00		
57	PROWERS	Lamar	1/15/01		
58	PUEBLO	Pueblo, 902 Erie	11/1/00		
59	RIO BLANCO	Meeker		4/30/02	
60	RIO GRANDE	Del Norte		4/30/02	
61	ROUTT	Steamboat Springs		4/30/02	
62	SAGUACHE	Saguache			4/30/03
63	SAN JUAN	Silverton			4/30/03
64	SAN MIGUEL	Telluride		4/30/02	
65	SEDGWICK	Julesburg	4/30/01		
66	SUMMIT	Breckenridge	2/1/01		
67	TELLER	Cripple Creek		4/30/02	
68	WASHINGTON	Akron	12/15/00		
69	WELD	Greeley	9/1/00		
70	YUMA	Wray	12/15/00		
<b>Total ANAP per phase</b>			41	19	10



## Exhibit B Deliverable Implementation Schedule

### State Edge Sites

Site	Customer	Customer Address	ANAP City	BW	Contract Date	Phase
1	Adams State College	208 Edgemont Blvd	Alamosa ✓	10Mb	4/30/03	3
2	CU - Boulder	1045 18th St.	Boulder ✓	10Mb	10/1/00	1
3	Correctional Facility	13125 US Hwy 24 & Buena Vista	✓	10Mb	4/30/03	3
4	East Canon Complex	East Canon Complex	Canon City ✓	20Mb	2/15/01	1
5	Dept of Corrections	2862 S. Circle Dr.	Colorado Springs ✓	10Mb	10/1/00	1
6	CU- Colo Springs	1420 Austin Bluffs Pk	Colorado Springs ✓	10Mb	10/1/00	1
7	State Dispatch Center	785 Russel St.	Craig ✓	10Mb	4/30/02	2
8	Correctional Facility	12751 Highway 96, L	Crowley ✓	10 Mb	1/1/01	1
9	Correctional Facility	5th & Palmer	Delta ✓	10Mb	4/30/02	2
10	Division of Wildlife	6060 Broadway	Denver ✓	20Mb	11/15/00	1
11	Correctional Facility	10900 Old Smith Rd	Denver ✓	10Mb	11/15/00	1
12	UCHSC	4200 E 9	Denver ✓	60Mb	11/15/00	1
13	Dept of Labor & Empl	1515 Arapahoe St.	Denver ✓	20Mb	11/15/00	1
14	Dept of Transportation	4201 E. Arkansas	Denver ✓	60Mb	11/15/00	1
15	State Services Bldg	1525 Sherman St.	Denver ✓	75MB	11/23/00	1
16	CU-Denver	1200 Larimer	Denver ✓	75Mb	11/30/00	1
17	State Data Center	690 Kipling	Denver ✓	100Mb	11/30/00	1
18	Fort Lewis College	100 Rim Dr.	Durango ✓	40Mb	6/15/01	1
19	DDN/CSU	105 W. Pitkin	Ft. Collins ✓	10Mb	2/1/01	1
20	DDN Node	202 Centennial	Glenwood Springs ✓	10Mb	12/1/00	1
21	State Office Building	222 S. 6th	Grand Junction ✓	45Mb	12/17/00	1
22	UNC	1800 8th Ave	Greeley ✓	10Mb	10/1/00	1
23	Western State College	600 N. Adams	Gunnison ✓	10Mb	4/30/01	1
24	Correctional facility	Hwy 71 South	Limon ✓	10Mb	4/30/02	2
25	State Hospital/Correctio	<del>1410 W 18th</del>	Pueblo ✓	10Mb	11/15/00	1
26	DDN Node (ATM Switch	902 Erie	Pueblo ✓	15Mb	11/15/00	1

## Exhibit C

### MNT Points for Clarification

1. For purposes of identifying a State network inventory, U S WEST shall provide Network Maps software to the State of Colorado MNT project team, which may be installed on a maximum of two (2) user PC's. U S WEST shall install the software and provide user training following receipt of a signed nondisclosure agreement. The Network Maps software will assist the State in identifying State user sites and services currently installed.
2. The price to convert existing point-to-point service onto the MNT, ATM CRS network shall be at Tariff prices as presented in the U S WEST RFP response.
3. U S WEST shall notify the designated State MNT operations contact of any planned maintenance windows, which will be Service impacting, 10 business days in advance of the maintenance window. Occasionally, upgrades or changes may need to be done in a shorter timeframe in order to correct identified problems. Formal U S WEST processes relative to the implementation and notification processes are in development and shall be provided to the State at a later date.
4. Cell Delay Variation (CDV) settings in the U S WEST ATM network are generally chosen based upon the class-of-service. The State should expect to pay more for low latency service. Peak Cell (CBR) vs. Sustained Cell (VBR) CDV parameters were detailed in the Tech Publication included in the RFP response. U S WEST offers CDV settings up to 150 ms in our ATM network offerings. U S WEST will work with the State to come to an agreeable solution in this regard.
5. U S WEST has determined that UNI-4.0 would not be made available until after SVC's are offered. SVC's are targeted as a product offering in the 3<sup>rd</sup> Quarter of 2001.
6. To clarify RFP item, 4.3.2.18, U S WEST intends to offer Inverse Multiplexing over ATM (IMA) in the 3<sup>rd</sup> Quarter of 2001.
7. To clarify RFP item(s) 4.3.2.22 & 4.3.2.23 , U S WEST plans to provide the ATM features as follows:
  - 4.3.2.22 - ATM - SS7 Interworking- A timeframe for this service has not yet been determined.
  - 4.3.2.23 - IMA - Customer available 3<sup>rd</sup> Quarter 2001
  - OC-12 UNI - Customer available 4<sup>th</sup> Quarter 2000
  - CES - Customer available 2<sup>nd</sup> Quarter 2001
  - Comprehensive SLA's have no specific timeframe established at this time.
  - Development work is being done for consideration as a product offering.
  - MPLS - Limited deployment in 3<sup>rd</sup> Quarter 2000
  - ABR - Customer available 4<sup>th</sup> Quarter 2000
8. USW's ATM network incorporates standards-based ATM switches that are compatible with other standards-based ATM switches. Cisco BPX 8600 ATM Switch Product Information and the U S WEST ATM Technical Publication have information regarding our support of ATM Forum Standards. The State may refer to the specific switch specifications from Cisco and the ATM Technical Publication (included in the RFP Response) for additional standards information. The U S WEST account team will arrange a meeting with the State MNT technical team and the U S WEST ATM engineering team as well as Cisco to discuss specific standards concerns.
9. U S WEST proposed the following process for the conversion of Edge/End Sites:
  - U S WEST shall assist the State in performing an inventory of existing services deployed by ANAP.

- Once the inventory is completed, U S WEST shall assist the State in determining if the Service to a location still makes sense or if the location would be better served by a newer technology.
  - Approximately 90 days prior to an ANAP being turned up, orders shall be submitted to U S WEST, by the State, and due dates will be assigned in relation to the ANAP turn up date proposed in the MNT Project Plan.
  - Once orders are in U S WEST's systems, the conversion process shall be turned over to the associated Project Manager for tracking and problem resolution.
10. U S WEST is willing to consider a short-term request for additional bandwidth for specific State applications, on a case-by-case basis.
  11. To clarify U S WEST's response to RFP item, 4.7.1.2 , the relationship between SNMP (Simple Network Management Protocol) and MIB's (Management Information Base) is as follows: SNMP is the protocol for managing nodes on the network and is used to communicate with the network hardware. MIB's are the set of parameters an SNMP management station can query or set in the SNMP agent of a networked device (e.g. router).
  12. U S WEST cannot allow the State to monitor its public ATM switches with the State's network management platform. However, via U S WEST's MDS, the State will be able to monitor its network status.
  13. U S WEST ATM CRS product management will meet with the State to discuss the MNT SLA objectives. The Defined SLAs shall be agreed upon prior to acceptance of the first ANAP.
  14. U S WEST and the State MNT Project Team agree to meet regularly, not less than bi-weekly, for the term of the implementation of the MNT.

01-AMA-00024  
(ref 00-AMA00044)

**AMENDMENT 1 TO  
ATTACHMENT 1 TO THE  
MASTER SERVICES AGREEMENT BETWEEN  
THE STATE OF COLORADO AND U S WEST COMMUNICATIONS, INC.**

This Amendment 1 is entered into between the **State of Colorado**, acting by and through the Department of Personnel, General Support Services, Colorado Government Technology Services, Telecommunications Services (the "State") and **Qwest Corporation**, formerly known as U S WEST Communications, Inc. ("Qwest"). The State and Qwest may hereafter be referred to individually as the "Party" or together as the "Parties." This Amendment is made to Attachment 1 to the Master Services Agreement between the State of Colorado and U S WEST Communications, Inc., executed by the State on July 3, 2000 ("Attachment 1"). The purpose of this Amendment is provide for the purchase of Qwest Frame Relay Service under Attachment 1.

1. The Parties agree to amend Attachment 1 as follows:
  - (a) References in Attachment 1 to "U S WEST Communications, Inc." are replaced with "Qwest Corporation".
  - (b) References in Attachment 1 to "U S WEST" or "USWC" are replaced with "Qwest."
  - (c) References in Attachment 1 to "U S WEST's F.C.C. Access Tariff No. 5" are replaced with "Qwest's F.C.C. Access Tariff No. 1".
  - (d) References in Attachment 1 to "Managed Data Services" are replaced with "Network Management Services".
  - (e) References in Attachment 1 to "MDS" are replaced with "NMS".

2. The Parties agree to amend Section 12.B) of Attachment 1 to read as follows:

"B) Additional pricing discounts

This Attachment 1, together with any exhibits hereto and the terms and conditions of Qwest's Tariff, shall govern the purchase of ATM CRS and Frame Relay Service by the State under the Agreement. Both Parties will execute separate Attachments for other services to be purchased by the State under the Agreement. The Attachments will be incorporated into the Agreement. The Attachments will detail rates for telecommunications services that will be applied monthly based on overall volume of service or equipment ordered by the State, minimum quantities of service or equipment orders, or any combination. The ANAP access charge will be reviewed for reduction and/or elimination on an annual basis beginning at the end of the fourth year and every year thereafter, following Agreement execution."

3. The Parties agree to add Exhibit 1 for Frame Relay Services to Attachment 1 in the form attached hereto.
4. All other terms and conditions of the Agreement shall remain unchanged.

The Parties hereby execute and authorize this Amendment effective with its approval by the State Controller or designee, as shown below.

**QWEST CORPORATION**

By *John M. Walk*  
Position (Title) REGIONAL VP

84-0273800  
Federal I.D. Number  
Attest (Seal)

By *[Signature]*  
Corporate Secretary, or Equivalent

**APPROVALS:  
ATTORNEY GENERAL**

By *[Signature]*

**STATE OF COLORADO  
BILL OWENS, GOVERNOR**

By *[Signature]*  
EXECUTIVE DIRECTOR

DEPARTMENT OF 655

**STATE CONTROLLER ARTHUR L. BARNHART**

By *[Signature]*  
Date Dec 29, 2000

**EXHIBIT 1 TO  
ATTACHMENT 1 TO  
THE MASTER SERVICES AGREEMENT  
BETWEEN THE STATE OF COLORADO AND  
QWEST CORPORATION**

This Exhibit 1 supplements Attachment 1 to provide for the purchase of Frame Relay Service ("FRS") by the State from Qwest under Attachment 1 of the Agreement. The following terms and conditions relate to the provision of FRS.

**1. SCOPE.**

1.1 Subject to the terms and conditions set forth in the Master Services Agreement and Attachment 1, Qwest shall provide to the State a communication service known as Frame Relay Service ("FRS"). FRS provides interconnection of Local Area Networks (LANs) and/or computers, with maximum transmission speeds of 44.736 Mbps for 4-wire and 128 kbps for 2-wire. FRS enables users to allocate circuit bandwidth to applications as needed up to the maximum bandwidth purchased, rather than assigning fixed channels for specific applications. FRS requires certain Customer Provided Equipment ("CPE") not provided as part of FRS to accumulate and properly format State data transmission.

1.2 Qwest will provide FRS in accordance with Qwest's Federal Communications Commission ("F.C.C.") Access Tariff No. 1 ("Tariff"). Qwest's Tariff is incorporated herein by this reference. In the event of a conflict between the terms and conditions of this Exhibit 1, Attachment 1 or the Agreement and the Tariff, the Tariff will prevail.

**2. CHARGES AND BILLING.**

2.1 The charges for FRS are set forth in the Cost Section of Qwest's MNT RFP Response (page entitled "Frame Relay Five Year Tariff Pricing"), incorporated herein by reference.

2.2 Any price increases directed or mandated by the F.C.C. or Colorado Public Utilities Commission shall increase charges for FRS hereunder. Any Service Elements installed during the first twenty-four months of a multi-year, fixed period Pricing Plan, or installed at any time during a one year fixed Pricing Plan, ("Phased-In Installation"), shall be those charges in effect on the date the first Service Element is installed, as evidenced by Qwest records. Monthly charges for addition(s) to Service beyond the Phased-In Installation period will be those in effect at the time of the addition(s).

**BILATERAL CHANGE ORDER LETTER #1**

Date: April 1, 2003 State Fiscal Year: 2003 Bilateral Change Order Letter No. One To Attachment One to the Master Services Agreement between the State of Colorado and Qwest Business & Government Services Inc., now known as Qwest Government Services, Inc. ("QGS"), on behalf of itself and as agent for Qwest Corporation ("QC") and other Qwest affiliates (hereafter collectively "Qwest").

In accordance with Paragraph 1.2 of contract routing number 00 AMA 00044, between the State of Colorado Department of Personnel & Administration, Division of Information Technologies and

**Qwest Business & Government Services Inc., now known as Qwest Government Services, Inc., on behalf of itself and as agent for Qwest Corporation and other Qwest affiliates**

covering the period of June 23, 2000 through June 23, 2005 the undersigned agree that the supplies/services affected by this change letter are modified as follows:

**1. Services/Supplies**

A. Exhibit B, Deliverable Implementation Schedule, Attachment 1 to the Master Services Agreement, is deleted and replaced with the attached new Exhibit B, incorporated by reference herein. Exhibit B has two parts: ANAP Sites and Edge Sites. Monthly pricing for years four and five is the same as year three.

B. Exhibit B ANAP Sites are modified as follows: The telecommunications traffic from the 4 existing DS0 circuits at the Kiowa County Courthouse will be aggregated over a DS1 facility from Eastern Slope which will further be aggregated with the traffic from the Lincoln County ANAP over a DS3 facility provided by Eastern Slope

C. QC will deliver consolidated invoicing and billing for MNT Telecommunication's services, for all MNT partners, which will be clearly summarized on the Qwest Consolidated Bill. Separate Qwest and ILEC partner Invoices will be provided as part of the consolidated bill. The State of Colorado Department of Personnel & Administration, Division of Information Technologies agrees to remit separate checks monthly to Qwest, CenturyTel, Eastern Slope, and Phillips County Telephone Company for the MNT telecommunications provided by those entities. The assignment will become effective upon the signature of all parties. Paragraph 5 of Attachment 1 to the Master Agreement is modified to reflect this change.

D. Following execution of the Agreement, in about November, 2001, the Federal Communications Commission ("FCC") approved modifications to QC's FCC ATM Access Tariff No. 1. As set forth in a formal notification letter from the State of Colorado to Qwest dated December 20, 2002, the parties agree that the provisions of the revised Tariff shall apply to the ATM services provided by QC under the Agreement. QC's FCC ATM Access Tariff No. 1 is available at URL: <http://qwest.com>.

E. The last sentence of Clause 1.3 of Attachment One is deleted and replaced with the following new subparts 1.3.1 and 1.3.2,

**1.3.1 ATM Mileage:**

The ATM Service Coverage area is defined as the Central Office Serving Wire Center. The Wire Center, in an area includes one or more NNX(s) and does not necessarily relate to a distinct mileage radius around the Serving Central Office. When an end site is located in the ANAP central office serving boundaries, there will be no mileage assessed



for ATM services. The ANAP boundaries, in Qwest region only, have been increased for the purpose of this contract to include additional central offices that are within 15 miles of the ANAPs (see attached list) that have been network disclosed. If an end site is located within the serving boundaries of one of these central offices, no mileage will be assessed for ATM service. Backhaul mileage will apply if non-ATM services are being requested and/or the serving central office is not ATM disclosed. If the end site is served by a central office that is not on the list then backhaul mileage will apply. Backhaul mileage will always apply to end sites that are located in non-partner ILEC areas.

### 1.3.2 Frame Relay Mileage:

Frame Relay is also disclosed in all Qwest (only) ANAP's. The Service Coverage area is defined as the Central Office Serving Wire Center. When an end site is located in the ANAP central office serving boundaries, there will be no mileage assessed for Frame Relay services. The ANAP boundaries have been increased for the purpose of this contract to include additional central offices that are within 15 miles of the ANAPs (see attached list) that have been network disclosed. If a end site is located with the serving boundaries of one of these central offices, no mileage will be assessed Frame Relay services. Backhaul mileage will apply if the serving central office is not frame disclosed. If the end site is served by a central office that is not on the list then backhaul mileage will apply. Backhaul mileage will always apply to end sites that are located in non-partner ILEC areas. Subscribers to Frame Relay in an ILEC served area will pay backhaul mileage to the closest QC disclosed Frame Relay POP (Point of Presence).

F. The ATM backbone structure to be installed by QC between Durango and Silverton will be modified to permit QC to provide ANAP services to Silverton via radio to meet the July 1, 2003 commitment date. QC will continue the fiber construction in progress from Durango to the La Plata-San Juan county line area in 2003, and will pursue Forest Service and Bureau of Land Management permits and individual easements to continue fiber construction between La Plata-San Juan county line and Silverton with a Ready for Service date of June 30, 2005.

## 2. Price/Cost

The cost for the Exhibit B EDGE Sites are modified as follows:

The maximum amount payable by the State for Exhibit B Edge Sites for FY03 is increased by \$267,704.46 to a new total of \$872,797.90, which includes a one-time non-recurring installation charge of \$13,000. The Edge Site increase for FY03 is \$267,704.46, and the Edge Site increase for FY04 is \$254,704.46, and the Edge Site increase for FY05 is \$254,704.46.

Exhibit B is modified accordingly.

The cost for the Exhibit B ANAP Sites are modified as follows:

The ANAP fee for Eads is reduced from \$33,163.50 per month to \$1,480.00 per month, and the non-recurring charge for Eads is reduced from \$2,567.50 to \$425.00. The ANAP fee for Hugo is reduced from \$8,970.81 per month to \$7,050.00 per month, and the non-recurring charge for Hugo is reduced from \$2,567.50 to \$450.00. The annual total for all ANAPs for FY04 and FY05 is therefore decreased by \$403,251.72 to a new total of \$2,858,152.80, and the non-recurring charges due in FY04 are reduced from \$11,585.00 to 8,150.00.

Exhibit B is modified accordingly.

The total contract is hereby increased by \$267,704.46 in FY03, and decreased by \$152,807.26 in FY04, and by \$148,547.26 in FY05. The total contract value to include all previous amendments, change orders, etc. is \$33,926,400.91.

Financial obligations of the State of Colorado payable after the current fiscal year are contingent upon funds for that purpose being appropriated, budgeted, and otherwise made available.

This change to the contract is intended to be effective on approval by the State Controller.

Please sign, date, and return all copies of this letter on or before April 18, 2003.

**APPROVALS:**

**Contractor Name:**

Qwest Business & Government Services, Inc.,  
Now known as Qwest Government Services, Inc.,  
on behalf of itself and as agent for Qwest Corporation  
and other Qwest affiliates

By: *S. Brinkmann*  
Date: 04/22/03  
Printed Name Stephen Brinkmann  
Title Director of Offer Management

**State of Colorado:**

Bill Owens, Governor

By: *Todd [Signature]*  
For the Executive Director  
Colorado Department of Personnel &  
Administration

**ALL CONTRACTS MUST BE APPROVED BY THE STATE CONTROLLER**

CRS 24-30-202 requires that the State Controller approve all state contracts. This contract is not valid until the State Controller, or such assistant as he may delegate, has signed it. The contractor is not authorized to begin performance until the contract is signed and dated below. If performance begins prior to the date below, the State of Colorado may not be obligated to pay for goods and/or services provided.

State Controller, Arthur L. Barnhart

By: *Philip Holtzman*  
Date: May 15, 2003

Site No.	County ANAP	City	Service Provider	OAL Speed	EOY Year 1		EOY Year 2		ANAP Fee	NRC	ANAP Fee	NRC
					ANAP Fee	NRC	ANAP Fee	NRC				
1	Washington	Alcon	CenturyTel	DS3	\$4,314.00	\$825.00	\$4,314.00		\$4,314.00		\$4,314.00	
2	Alamosa	Alamosa	Qwest	DS3	\$2,500.00		\$2,500.00		\$2,500.00		\$2,500.00	
3	Pitkin	Aspen	Qwest	DS3	\$2,500.00		\$2,500.00		\$2,500.00		\$2,500.00	
4	Sacramento	Breckenridge	Qwest	DS3	\$2,500.00		\$2,500.00		\$2,500.00		\$2,500.00	
5	Adams	Brighton	Qwest	DS3	\$2,500.00		\$2,500.00		\$2,500.00		\$2,500.00	
6	Broomfield	Broomfield	Qwest	DS3	\$2,500.00		\$2,500.00		\$2,500.00		\$2,500.00	
7		Buena Vista	Qwest	DS3								\$2,500.00
8	KR Carson	Burlington	CenturyTel	DS3							\$5,366.00	\$1,575.00
9	Frederick	Canon City	Qwest	DS3	\$2,500.00		\$2,500.00		\$2,500.00		\$2,500.00	
10	Douglas	Castle Rock	Qwest	DS3	\$2,500.00		\$2,500.00		\$2,500.00		\$2,500.00	
11	Glen	Central City	Qwest	DS3	\$2,500.00		\$2,500.00		\$2,500.00		\$2,500.00	
12	Cherokee	Cherokee Wells	CenturyTel	DS3							\$6,986.00	\$1,675.00
13	El Paso	Colorado Springs	Qwest	DS3	\$2,500.00		\$2,500.00		\$2,500.00		\$2,500.00	
14	Conjago	Conjago	CenturyTel	DS3			\$5,085.00	\$825.00			\$5,085.00	
15	Montezuma	Cortez	Qwest	DS3	\$2,500.00		\$2,500.00		\$2,500.00		\$2,500.00	
16	Monte Vista	Craig	Qwest	DS3			\$2,500.00		\$2,500.00		\$2,500.00	
17	Mineral	Crosby	CenturyTel	DS3							\$4,461.00	\$825.00
18	Teller	Cripple Creek	Qwest	DS3							\$2,500.00	
19	Rio Grande	Del Norte	Qwest	DS3							\$2,500.00	
20	Delta	Delta	Qwest	DS3	\$2,500.00		\$2,500.00		\$2,500.00		\$2,500.00	
24	Dolores	Dove Creek	CenturyTel	DS3			\$3,780.00	\$825.00	\$3,780.00	\$0.00	\$3,780.00	\$825.00
25	La Plata	Duango	Qwest	DS3	\$2,500.00		\$2,500.00		\$2,500.00		\$2,500.00	
26	Kiowa	Edw.	Eastern Slope	DS3							\$2,500.00	
27	Eagle	Eagle	CenturyTel	DS3	\$4,746.00	\$825.00	\$4,746.00		\$4,746.00		\$4,746.00	
28	Pack	Fairplay	Qwest	DS3							\$2,500.00	
29	Larimer	Fl Collins	Qwest	DS3	\$2,500.00		\$2,500.00		\$2,500.00		\$2,500.00	
30	Morgan	Fl Morgan	Qwest	DS3	\$2,500.00		\$2,500.00		\$2,500.00		\$2,500.00	
31	Clear Creek	Georgetown	Qwest	DS3	\$2,500.00		\$2,500.00		\$2,500.00		\$2,500.00	
32	Garden	Glenwood Springs	Qwest	DS3	\$2,500.00		\$2,500.00		\$2,500.00		\$2,500.00	
33	Jefferson	Golden	Qwest	DS3	\$2,500.00		\$2,500.00		\$2,500.00		\$2,500.00	
34	Mesa	Grand Junction	Qwest	DS3	\$2,500.00		\$2,500.00		\$2,500.00		\$2,500.00	
35	Weld	Greeley	Qwest	DS3	\$2,500.00		\$2,500.00		\$2,500.00		\$2,500.00	
36	Gunnison	Gunnison	Qwest	DS3	\$2,500.00		\$2,500.00		\$2,500.00		\$2,500.00	
37	Phillips	Holyoke	Phillips County	DS3			\$18,348.78	\$2,987.50	\$18,348.78		\$18,348.78	
38	Growl	Hot Sulph Springs	Qwest	DS3	\$2,500.00		\$2,500.00		\$2,500.00		\$2,500.00	
39	Lacoin	Hugo	Eastern Slope	DS3							\$2,500.00	
40	Sedgewick	Julesburg	Qwest	DS3	\$2,500.00		\$2,500.00		\$2,500.00		\$2,500.00	
41	Elbert	Kiowa	Qwest	DS3	\$2,500.00		\$2,500.00		\$2,500.00		\$2,500.00	
42	Glen	La Junta	CenturyTel	DS3	\$6,777.00	\$825.00	\$6,777.00		\$6,777.00		\$6,777.00	
43	Huerfano	Lake City	CenturyTel	DS3							\$4,022.10	\$825.00
45	Proser	Lamar	CenturyTel	DS3	\$9,506.00	\$1,575.00	\$9,506.00		\$9,506.00		\$9,506.00	
46	Stearns	Las Animas	CenturyTel	DS3	\$5,456.00	\$1,575.00	\$5,456.00		\$5,456.00		\$5,456.00	
47	Lake	Leadville	Qwest	DS3							\$2,500.00	
48	Lincoln	Lincon	Qwest	DS3	\$3,500.00		\$2,500.00		\$2,500.00		\$2,500.00	
49	Arapahoe	Litleton	Qwest	DS3	\$2,500.00		\$2,500.00		\$2,500.00		\$2,500.00	
50	Boulder	Longmont	Qwest	DS3	\$2,500.00		\$2,500.00		\$2,500.00		\$2,500.00	
51	Rio Blanco	Manitou	Qwest	DS3							\$2,500.00	
52	Montrose	Montrose	Qwest	DS3	\$2,500.00		\$2,500.00		\$2,500.00		\$2,500.00	
53	Crowley	Ordway	CenturyTel	DS3	\$5,546.00	\$1,575.00	\$5,546.00		\$5,546.00		\$5,546.00	
54	Ouray	Ouray	Qwest	DS3							\$2,500.00	
55	Archuleta	Pagosa Springs	CenturyTel	DS3							\$5,142.00	\$825.00
56	Pueblo	Pueblo	Qwest	DS3							\$2,500.00	
57		Rifle	Qwest	DS3	\$2,500.00		\$2,500.00		\$2,500.00		\$2,500.00	
58	Saguache	Saguache	CenturyTel	DS3							\$5,778.00	
59	Chaffee	Salida	Qwest	DS3							\$2,500.00	
60	Costilla	San Luis	CenturyTel	DS3							\$5,986.00	
61	San Juan	Silverton	Qwest	DS3							\$2,500.00	
62	Roca	Springfield	CenturyTel	DS3	\$9,506.00	\$1,575.00	\$9,506.00		\$9,506.00		\$9,506.00	
63	Roaff	Steamboat Springs	Qwest	DS3			\$2,500.00		\$2,500.00		\$2,500.00	
64	Logan	Sterling	Qwest	DS3	\$2,500.00		\$2,500.00		\$2,500.00		\$2,500.00	
65	San Miguel	Telluride	Qwest	DS3							\$2,500.00	
66	Las Animas	Trinidad	Qwest	DS3	\$2,500.00		\$2,500.00		\$2,500.00		\$2,500.00	
67	Jackson	Walden	CenturyTel	DS3							\$5,004.00	\$825.00
68	Huerfano	Walsenburg	Qwest	DS3	\$2,500.00		\$2,500.00		\$2,500.00		\$2,500.00	
69	Custer	Wesliffe	CenturyTel	DS3							\$4,691.00	
70	Yuma	Wray	CenturyTel	DS3	\$8,516.00	\$1,575.00	\$8,516.00		\$8,516.00		\$8,516.00	
<b>TOTAL MONTHLY</b>					\$129,367.68	\$18,350.00	\$178,728.36	\$7,442.56	\$27,783.71	\$11,585.69	\$238,178.40	\$8,150.00
Annual					\$1,552,412.02	\$220,200.00	\$2,144,732.64	\$89,310.72	\$333,804.43	\$139,028.28	\$2,858,152.88	\$97,800.00

\* Note: U S WEST will be adding a fifth ILEC partner, Citizens Communications, pending the sale of these U S WEST Central Offices in the 2000 - 2001 year timeframe.

Light Yellow highlighting denotes pricing associated with ANAPs implemented in Year 1  
 Light Green highlighting denotes pricing associated with ANAPs implemented in Year 2

5 year cost				\$9,025,353.00				
<b>Bilateral Change NO. 1</b>								
			FY03	FY04	FY05	TOTAL	Contract Totals	
49	EDGE	2500	122500	\$ 267,704.46	\$ 254,704.46	\$ 254,704.46	\$ 777,113.38	\$ 33,960,050.97
				\$ (407,511.72)	\$ (403,251.72)	\$ (403,251.72)	\$ (813,763.44)	
<b>TOTAL CHANGE</b>				\$ 267,704.46	\$ (152,807.26)	\$ (148,547.26)	\$ (33,650.06)	\$ 33,926,400.91

Site No.	County ANAP	City Edge Site	Address Edge Site	Bandwidth Edge Site	Partner Service Provider	Year 1		Year 2		Speed	Estimated Initial Bill Date
						ATM/mo.	Install	ATM/mo.	Install		
1	Alamosa	Alamosa	Adams State - 111 Stadium, Alamosa	10Mb	Qwest	\$1,337.20	\$1,300.00	\$1,337.20	\$1,337.20	DS3	
2	Chaffee	Buena Vista	DOC-BVCF, 13125 US Hwy 24&285, Buena Vista	10Mb	Qwest					DS3	October
3	Crowley	Ordway	DOC-AVCF, 12750 Highway 98, LN 13, Crowley	10Mb	CenturyTel			\$2,400.00	\$825.00	\$2,400.00	DS3
4	Delta	Delta	DOC-DCF- 1140 E Road Ten, Delta	10Mb	Qwest			\$1,337.20	\$1,300.00	\$1,337.20	DS3
5	Denver	Denver	1525 Sherman St	75Mb	Qwest	\$2,913.80		\$2,913.80		\$2,913.80	OC3
6	Denver	Denver	1525 Sherman St	75Mb	Qwest	\$2,913.80	\$1,300.00	\$2,913.80		\$2,913.80	OC3
7	Denver	Denver	4201 E. Arkansas	60Mb	Qwest	\$2,724.80		\$2,724.80		\$2,724.80	OC3
8	Denver	Denver	4201 E. Arkansas	60Mb	Qwest	\$2,724.80		\$2,724.80		\$2,724.80	OC3
9	Denver	Denver	4201 E. Arkansas	60Mb	Qwest	\$2,724.80	\$1,300.00	\$2,724.80		\$2,724.80	OC3
10	Denver	Denver	1200 Larimer	75Mb	Qwest	\$2,913.80	\$1,300.00	\$2,913.80		\$2,913.80	OC3
11	Denver	Denver	DOW, 6060 Broadway, Denver	20Mb	Qwest			\$2,220.80	\$1,300.00	\$2,220.80	OC3
12	Denver	Denver	DOC-DRDC, 10900 Old Smith Rd, Denver	10Mb	Qwest			\$1,337.20	\$1,300.00	\$1,337.20	DS3
13	Denver	Denver	Dept Labor, 1515 Arapahoe, Denver	20Mb	Qwest			\$1,463.20	\$1,300.00	\$1,463.20	DS3
14	El Paso	Colorado Spgs.	DOC-Hdqr, 2862 S. Circle Dr., Colorado Springs	10Mb	Qwest			\$1,337.20	\$1,300.00	\$1,337.20	DS3
15	Fremont	Canon City	DOC-ECC, 57500 Evans Rd, Canon City	20Mb	Qwest			\$1,463.20	\$1,300.00	\$1,463.20	DS3
16	Garfield	Glenwood Spgs.	CDOT - 202 Centennial, Glenwood Springs	10Mb	Qwest						DS3
17	Gunnison	Gunnison	Western State, 600 N. Adams, Gunnison	10Mb	Qwest			\$1,337.20	\$1,300.00	\$1,337.20	DS3
18	Jefferson	Lakewood	690 Kipling	100Mb	Qwest	\$3,228.80	\$1,300.00	\$3,228.80		\$3,228.80	OC3
19	La Plata	Durango	Fort Lewis College, 3002 Centennial, Durango	40Mb	Qwest			\$1,715.20	\$1,300.00	\$1,715.20	DS3
20	Lincoln	Limon	DOC-LCF, 49030 Hwy 71, Limon	10Mb	Qwest			\$1,337.20	\$1,300.00	\$1,337.20	DS3
21	Mesa	Grand Junction	DOIT, 222 S. 6th, Grand Junction	45Mb	Qwest			\$1,778.20	\$1,300.00	\$1,778.20	DS3
22	Pueblo	Pueblo	701 Court, Pueblo	10Mb	Qwest	\$2,094.80	\$1,300.00	\$2,094.80		\$2,094.80	OC3
23	Pueblo	Pueblo	State Hosp, 1600 W 24, Pueblo	10Mb	Qwest			\$1,337.20	\$1,300.00	\$1,337.20	DS3
25	Denver	Aurora	CDOT, 18500 E Colfax, Denver	10Mb	Qwest						DS3
26	Fremont	Canon City	DOC-TCF-275 Hwy 69, Canon City	2Mb	Qwest			\$1,236.40	\$1,300.00	\$1,236.40	DS3
27	El Paso	Colorado Springs	DOW-4255 Sinton Rd, Colorado Springs	5Mb	Qwest						DS3
28	Denver	Denver	North Campus, 1001 62, Denver	20Mb	Qwest			\$1,463.20	\$1,300.00	\$1,463.20	DS3
29	Denver	Denver	DOR, 1881 Pierce, Denver	10Mb	Qwest			\$2,094.80	\$1,300.00	\$2,094.80	OC3
30	Denver	Denver	CDOT, 1325 S Colorado Blvd, Denver	10Mb	Qwest						OC3
31	Denver	Denver	CDOT- 700 Kipling	10Mb	Qwest	\$2,094.80	\$1,300.00	\$2,094.80		\$2,094.80	OC3
32	La Plata	Durango	CDOT, 3803 Main, Durango	10Mb	Qwest						OC3
33	Denver	Englewood	Ft Logan, 3520 W Oxford, Denver	10Mb	Qwest			\$1,337.20	\$1,300.00	\$1,337.20	DS3
34	Larimer	Ft Collins	DOW, 317 W Prospect, Ft Collins	5Mb	Qwest			\$1,274.20	\$1,300.00	\$1,274.20	DS3
35	Las Animas	Ft Lyons	DOC-FLC, 30999 County Rd 15, Ft Lyons	3Mb	CenturyTel			\$1,263.40	\$1,300.00	\$1,263.40	DS3
36	Denver	Glendale	Health & Env, 4300 Cherry Creek, Denver	10Mb	Qwest						DS3
37	Jefferson	Golden	Camp George West, 15000 S Golden Rd, Golden	5Mb	Qwest			\$1,274.20	\$1,300.00	\$1,274.20	DS3
38	Mesa	Grand Junction	Mesa State, 1316 College Pl, Grand Junction	10Mb	Qwest			\$1,337.20	\$1,300.00	\$1,337.20	DS3
39	Mesa	Grand Junction	DOW, 711 Independent, Grand Junction	5Mb	Qwest			\$1,274.20	\$1,300.00	\$1,274.20	DS3
40	Mesa	Grand Junction	CDOT, 222 S. 6th, Grand Junction	10Mb	Qwest			\$2,094.80	\$1,300.00	\$2,094.80	OC3
41	Mesa	Grand Junction	UTEC, 2520 Blichmann, Grand Junction	10Mb	Qwest						DS3
42	Weld	Greeley	CDOT, 1420 2, Greeley	45Mb	Qwest	\$1,778.20	\$1,300.00	\$1,778.20		\$1,778.20	DS3
43	Las Animas	Model	DOC-TCF, 21000 Hwy 350, Model	2Mb	Qwest			\$1,236.40	\$1,300.00	\$1,236.40	DS3
44	Pueblo	Pueblo	DOC-San Carlos, 1300 W 13, Pueblo	4Mb	Qwest						DS3
45	Logan	Sterling	DOC-SCF, 12101 Hwy 61, Sterling	4Mb	Qwest			\$1,261.60	\$1,300.00	\$1,261.60	DS3
46	Las Animas	Trinidad	Trinidad Com College, 600 Prospect, Trinidad	10Mb	Qwest						DS3
<b>MONTHLY TOTALS</b>						<b>\$27,449.60</b>	<b>\$10,400.00</b>	<b>\$63,661.00</b>	<b>\$30,725.00</b>	<b>\$78,409.60</b>	<b>\$13,000.00</b>
<b>In-Year Billing</b>						<b>\$82,348.80</b>	<b>\$10,400.00</b>	<b>\$564,749.00</b>	<b>\$30,725.00</b>	<b>\$859,797.90</b>	<b>\$13,000.00</b>

Light Yellow highlighting denotes pricing associated with Edge Sites implemented in Year 1  
Light Green highlighting denotes pricing associated with Edge Sites implemented in Year 2

\$872,797.90 FY03

<b>DS3 pricing</b>		
Optical Access Link	\$ 731.20	\$ 1,000.00
Port	\$ 480.00	\$ 200.00
10 meg UBR	\$ 128.00	\$ 100.00
	\$ 1,337.20	\$ 1,300.00
with 20 meg UBR	\$ 1,463.20	\$ 1,300.00
with 40 meg UBR	\$ 1,715.20	\$ 1,300.00
with 45 meg UBR	\$ 1,778.20	\$ 1,300.00
with 2 meg UBR	\$ 1,236.40	\$ 1,300.00
with 4 meg UBR	\$ 1,261.60	\$ 1,300.00
with 5 meg UBR	\$ 1,274.20	\$ 1,300.00
<b>OC3 pricing</b>		
Optical Access Link	\$ 1,096.80	\$ 1,000.00
Port	\$ 872.00	\$ 200.00
75 meg UBR	\$ 945.00	\$ 100.00
	\$ 2,913.80	\$ 1,300.00
with 60 meg UBR	\$ 2,724.80	\$ 1,300.00
with 20 meg UBR	\$ 2,220.80	\$ 1,300.00
with 100 meg UBR	\$ 3,228.80	\$ 1,300.00
with 10 meg UBR	\$ 2,094.80	\$ 1,300.00

Agency or Department Name
Department or Agency Number
Contract Routing Number 04 AMA 00044

**CONTRACT AMENDMENT # 2 To Attachment 1 to the Master Services Agreement.**

THIS AMENDMENT, made this 1<sup>st</sup> day of August, 2003, by and between the State of Colorado for the use and benefit of the Department of Personnel and Administration, Division of Information Technologies, hereinafter referred to as the State, and Qwest Corporation, by and through its agent Qwest Government Services, Inc., hereinafter referred to as the Contractor.

**FACTUAL RECITALS**

Authority exists in the Law and Funds have been budgeted, appropriated, and otherwise made available and a sufficient unencumbered balance thereof remains available for payment; and

Required approval, clearance, and coordination has been accomplished from and with appropriate agencies; and

The parties entered into a contract dated June 23, 2000, for telecommunication services. The purpose for this amendment is to exercise the option to extend the term for services and to revise the payment schedule for the Qwest ANAPs.

The parties have agreed that it is in their best interests to extend the contract to provide the State of Colorado with the long term advantages for a broadband high-speed telecommunications network including cost and pricing decreases.

NOW THEREFORE, it is hereby agreed that

1. Consideration for this amendment to the original contract, 00 AMA 00044, dated June 23, 2000, consists of the payments which shall be made pursuant to this amendment and the promises and agreements herein set forth.
2. It is expressly agreed by the parties that this amendment is supplemental to the original Contract, as amended by 01 AMA 00023, dated December 29, 2000, and 01 AMA 00024, dated December 29, 2000, and Bilateral Change Order, 03 AMA 00063, dated April 1, 2003, collectively, referred to as the "original contract," which is, by this reference incorporated herein, that all terms, conditions, and provisions thereof, unless specifically modified herein, are to apply to this amendment as though they were expressly rewritten, incorporated, and included herein.
3. It is agreed the original contract is and shall be modified, altered, and changed in the following respects only:
  - a. Add Exhibit D, Colorado MNT ANAP Pricing, to Attachment One, attached hereto and incorporated herein.
  - b. Delete the words, "in one (1) year increments" in paragraph 4 of Attachment One.
  - c. Add the words, " This contract shall expire on June 30, 2010" to paragraph 3 of Attachment One.

1. The maximum amount payable by the State for ANAP Services in the new Exhibit D is unchanged. The maximum annual amounts paid by the State to Qwest for the Qwest ANAPs in Exhibit D are reflected in Exhibit D. The total contract value for all ANAPs through June 30, 2010 is nine million, fifty thousand, four hundred seventy one dollars and ten cents (\$9,050,471.10).

5. The effective date of this amendment is upon approval of the State Controller or September 1, 2003, whichever is later.

6. Except for the "Special Provisions," in the event of any conflict, inconsistency, variance, or contradiction between the provisions of this amendment and any of the provisions of the original contract, the provisions of this amendment shall in all respects supersede, govern, and control. The "Special Provisions" shall always be controlling over other provisions in the contract or amendments. The representations in the Special Provisions concerning the absence of bribery or corrupt influences and personal interest of State employees are presently reaffirmed.

7. FINANCIAL OBLIGATIONS OF THE STATE PAYABLE AFTER THE CURRENT FISCAL YEAR ARE CONTINGENT UPON FUNDS FOR THAT PURPOSE BEING APPROPRIATED, BUDGETED, AND OTHERWISE MADE AVAILABLE.

IN WITNESS WHEREOF, the parties hereto have executed this amendment on the day first above written.

**Contractor:**

**State of Colorado**  
Bill Owens, Governor

est Corporation, by and through its  
agent Qwest Government Services, Inc.

(Full Legal Name) 11/7/03

(Signature of Individual)

Richard Fernandez

(Name of Individual)

Director of Offer Management

Position (Title)

By: Jessmike Okes  
Executive Director or College President  
Personnel + Administration  
(Department of or Higher Ed. Institution)

Date: 11/12/2003

**Attorney General, Ken Salazar**

By: Robert D. How

Date: 11/13/03

QGS: 84-1108481, QC: 84-0273800

Social Security Number  
or Federal Employer ID Number

**Attestation:**

(SEAL)

By: SS  
Corporate Secretary,  
or Equivalent,  
Town/City/County Clerk



**ALL CONTRACTS MUST BE APPROVED BY THE STATE CONTROLLER**

CRS 24-30-202 requires that the State Controller approve all state contracts. This contract is not valid until the State Controller, or such assistant as he may delegate, has signed it. The contractor is not authorized to begin performance until the contract is signed and dated below. If performance begins prior to the date below, the State of Colorado may not be obligated to pay for goods and/or services provided.

**State Controller  
Arthur L. Barnhart**

BY: *Sharon Anderson*  
Date: 11/18/03



## Statewide BRI #2

**Schedule 6  
FY 2005-06 Statewide Base Reduction Item**

Department: Personnel & Administration  
 Priority Number: BRI #2 (Statewide)  
 Division: Executive Office, Division of Central Services  
 Program: Fleet Management Program & Motor Pool Services  
 Request Title: Statewide Vehicle Lease Line Reconciliation

Dept. Approval: *[Signature]*  
 OSPB Approval: *[Signature]*  
 Statutory Citation:

Date: November 1, 2004  
 Date: 10/21/04

		1	2	3	4	5	6	7	8	9	10
	Fund	Prior-Year Actual FY 2003-04	Appropriation FY 2004-05	Supplemental Request FY 2004-05	Total Revised Request FY 2004-05	Base Request FY 2005-06	Decision/Base Reduction FY 2005-06	November 1 Request FY 2005-06	Budget Amendment FY 2005-06	Total Revised Request FY 2005-06	Change from Base in Out Year FY 2006-07
Total of All Line Items	Total	14,006,038	16,769,017	0	16,769,017	16,769,017	(1,266,711)	15,502,306	0	15,502,306	0
	FTE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	GF	89,173	3,629	0	3,629	3,629	0	3,629	0	3,629	0
	CF	2,134,301	2,142,180	0	2,142,180	2,142,180	0	2,142,180	0	2,142,180	0
	CFE	11,782,564	14,623,208	0	14,623,208	14,623,208	(1,266,711)	13,356,497	0	13,356,497	0
	FF	0	0	0	0	0	0	0	0	0	0
1) Executive Office, Vehicle Lease Payments (DPA Share of Statewide Adjustment)	Total	117,148	145,096	0	145,096	145,096	25,567	170,663	0	170,663	0
	FTE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	GF	89,173	3,629	0	3,629	3,629	0	3,629	0	3,629	0
	CF	0	0	0	0	0	0	0	0	0	0
	CFE	27,975	141,467	0	141,467	141,467	25,567	167,034	0	167,034	0
	FF	0	0	0	0	0	0	0	0	0	0
4) Division of Central Services, (C) Fleet Management Program & Motor Pool Services, Vehicle Replacement Lease, Purchase or Lease/Purchase	Total	13,888,890	16,623,921	0	16,623,921	16,623,921	(1,292,278)	15,331,643	0	15,331,643	0
	FTE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	GF	0	0	0	0	0	0	0	0	0	0
	CF	2,134,301	2,142,180	0	2,142,180	2,142,180	0	2,142,180	0	2,142,180	0
	CFE	11,754,589	14,481,741	0	14,481,741	14,481,741	(1,292,278)	13,189,463	0	13,189,463	0
	FF	0	0	0	0	0	0	0	0	0	0

**Letter Notation:**

Cash Fund name/Number, Federal Fund Name: Fund 607

IT Request  Yes  No (If yes and request includes more than 500 programming hours, attach IT Project Plan)

Change Request Criteria:  Emergency  Technical Error  New Data  Unforeseen Contingency

Request for New or Replacement Vehicles:  Yes  No (If yes, a copy of the Schedule 6 should be forwarded to the OSPB analyst assigned to DPA)

Request Affects Another Department(s):  Yes  No (If yes, Name of other Department(s) Statewide Request Impacting Multiple State Departments )

**Efficiency and Effectiveness Analysis  
FY 2005-06 Statewide Base Reduction Item**

**Department:** Department of Personnel & Administration  
**Long Bill Group/Division:** Executive Office, Central Services  
**Program:** State Fleet Management  
**Priority Number:** BRI #2 (statewide)  
**Request Title:** Statewide Vehicle Lease Line Reconciliation

**Summary of Request**

This is a statewide technical Base Reduction Item to reduce statewide appropriations in various departments' Vehicle Lease Payment line items by a total of \$1,761,521, including an adjustment to the appropriation for the Department of Corrections to include \$31,900 for a non-fleet bus that is allocated in the Long Bill in the Department Of Corrections' Vehicle Lease Payments line item. The corresponding reduction to State Fleet Management's spending authority for FY 2005-06 is \$1,292,278.

Note also that the DPA department share of this statewide request is an increase of \$25,567, all Cash Funds Exempt, in the Executive Office, Vehicle Lease Payments line item.

It is the intent of this request to reconcile the spending authority in DPA's Central Services, Fleet Management Program and Motor Pool Services (referred to herein as State Fleet Management) with departmental appropriations for Vehicle Lease Payments to reflect departments' needs in the associated line items.

**Problem or Opportunity Definition:**

Adjustment of Vehicle Lease Payments to Cover Existing Costs:

Vehicle Lease Payment line items are used to pay for existing vehicle leases and associated management fees. Prior to FY 2002-03, when vehicle leases expired, reductions in affected departments did not occur on a consistent basis. When funding for vehicle replacements was requested, the estimated appropriations that built up in these line items was used to offset the total monthly cost of the replacements. Estimating the incremental base amount needed for both State Fleet Management (SFM) and State agencies inherently created variances between actual agency appropriations and SFM spending authority as vehicles changed and exact vehicle amounts became known. For the last four fiscal years, SFM has used this base dollar approach to help fund new replacements.

In FY 2001-02 SFM, in coordination with the OSPB and various state agencies, developed the attached worksheet to reconcile the funding differences between appropriated dollars and actual lease payments. This reconciliation used the full amount of vehicle leases to be billed to agencies, less appropriations no longer required due to expiring leases. This approach gives a more accurate and verifiable calculation of base vehicle funding requirements. Due to the implementation of this new methodology, vehicle replacement requests now identify total estimated replacement costs and not just the estimated incremental costs. This reconciliation is conducted on an annual basis to determine whether appropriated funds will need to be adjusted in the Vehicle Lease Payments line items of affected agencies.

As a result of the analysis (see attached spreadsheet), it has been determined that SFM has excess cash funds exempt spending authority in the amount of \$1,292,278 and agencies statewide have excess appropriations of \$1,761,521. This will result in a technical adjustment to the Vehicle Lease Payment line items for SFM user agencies as well as an adjustment to SFM program spending authority.

**Recommendation:**

The Department of Personnel & Administration recommends, that the Vehicle Lease Payments line item appropriations for State agencies be reduced by a total of \$1,761,483 (see attached agency detail), and SFM cash funds exempt spending authority be reduced by \$1,292,278.





