



Colorado Department of Transportation

Shailen Bhatt, Executive Director

4201 East Arkansas Avenue, Denver, Colorado 80222

(303) 757-9011 • <https://www.codot.gov>

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

Colorado Department of Transportation



US 34 through Big Thompson Canyon

Budget Allocation Plan *for* Fiscal Year 2015-16

Governor John Hickenlooper

March 20, 2015



Colorado Department of Transportation

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COLORADO DEPARTMENT OF TRANSPORTATION

Budget Allocation Plan for Fiscal Year 2015-16

John Hickenlooper, Governor

Shailen Bhatt, Executive Director

Transportation Commission

Edward J. Peterson, Chairman, Evergreen, District 2

Kathy Connell, Vice Chairman, Steamboat Springs, District 6

Shannon Gifford, Denver, District 1

Gary Reiff, Vice Chairman, Greenwood Village, District 3

Heather Barry, Westminster, District 4

Kathy Gilliland, Loveland, District 5

Douglas Aden, Grand Junction, District 7

Sidny Zink, Durango, District 8

Les Gruen, Colorado Springs, District 9

Bill Thiebaut, Pueblo, District 10

Steven Hofmeister, Holyoke, District 11

Herman Stockinger, Secretary

Per the attached Resolution #TC – 15-3-12 the Transportation Commission presents the Budget for the period July 1, 2015 through June 30, 2016 for approval by the Governor.

Approved: _____

Date: _____

6/23/15

Made pursuant to the provisions of Sections 43-1-106 and 43-1-113, C.R.S. (2014)

Resolution #TC-15-3-12

Approval of the Resolution for the FY 2015-2016 Budget

Approved by the Transportation Commission on March 19, 2015

WHEREAS, in accordance with § 43-1-113 (2), C.R.S. the Transportation Commission of Colorado formally approved and submitted a draft budget allocation plan for the moneys subject to its jurisdiction for the fiscal year beginning on July 1, 2015 to the Joint Budget Committee, the House Transportation Committee, the Senate Transportation Committee and the Governor on December 15, 2014 for their review and comment; and

WHEREAS, C.R.S. § 43-1-113(9)(c) requires the Transportation Commission adopt a final budget allocation plan, which shall upon approval by the Governor constitute the budget for the Department of Transportation for Fiscal Year 2015-2016; and

WHEREAS, the Asset Management Budget Setting Workshop — a workshop that included the Executive Director and other members of Senior Management, Regional Transportation Directors, Asset Managers, and staff from the Division of Transportation Development and the Division of Accounting and Finance as well as the Regions—met on January 30, 2014 and came to consensus on a recommendation to the Asset Management Committee of the Commission for the Fiscal Year 2015-2016 budget and RAMP program (sized at \$150 Million annually) for all asset management programs; and

WHEREAS, the chart below shows the baseline Fiscal Year 2015-2016 budget recommendations and the recommended FY 2015-2016 RAMP program allocations for each asset.

(In Millions)	FY16 Asset Management Workshop Baseline Budget	FY16 Budget Recommendation to TC	Asset Management Workshop RAMP \$150M Average	FY16 Budget Total With RAMP
Surface Treatment	\$149.5	\$149.5	\$86.4	\$235.9
Bridge, BE & Bridge Fixed Costs	\$140.3	\$140.3	\$23.8	\$164.1
MLOS	\$254.4	\$254.4	\$0.0	\$254.4
Road Equipment	\$11.5	\$11.5	\$6.9	\$18.4
ITS Investments	\$10.0	\$10.0	\$11.4	\$21.4
Geohazard Mitigation	\$5.1	\$5.1	\$4.1	\$9.2
Buildings	\$1.0	\$1.0	\$11.9	\$12.9
Tunnels	\$2.5	\$2.5	\$2.7	\$5.2
Culverts	\$3.6	\$3.6	\$4.6	\$8.2
Walls	\$0.0	\$0.0	\$2.4	\$2.4
Traffic Signals	\$1.5	\$1.5	\$4.2	\$5.7
Total	\$579.4	\$579.4	\$158.4	\$737.8

WHEREAS, under Policy Directive 703.0, those Asset Management programs with Transportation Commission approved metrics shall rely on statewide asset management models to develop their projects lists and those without approved metrics shall provide project lists to the Transportation Commission; and

WHEREAS, the Asset Management Budget Setting Workshop presentation by the Tunnel Program included a baseline request for \$2.5 Million and RAMP request of \$2.7 Million. Proposed projects for these funds are as follows:

- \$0.3 Million for Fire System
- \$0.4 Million for a Transformer
- \$0.1 Million for Fire Control Panel Upgrade□
- \$0.1 Million for Fan Monitoring Relays
- \$0.1 Million for Digital Voice Upgrade□
- \$0.3 Million for Tunnel Control Servers□
- \$0.1 Million for Control Room Upgrade□
- \$1.6 Million for Upgrade Cameras□
- \$0.3 Million for Fiber Optic Design
- \$1.9 Million for Inspection Program

WHEREAS, the Asset Management Budget Setting Workshop presentation by the Geohazard Mitigation Program included a baseline request for \$5.1 Million and RAMP request of \$4.1 Million. Proposed projects for these funds are as follows:

- \$5.5 Million for Corridor Risk Reduction Projects
- \$1.4 Million for High Risk Site Outside Corridor Projects
- \$2.3 Million for Geohazard Management

NOW THEREFORE BE IT RESOLVED, that the Colorado Department of Transportation's FY 2015-2016 budget allocation plan for the period beginning July 1, 2015, including \$579.4 Million allocated to Asset Management Programs as indicated above, and approved by the Transportation Commission and submitted to the Governor on or before April 15, 2015.

BE IT FURTHER RESOLVED, that the Colorado Transportation Commission accepts staff recommendations for funding RAMP Asset Management in FY 2015-2016 with modifications outlined in this resolution and with the understanding that staff will implement the projects and spirit and intent of the plans as presented to the Transportation Asset Management Committee or shall return to that Committee for approval of revision to those projects or plans.

Herman F. Stockinger #1
Herman Stockinger, Secretary
Transportation Commission of Colorado

4-1-15
Date



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Introduction

About the Department

The Colorado Department of Transportation (CDOT) is a billion dollar per year, 3,329 employee organization dedicated to providing the best multi-modal transportation system for Colorado that most effectively and safely moves people, goods, and information.

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

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

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

CDOT maintenance forces take care of the highway system, plowing snow and repairing pavement. Last winter, these men and women plowed 6.2 million miles of highway. They also repaired road damage and potholes, using more than 233,720 tons of asphalt and 1.7 million gallons of liquid asphalt in preservation activities.

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

Budget Layout

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

Upon adoption by the Transportation Commission, this budget allocation plan is available for viewing by December 1, 2014 at <https://www.codot.gov/business/budget/cdot-budget>.



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Introduction (continued)

Responsible Acceleration of Maintenance and Partnerships (RAMP)

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

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

Program, Asset, and Cash Management

The Colorado Department of Transportation began transitioning to Asset Management in FY2012 and to Program Management in FY2014. Program Management coordinates transportation project scheduling, available cash balances, and asset management in order to maximize the use of available funding for those projects that meet current needs and are phase-ready. In other words, the Department is working towards aligning available cash with projects that are ready to move to the next stage of funding, such as design or construction.

The methodologies for Program Management were initiated through the implementation of RAMP. RAMP is a spending methodology supported by Governor John Hickenlooper. It allows the Department to fund multi-year projects based on year of expenditure, rather than saving for the full amount of a project before construction begins.

Prior to RAMP, CDOT would not advertise a project until all of the money was “in the bank,” which meant the Department was saving money for projects over multiple years before construction could begin. In addition, some projects take several years to construct - so money would often sit unspent when it could be utilized much sooner. This method of construction spending led to the \$1.5 billion cash balance that the Department is now reducing by moving more work to this state’s transportation system.

Program Management

The Office of Program Management was established under the Chief Engineer to oversee project prioritization and scheduling. This office works with Asset Management and Cash Management to best match prioritized projects with available cash to optimize the Department’s annual construction program. Every CDOT Engineering Region has its own Program Management Representative, who works in



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Introduction (continued)

conjunction with the Office of Program Management in Denver to best communicate and coordinate programming efforts on a statewide basis.

Asset Management

Recent Federal legislation requires that each State DOT develop and implement risk-based, performance-based asset management plan for preserving and improving the condition of the National Highway System pavements and bridges. The Department completed its asset management plan ahead of schedule, and is in the process of formalizing how its asset management practices inform both budget setting and project selection.

Asset Managers use Transportation Commission established performance goals, targets, and state-of-the-art analysis technologies to determine long-term performance forecasts that are presented to senior management and the Transportation Commission for budgetary decisions. Once program allocations are determined, staff works with regions and other assets to select optimal, cost-effective projects that improve the performance (life) of the asset.

Cash Management

The Office of Cash Management was formed within the Department's Division of Accounting and Finance to effectively and efficiently manage the Department's cash resources. This office is implementing known best practices to also manage the reduction of the Department's cash balance. This office works with the Office of Program Management to match available funding to projects that are phase-ready. Initiated in FY2014 and implemented in FY2015, the office developed department-wide guidance for requesting and validating funding for construction projects. Overall, these practices have helped maximize the ability to advance more dollars to construction projects.

The office is also implementing the use of incremental encumbrances in order to commit only those dollars expected to be expended within a fiscal year; developing a cash based STIP (Statewide Transportation Improvement Program) for planning the construction program; and developing and improving reports to provide information on cash forecasts, spending, and cash management recommendations to Department management and the public.

Summary

Program Management provides the Department the ability to effectively and efficiently integrate program and project management with project selection methodologies including asset management. Additionally, the Department is better able to schedule construction activities based on projected resource availability and cash balance projections. Prior to FY2014, the Department's construction program averaged \$500 million per year. Use of these program, cash, and asset management methodologies allowed the Department to significantly increase design and construction expenditures to nearly \$750 million in FY2014, with a target of \$900 million for FY2015.



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Introduction (continued)

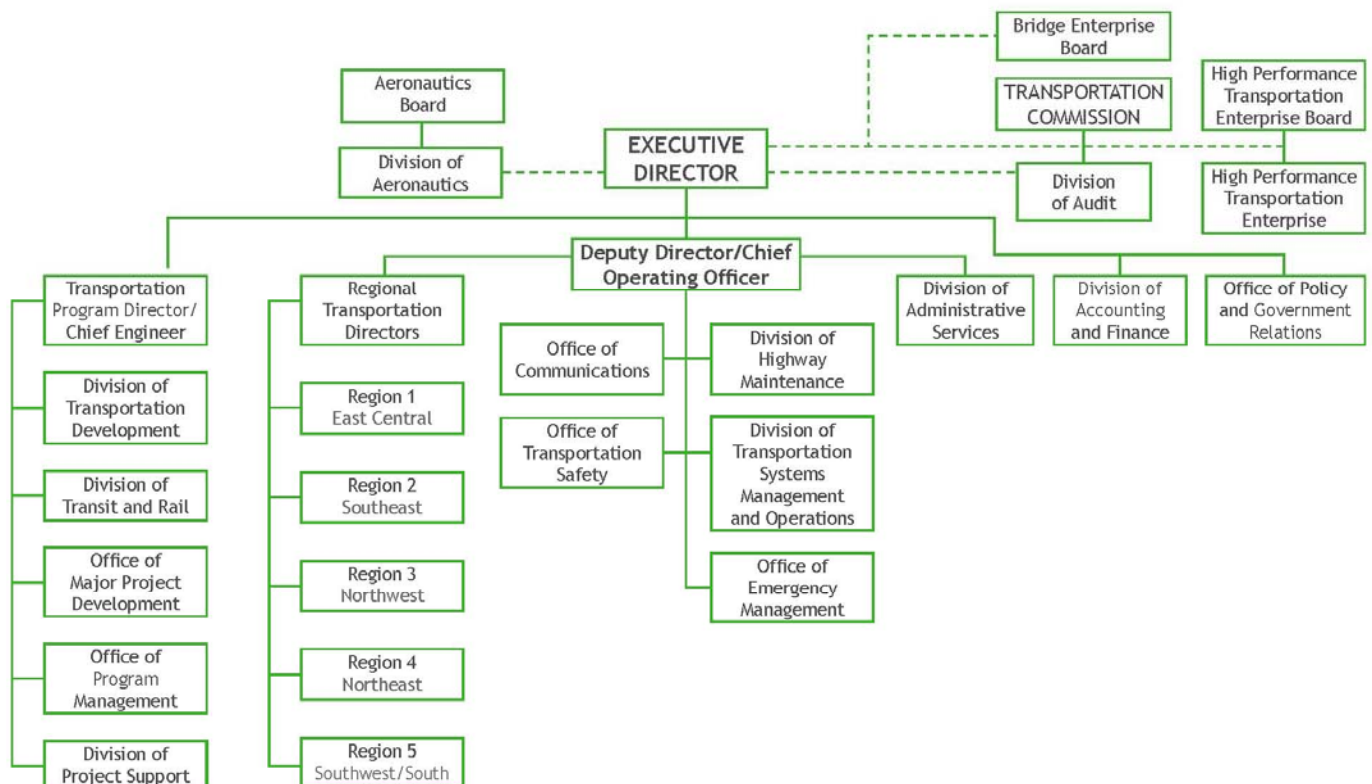
Organizational Chart

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



COLORADO
Department of Transportation

Organizational Chart : July 2014





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CDOT Boards & Commissions

The Colorado Transportation Commission

The Colorado Transportation Commission provides oversight, policy direction, and resource allocation decisions to the Department of Transportation. The powers and duties of the Commission are set forth in Section 43-1-106, C.R.S. (2014). The Commission consists of eleven appointees of the Governor, each representing a specific geographic portion of the state and each appointed to a four-year term on a staggered schedule. The appointees are subject to confirmation by the Colorado Senate.

The members of the Transportation Commission are:

District One: Ms. Shannon Gifford; Commissioner.Gifford@state.co.us

(Denver County; appointed July, 2013, term expiring July 2017).

District Two: Mr. Edward J. Peterson; Commissioner.Peterson@state.co.us

(Jefferson County and a portion of Broomfield County, appointed October 2011, term expiring July 2015).

District Three: Mr. Gary Reiff; Commissioner.Reiff@state.co.us

(Arapahoe and Douglas counties, appointed August 2009, term expiring July 2017).

District Four: Ms. Heather Barry; Commissioner.Barry@state.co.us

(Adams and Boulder counties and a portion of Broomfield County; appointed July 2007, term expiring July 2015).

District Five: Ms. Kathy Gilliland; Commissioner.Gilliland@state.co.us

(Larimer, Morgan, and Weld counties and a portion of Broomfield County; appointed July 2011, term expiring July 2015).

District Six: Ms. Kathy Connell; Commissioner.Connell@state.co.us

(Clear Creek, Gilpin, Grand, Jackson, Moffat, Rio Blanco, and Routt counties; appointed July 2011, term expiring July 2015).

District Seven: Mr. Douglas Aden; Commissioner.Aden@state.co.us

(Chaffee, Delta, Eagle, Garfield, Gunnison, Lake, Mesa, Montrose, Ouray, Pitkin, and Summit counties; appointed July 1997, term expiring July 2015).

District Eight: Ms. Sidney Zink; Commissioner.Zink@state.co.us

(Alamosa, Archuleta, Conejos, Costilla, Dolores, Hinsdale, La Plata, Mineral, Montezuma, Rio Grande, Saguache, San Juan, and San Miguel counties; appointed July, 2013 term expiring July 2017).

District Nine: Mr. Les Gruen; Commissioner.Gruen@state.co.us

(El Paso, Fremont, Park, and Teller counties; appointed November 2007, term expiring July 2015).

District Ten: Mr. Bill Thiebaut; Commissioner.Thiebaut@state.co.us

(Baca, Bent, Crowley, Custer, Huerfano, Kiowa, Las Animas, Otero, Prowers, and Pueblo counties; appointed August 2013, term expiring July 2017).

District Eleven: Mr. Steven Hofmeister; Commissioner.Hofmeister@state.co.us

(Cheyenne, Elbert, Kit Carson, Lincoln, Logan, Phillips, Sedgwick, Washington, and Yuma counties; appointed May, 2012, term expiring July, 2015).

Mr. Edward J. Peterson is the Chairman of the Transportation Commission and Ms. Kathy Connell is the Vice Chairman. Mr. Herman Stockinger, Director of the CDOT Office of Policy and Government Relations serves as the Secretary of the Transportation Commission. (Please see the following page for a map of the Transportation Commission Districts.)



Colorado Department of Transportation

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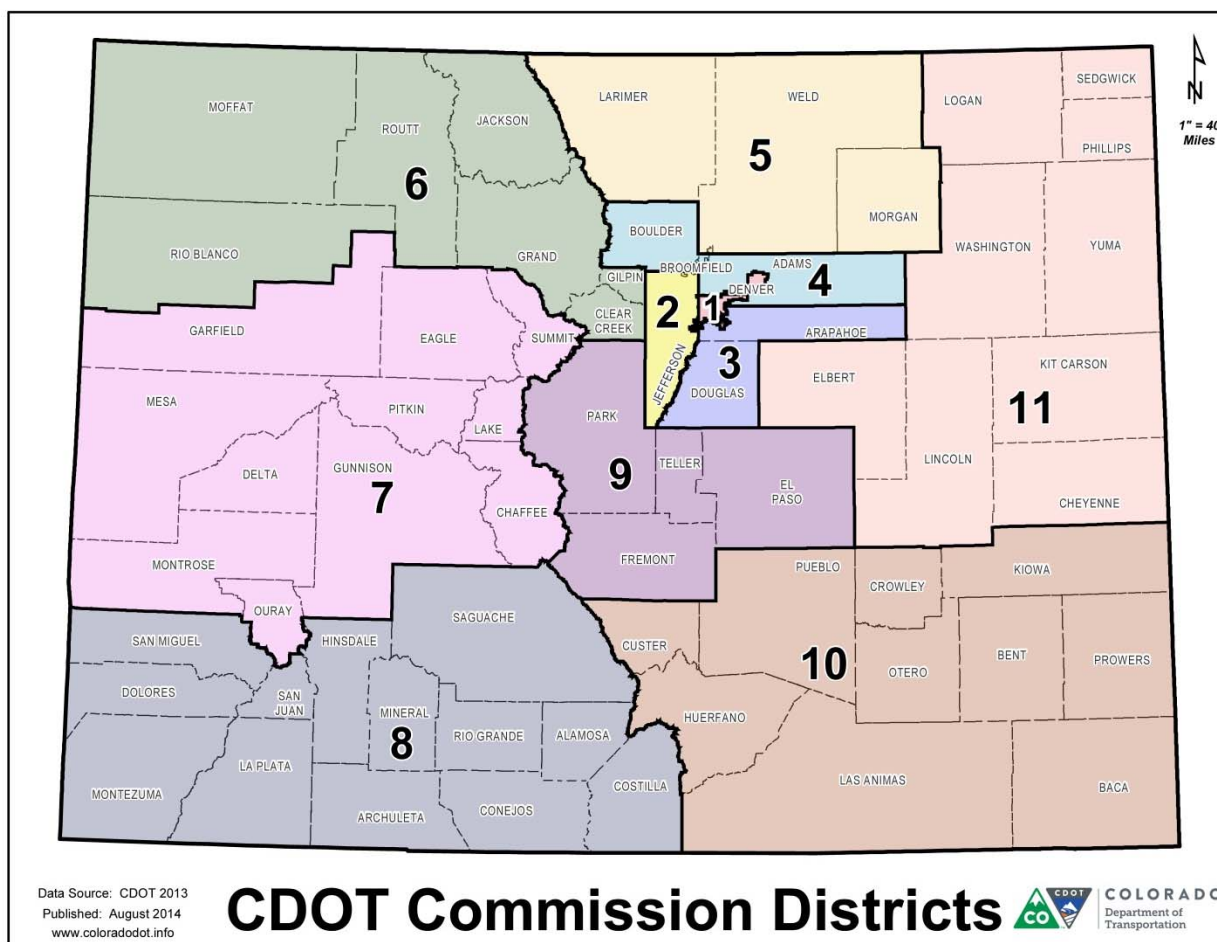
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CDOT Boards & Commissions (continued)

Transportation Commission District Map





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Boards & Commissions (continued)

The Colorado Aeronautical Board

Per Section 43-10-104, C.R.S. (2014), the seven-member Colorado Aeronautical Board provides oversight, policy direction, and resource allocation decisions for the CDOT Division of Aeronautics. The members of the board are Governor appointees and are chosen as follows:

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

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

The members of the Colorado Aeronautical Board are:

- **Mr. William "T" Thompson** William.T.Thompson@state.co.us
(Eastern Slope Governments; appointed March 2002, term expiring December 2015)
- **Mr. Ray Beck** Ray.Beck@state.co.us
(Western Slope Governments; appointed December 2004, term expiring December 2016)
- **Ms. Ann Beardall** ann.beardall@state.co.us
(Pilot Organizations; appointed December 2014, term expiring December 2017)
- **Mr. John Reams** John.Reams@state.co.us
(Western Slope Representative; appointed December 2006 for a term expiring December 2015)
- **Mr. Joe Rice** joe.rice@state.co.us
(Aviation Interests-at-Large; appointed December 2014, term expiring December 2017)
- **Mr. Jeffery Forrest** Jeff.Forrest@state.co.us
(Eastern Plains Governments; appointed March 2008, term expiring December 2015)
- **Mr. Robert Olislagers** robert.olislagers@state.co.us
(Airport Management Representative; appointed December 2014, term expiring December 2017)

Mr. Ray Beck is the Chairman of the Aeronautical Board, Ms. Ann Beardall is the Vice Chair and Mr. Stan Buck is the Interim Director of the Division of Aeronautics.



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CDOT Revenue Fact Sheets



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CDOT Revenue Overview

Background

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

Motor Fuel Taxes

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

Registration Fees

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

Other Taxes

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

Other User Fees

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

General Purpose Revenue

- Senate Bill 09-228 allows for a series of five years of conditional transfers of up to 2.0 percent of gross General Fund revenues to the Department; those transfers are dependent upon a number of triggers being met, and are projected to occur in FY2015-16.

Revenue to the Enterprises

- Each year \$15 million in eligible federal funds apportioned to the Colorado Bridge Enterprise (BE) for costs related to designated bridge projects and \$2 million in the Highway Users Tax Fund (HUTF) funds are paid to the High Performance Transportation Enterprise (HPTE) as a fee for services provided).



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CDOT - Revenue Source Fact Sheet

CDOT Revenue Overview (continued)

Summary of CDOT Revenue Estimate	
Funding Category	FY 2015-16
Highway User Tax Fund (HUTF) Revenue	\$518,777,300
Miscellaneous State Highway Fund	19,200,000
Safety Education Funding	10,640,000
Capital Construction Fund Appropriations	0
Senate Bill 09-228 - General Fund transfer	102,600,000
Transit Revenue	36,436,280
Aeronautics Revenue	30,000,000
State Infrastructure Bank Interest Income	500,000
Federal Highway Revenue - The Highway Trust Fund (Highway Account)	660,562,075
Colorado Department of Transportation - Total Revenue	\$1,378,715,655



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CDOT - Revenue Source Fact Sheet

Highway Users Tax Fund (HUTF) Revenue

Statutory Authorization: Section 43-4-201, C.R.S. (2014)

Funding Type(s): Fuel taxes, registration fees, judicial fines

Background

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

Specific Funding Sources

Total Statewide HUTF Revenue Estimate (in \$millions)	
Funding Source	FY 2015-16
Motor Fuel Tax	563.9
Motor Vehicle Registration	206.6
Other Miscellaneous HUTF	30.8
SB 09-108 Road Safety Surcharges	126.1
SB 09-108 Late Registration Fees	18.7
SB 09-108 Daily Vehicle Rental Fees	30.9
SB 09-108 Oversize/Overweight Vehicle Surcharges	1.4
TOTAL	978.4

Appropriation/Distribution Methodology

The General Assembly funds the Colorado State Patrol and portions of the Department of Revenue's Motor Vehicles Division through annual appropriations from the HUTF. Section 43-4-201 (3)(a)(I), C.R.S. (2014) restricts annual HUTF appropriations to grow by no more than 6.0 percent per year and may grow to the level of 23.0 percent of the fund's total income from the previous fiscal year.

Total Statewide HUTF Revenue Estimate Distribution (in \$millions)	
Entity Type	FY 2015-16
Off the Top Deductions*	125.2
CDOT	518.8
Counties	192.1
Municipalities	131.4
Distributed for Other Purposes	10.8
TOTAL	978.3

* To Colorado State Patrol and the Colorado Department of Revenue



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CDOT - Revenue Source Fact Sheet

Highway Users Tax Fund (HUTF) Revenue (continued)

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

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

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

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

Revenue History and Projection

HUTF Revenue to CDOT (in \$millions)				
	Actual	Actual	Estimate	Estimate
<i>Funding Source</i>	<i>FY 2012-13</i>	<i>FY 2013-14</i>	<i>FY 2014-15</i>	<i>FY 2015-16</i>
Motor Fuel Tax	280.1	288.8	286.1	288.7
Motor Vehicle Registrations	100.1	103.1	102.2	103.1
Other HUTF Revenue	20.0	20.6	20.4	20.6
SB 09-108 Revenue Collections	97.7	101.2	97.9	106.3
TOTAL	497.9	513.7	506.6	518.7



Colorado Department of Transportation

Shailen Bhatt, Executive Director

4201 East Arkansas Avenue, Denver, Colorado 80222

(303) 757-9011 • <https://www.codot.gov>

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

CDOT - Revenue Source Fact Sheet

Miscellaneous State Highway Fund Revenue

Funding Types: Sales, Fees, Interest Earnings

Background

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

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

Revenue History and Projection

Miscellaneous State Highway Fund Revenue (in \$millions)				
<i>Funding Source</i>	Actual FY 2012-13	Actual FY 2013-14	Estimate FY 2014-15	Estimate FY 2015-16
Permits	7.7	8.1	4.7	8.5
Service Charges	2.4	0.0	0.0	0.0
Sales (bid plans & specs.)	1.9	1.1	0.1	0.1
Damage Awards	1.5	2.4	0.2	0.2
Interest Earned	15.9	12.7	24.5	10.4
Property (sales & rentals)	1.1	1.1	0.0	0.0
TOTAL	30.5	25.4	29.5	19.2



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CDOT - Revenue Source Fact Sheet

Safety Education Funding

Statutory Authorization: Law Enforcement Assistance Fund – Section 43-4-401, C.R.S. (2014)
First Time Drunk Driving Offenders Account – Section 42-2-132, C.R.S. (2014)
Motorcycle Operator Safety Training Fund – Section 43-5-504, C.R.S. (2014)
National Highway Transportation Safety Administration – 49 U.S.C. § 105

Funding Type(s): Fees, fines

Background

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

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

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

First Time Drunk Driving Offenders Account

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

Motorcycle Operator Safety Training (MOST) Fund

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

National Highway Transportation Safety Administration (NHTSA) Funding

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

Revenue History and Projection

Safety Education Funding (in \$millions)				
	Actual	Actual	Estimate	Estimate
Funding Source	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
NHTSA (Including Local Match)	7.9	1.7	6.5	8.1
Motorcycle Operator Safety Training Fund	0.8	0.8	0.8	0.8
First Time Drunk Driving Fund	1.5	1.5	1.5	1.5
Law Enforcement Assistance Fund	0.7	0.9	0.7	0.7
Transfer from Dept. of Public Safety	0.0	0.0	0.0	0.0
TOTAL	10.9	4.9	9.5	11.1



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CDOT - Revenue Source Fact Sheet

Capital Construction Fund Appropriations

Statutory Authorization: Section 43-1-113 (2.5), C.R.S. (2014)

Funding Type(s): State General Funds

Background

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

- Amended the statutory definition of “capital construction” to include the construction and maintenance of state highways.
- Requires the Transportation Commission to present a prioritized budget request to the Capital Development Committee for spending authority from the Capital Construction Fund for state highway reconstruction, repair, and maintenance on or before October 1, annually.
- Requires the Capital Development Committee to study the funding request and associated prioritized list of projects and make a recommendation to the Joint Budget Committee as to the amount of funds transferred into the Capital Construction Fund for state highway purposes.
- For FY 2015-16, CDOT has requested \$5,578,960 for three projects (Dry Creek Wildlife Mitigation Underpass, Genesee Bike Path and Gazex Avalanche Mitigation).

Specific Funding Sources

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

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

Revenue History and Projection

Capital Construction Fund Appropriations (in \$millions)				
	Actual	Actual	Estimate	Estimate
<i>Funding Source</i>	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
Transfers/Appropriations	0.5	0.5	0.5	0.0
TOTAL	0.5	0.5	0.5	0.0



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CDOT - Revenue Source Fact Sheet

Senate Bill 09-228 (Strategic Projects)

Web Page: <http://bit.ly/ColoradoSenateBill09-228>

Statutory Authorization: Section 24-75-219, et seq., C.R.S. (2014)

Funding Type(s): General Purpose Revenue

Background

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

- Repealed a statutory limit on the annual growth of certain appropriations from the General Fund.
- Repealed S.B. 97-001, a conditional transfer of General Fund revenue of up to 10.35% of state sales and use tax receipts to the State Highway Fund.
- Repealed H.B. 02-1310, a conditional transfer of excess general revenue above the General Fund appropriations limit to the State Highway Fund and the Capital Construction Fund.
- Increased the statutory General Fund reserve contingent upon economic and fiscal conditions.
- Authorized a five-year sequence of General Fund transfers to the State Highway Fund and the Capital Construction Fund contingent upon economic and fiscal conditions.

Contingent General Fund Transfers to Transportation

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

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

Revenue History and Projection

The Governor's Office of State Planning & Budgeting presently projects the following S.B. 09-228 transfers for FY 2015-16:

Senate Bill 09-228 - General Fund transfer (in \$millions)				
<i>Funding Source</i>	Actual FY 2012-13	Actual FY 2013-14	Estimate FY 2014-15	Estimate FY 2015-16
Projected Transfer	0.0	0.0	0.0	102.6
TOTAL	0.0	0.0	0.0	102.6



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CDOT - Revenue Source Fact Sheet

Transit Revenue

Web Page: <https://www.codot.gov/programs/transitandrail>

Statutory Authorization: The Mass Transit Account of the Highway Trust Fund – 26 U.S.C. § 9503 (e)
State Funding for Local Transit Grants Section – 43-4-811, C.R.S. (2014)

Funding Type(s): Taxes, Fees

Background

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

User Taxes

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

Excise Taxes Supporting the Mass Transit Account

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

Source: The Federal Transit Administration

Revenue History and Projection

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

In addition to the sources listed here, \$10 million of HUTF revenue is allocated to Statewide FASTER Transit per S.B. 09-108 and ten percent of S.B. 09-228 revenue is set aside for Strategic Transit projects. Also, approximately \$1 million of FTA funds are allocated to Metropolitan Planning.



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4201 East Arkansas Avenue, Denver, Colorado 80222

(303) 757-9011 • <https://www.codot.gov>

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

CDOT - Revenue Source Fact Sheet

Transit Revenue (Cont.)

Transit Revenue (in \$millions)				
<i>Funding Source</i>	Actual FY 2012-13	Actual FY 2013-14	Estimate FY 2014-15	Estimate FY 2015-16
Federal Transit Administration Funding	15.7	16.0	16.0	20.6
Federal Transit Administration Local Match	8.9	9.1	9.3	10.8
Rail and Transit - State Highways	5.0	5.0	5.0	5.0
TOTAL	29.6	30.1	30.3	36.4

Note: \$2.2 million of FTA funds are allocated to Metropolitan Planning



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CDOT - Revenue Source Fact Sheet

Aeronautics Revenue

Web Page: <https://www.codot.gov/programs/aeronautics>

Statutory Authorization: Aviation Fuel Excise Taxes – Section 39-27-102 (1) (a) (IV) (A), C.R.S (2014)
Aviation Fuel Sales Tax – Section 39-26-106, C.R.S. (2014)

Funding Type: Taxes

Background

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

Gasoline Excise Taxes

Pursuant to Section 39-27-102 (1) (a) (IV) (A), C.R.S (2014), the state collects a tax of \$0.06 per gallon of gasoline used to propel non-turbo-propeller and non-jet aircraft and a tax of \$0.04 per gallon of gasoline used to propel turbo-propeller and jet aircraft.

Aviation Fuel Sales Tax

Pursuant to Section 39-26-106, C.R.S. (2014), the state assesses a sales tax of 2.9 percent of the value of all aviation fuel sold in Colorado.

Revenue History and Projection

Pursuant to Section 43-10-110, C.R.S. (2014), airports are disbursed an amount equal to 4.0 cents for each taxable gallon of gasoline sold at each airport and an amount equal to 65.0 percent of the sales and use taxes generated at each airport by sales of aviation fuel used by turbo-propeller or jet-engine aircraft. These formula allocations are made monthly by the CDOT Division of Aeronautics; remaining funds support a discretionary grant program for airport improvements.

Aeronautics Revenue (in \$millions)				
<i>Funding Source</i>	Actual FY 2012-13	Actual FY 2013-14	Estimate FY 2014-15	Estimate FY 2015-16
State Aviation Funding	44.9	36.9	42.8	30.0
Federal Aviation Administration Funding	0.3	0.1	0.3	0.0
TOTAL	45.2	37.0	43.1	30.0



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CDOT - Revenue Source Fact Sheet

State Infrastructure Bank Interest Income

Statutory Authorization: Transportation Infrastructure Revolving Fund – Section 43-1-113.5, C.R.S. (2014)

Funding Type: Interest Income

Background

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

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

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

Funding Sources

The fund's principal sources of income are:

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

Revenue History and Projection

State Infrastructure Bank Interest Income (in \$millions)				
	Actual	Actual	Estimate	Estimate
Funding Source	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
SIB Interest	0.3	0.6	0.7	0.5
TOTAL	0.3	0.6	0.7	0.5



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CDOT - Revenue Source Fact Sheet

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

Web Page: <http://www.fhwa.dot.gov/map21/factsheets/htf.cfm>

Statutory Authorization: 26 U.S.C. § 9503

Funding Type(s): Taxes, Fees

Background

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

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

Excise and Sales Taxes Supporting the Federal Aid Highway Program

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

Source: The Federal Highway Administration



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CDOT - Revenue Source Fact Sheet

Federal Highway Revenue – The Highway Trust Fund (continued)

Revenue History and Projection*

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

Federal Highway Administration Revenue (in \$millions)				
	Actual	Actual	Estimate	Estimate
<i>Funding Source</i>	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
Federal Highway Administration Funding	514.3	638.3	576.5	640.7
Federal Highway Administration Local Match	20.4	20.2	20.1	19.9
TOTAL	534.7	658.5	596.6	660.6

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



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CDOT Program Allocation Fact Sheets

Colorado Department of Transportation Final 2016 Annual Budget							
	Budget Category		Program Area	Directed by	FY16 Allocations	FY16 Budget	Funding Source
1	Maintain - Maintaining What We Have						
2		CDOT Performed Work					
3			Roadway Surface	TC	39,075,453	39,075,453	SH
4			Roadside Facilities	TC	20,162,777	20,162,777	SH
5			Roadside Appearance	TC	7,805,488	7,805,488	SH
6			Structure Maintenance	TC	8,556,025	8,556,025	SH
7			Tunnel Activities	TC	6,908,508	6,908,508	SH
8			Snow and Ice Control	TC	73,350,077	73,350,077	SH
9			Traffic Services	TC	67,707,695	67,707,695	SH
10			Planning and Scheduling	TC	14,870,563	14,870,563	SH
11			Material, Equipment and Buildings	TC	15,963,414	15,963,414	SH
12					254,400,000	254,400,000	
13		Contracted Out Work					
14			Surface Treatment /1 /2	TC	149,500,000	122,731,164	FHWA/ SH/ 09-108
15			Structures On-System Construction /1 /2	TC	22,300,000	18,307,057	09-108
16			Structures Inspection and Management /1	TC	8,400,000	6,895,932	09-108
17			Geohazards Mitigation /1 /2	TC	5,100,000	4,186,816	09-108
18			Highway Safety Investment Program	FR	29,154,151	23,933,932	FHWA / SH
19			Railway-Highway Crossings Program	FR	3,150,245	2,586,175	FHWA / SH
20			Hot Spots	TC	2,167,154	1,779,113	FHWA / SH
21			Traffic Signals	TC	1,472,823	1,209,106	FHWA / SH
22			FASTER - Safety Projects	TC	56,300,000	46,219,161	09-108
23			Maintain-Related Indirects/Overhead /2		-	30,616,236	
24			Maintain-Related CDOT Construction Engineering /2		-	19,079,682	
25					277,544,373	277,544,373	
26		Capital Expenditure					
27			Road Equipment /2	TC	11,500,000	11,500,000	SH
28			Capitalized Operating Equipment /2	TC	3,448,525	3,448,525	SH
29			Property /2	TC	1,011,722	1,011,722	SH
30					15,960,247	15,960,247	
31				Total:	547,904,620	547,904,620	
32	Maximize - Safely Making the Most of What We Have						
33		CDOT Performed Work					
34			TSM&O: Performance Programs and Services	TC	6,107,619	6,107,619	SH
35			TSM&O Traffic Incident Management	TC	-	-	SH
36			TSM&O: ITS Maintenance	TC	14,400,000	14,400,000	SH
37					20,507,619	20,507,619	
38		Contracted Out Work					
39			Safety Education /3	Comb	11,090,000	9,104,272	NHTSA / SSE
40			TSM&O: Congestion Relief	TC	4,000,000	3,283,777	FHWA / SH
41			Regional Priority Program	TC	50,000,000	41,047,212	FHWA / SH
42			Maximize-Related Indirect/Overhead /2		-	7,180,152	
43			Maximize-Related CDOT Construction Engineering /2		-	4,474,587	
44					65,090,000	65,090,000	
45		Capital Expenditure					
46			TSM&O: ITS Investments	TC	10,000,000	10,000,000	SH
47					10,000,000	10,000,000	
48				Total:	95,597,619	95,597,619	
49	Expand - Increasing Capacity						
50		CDOT Performed Work					
51					-	-	
52		Contracted Out Work					
53			Strategic Projects	SL	92,340,000	75,805,991	09-228
54			Expand-Related Indirect /2		-	10,186,131	
55			Expand-Related CDOT Construction Engineering /2		-	6,347,878	
56					92,340,000	92,340,000	
57				Total:	92,340,000	92,340,000	
58	Deliver - Program Delivery/Administration						
59			Operations [including maintenance support]	TC	31,123,151	31,123,151	SH
60			Administrative Compliance	TC	1,855,000	1,855,000	FHWA / SH
61			DTD Planning and Research - SPR	FR	12,711,092	12,711,092	FHWA / SH
62			Administration (Appropriated)	SL	29,037,385	29,037,385	SH
63			FY2016 Common Policy Anticipated Salary Increase		2,005,647	2,005,647	
64				Total:	76,732,275	76,732,275	
65	Pass-Through Funds/Multi-modal Grants						
66		Aeronautics					
67			Division of Aeronautics to Airports	AB	29,100,000	29,100,000	SA
68			Division of Aeronautics Administration	AB	900,000	900,000	SA
69					30,000,000	30,000,000	
70		Highway					
71			Recreational Trails	FR	1,591,652	1,591,652	FHWA
72			Transportation Alternatives Program	FR	12,045,642	12,045,642	FHWA / LOC
73			STP-Metro	FR	46,972,177	46,972,177	FHWA / LOC
74			Congestion Mitigation/Air Quality	FR	45,539,598	45,539,598	FHWA / LOC
75			Metropolitan Planning	FR	7,829,342	7,829,342	FHWA / FTA / LOC
76			Bridge Off-System - TC Directed	TC	3,164,139	3,164,139	FHWA / SH / LOC
77			Bridge Off-System - Federal Program	FR	6,285,272	6,285,272	FHWA / SH / LOC
78					123,427,822	123,427,822	
79		Transit					
80			Federal Transit	FR	29,236,280	29,236,280	FTA / LOC
81			Strategic Projects -Transit	SL	10,260,000	10,260,000	09-228
82			Transit and Rail Local Grants	SL	5,000,000	5,000,000	09-108
83			Transit and Rail Statewide Grants	SL	5,800,000	5,800,000	09-108
84			Regional Commuter Bus	TC	3,000,000	3,000,000	09-108
85			Transit Administration and Operations	SL	1,200,000	1,200,000	FTA / 09-108
86					54,496,280	54,496,280	
87		Infrastructure Bank					
88			Infrastructure Bank	TC	500,000	500,000	SIB
89				Total:	208,424,102	208,424,102	
90	Transportation Commission Contingency / Debt Service						
91		Permanent Recovery					
92			Permanent Recovery		174,500,000	143,254,770	FHWA
93			Recovery-Related Indirect/Overhead /2		-	19,249,294	
94			Recovery-Related CDOT Construction Engineering /2		-	11,995,936	
95					174,500,000	174,500,000	
96		Contingency					
97			TC Contingency	TC	1,972,914	1,972,914	FHWA / SH
98			Snow & Ice Reserve	TC	10,000,000	10,000,000	SH
99					11,972,914	11,972,914	
100		Debt Service					
101			Strategic Projects - Debt Service	DS	167,840,075	167,840,075	FHWA / SH
102			Certificates of Participation-Property		2,362,200	2,362,200	SH
103			Certificates of Participation-Energy	DS	1,041,850	1,041,850	SH
104					171,244,125	171,244,125	
105				Total:	357,717,039	357,717,039	
					1,378,715,655	1,378,715,655	

Revenue 1,378,715,655 1,378,715,655

Notes:
/1 FASTER Safety funds were substituted for flexible funds in appropriate Asset Management Programs. Resulting available flexible funds were then added to Regional Priority Program.
/2 Budget excludes RAMP projects; CE and Indirects are calculated based on total programs as shown.
/3 This amount includes NHTSA - required State match.
TC Contingency (Line 97) - Contingency Fund Budget reduced due to lower flexible revenue estimates and higher Delphi funding.

Key to acronyms:
LOC=Local Matching Funds DS=Debt Service Covenants SH=State Highway funding SL=State Legislation 09-228=Funds from SB 09-228
SIB=St. Infrastructure Bank Interest AB=Aeronautics Board FHWA=Federal Highway Administration Comb=Combination 09-108=Funds from SB 09-108 (FASTER)
TC=Transportation Commission FR=Federal Requirements FTA=Federal Transit Administration SSE=State Safety Education NHTSA=Nat. Hwy. Traffic Safety Administration
Shaded Areas=Flexible Non-Shaded Areas=Inflexible

State Bridge Enterprise Final 2016 Annual Budget							
	Budget Category		Program Area	Directed by	FY16 Allocations	FY16 Budget	Funding Source
1	Maintain - Maintaining What We Have						
2		CDOT Performed Work					
3			Bridge Enterprise - Maintenance	BEB	250,000	250,000	09-108
4			Bridge Enterprise - Scoping Pools	BEB	750,000	750,000	09-108
5					1,000,000	1,000,000	
6		Contracted Out Work					
7			Bridge Enterprise Projects	BEB	102,954,096	84,519,572	09-108
8			Maintain-Related Indirects/Overhead /1		-	11,356,984	
9			Maintain-Related CDOT Construction Engineering /1		-	7,077,540	
10					102,954,096	102,954,096	
11				Total	103,954,096	103,954,096	
12	Maximize - Safely Making the Most of What We Have						
13		CDOT Performed Work					
14		Contracted Out Work					
15				Total	-	-	
16	Expand - Increasing Capacity						
17		CDOT Performed Work					
18		Contracted Out Work					
19				Total	-	-	
20	Deliver - Program Delivery/Administration						
21			Bridge Enterprise - Administration and Legal Fees		1,911,904	1,911,904	09-108
22				Total:	1,911,904	1,911,904	
23	Pass-Through Funds/Multi-modal Grants						
24		Highway					
25				Total:	-	-	
26	Transportation Commission Contingency / Debt Service						
27		Contingency					
28			Bridge Enterprise - Contingency	BEB	-	-	09-108
29					-	-	
30		Debt Service					
31			Bridge Enterprise - Debt Service	DS	18,234,000	18,234,000	FHWA / SH
32					18,234,000	18,234,000	
33				Total:	18,234,000	18,234,000	
					124,100,000	124,100,000	
					Revenue	124,100,000	124,100,000

/1 Budget excludes RAMP projects; CE and indirects are calculated based on total programs as shown.

Key to acronyms:

BEB= Bridge Enterprise Board
DS= Debt Service Covenants

Shaded Areas=Flexible
Non-Shaded Areas=Inflexible

High Performance Transportation Enterprise Final 2016 Annual Budget							
	Budget Category		Program Area	Directed by	FY16 Allocations	FY16 Budget	Funding Source
1	Maintain - Maintaining What We Have						
2		CDOT Performed Work					
3		Contracted Out Work					
4				Total	-	-	
5	Maximize - Safely Making the Most of What We Have						
6		CDOT Performed Work					
7		Contracted Out Work					
8				Total	-	-	
9	Expand - Increasing Capacity						
10		CDOT Performed Work					
11			High Performance Transportation Enterprise--Maintenance	HPTEB	-	-	
12					-	-	
13		Contracted Out Work					
14			High Performance Transportation Enterprise--Projects	HPTEB	575,000	472,043	Tolls
15			Expand-Related Indirect /1		-	63,429	
16			Expand-Related CDOT Construction Engineering /1		-	39,528	
17					575,000	575,000	Tolls
18				Total	575,000	575,000	
19	Deliver - Program Delivery/Administration						
20			High Performance Transportation Enterprise--Administration and Legal Fees		1,249,148	1,249,148	
21				Total:	1,249,148	1,249,148	
22	Pass-Through Funds/Multi-modal Grants						
23		Highway					
24				Total:	-	-	
25	Transportation Commission Contingency / Debt Service						
26		Contingency					
27		Debt Service			750,852	750,852	
28				Total:	750,852	750,852	
					2,575,000	2,575,000	
					Revenue	2,575,000	2,575,000

/1 Budget excludes RAMP projects; CE and indirects are calculated based on total programs as shown.

Key to acronyms:

HPTEB=High Performance Transportation Enterprise Board
Shaded Areas=Flexible
Non-Shaded Areas=Inflexible

Total Consolidated Allocations	1,505,390,655	1,505,390,655
Total Consolidated Revenue	1,505,390,655	1,505,390,655



Colorado Department of Transportation

Shailen Bhatt, Executive Director

4201 East Arkansas Avenue, Denver, Colorado 80222

(303) 757-9011 • <https://www.codot.gov>

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

CDOT- Program Fact Sheet

CDOT Program Summary

Background

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

- 1. Maintain – Maintaining What We Have:** Includes projects that take care of our existing system such as resurfacing and reconstruction of existing pavement and bridges, and maintenance activities such as roadway and structure maintenance and snow removal.
- 2. Maximize – Making the Most of What We Have:** Includes operational upgrades and improvements like traveler information, electronic signs, projects that add safety upgrades like turn lanes and traffic safety education programs to increase seatbelt use or reduce impaired driving.
- 3. Expand – Increasing Capacity:** Includes projects that add to our existing system such as adding new lanes to highways. Currently, limited funding is available for this category of construction. However, the High Performance Transportation Enterprise, which is dedicated to increasing highway capacity through innovative finance, is expected to play a role in filling the gap in this category in the future.
- 4. Deliver – Program Delivery / Administration:** Includes costs to manage and deliver projects such as research, planning and contracting.
- 5. Pass-through Funds / Multimodal Grants:** Includes grant funding and funds mandated to go to specific programs or projects. CDOT may administer these funds for compliance of federal rules or requirements but the actual work is performed by an entity outside of CDOT such as a nonprofit group, transit agency or local government.
- 6. Contingency / Debt Service & Certificates of Participation:** Includes funds the Transportation Commission (TC) utilizes for various emergencies and pays debt service on outstanding bonds or similar debt programs.



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CDOT- Program Fact Sheet

Maintenance

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2014)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2014)
Budget Category: Maintain – Maintaining What We Have

Background

The Maintenance Program is designed to keep the 9,100 centerline-mile (23,000 lane mile) State highway system open and safe for the traveling public. This involves all activities from the centerline of the highway to the right-of-way fence on both sides of the highway, including:

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

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

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



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(303) 757-9011 • <https://www.codot.gov>

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CDOT- Program Fact Sheet

Maintenance (continued)

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

Funding

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

Maintenance Program Budget Allocations (in \$millions)				
<i>Allocations</i>	Actual FY 2012-13	Actual FY 2013-14	Budget FY 2014-15	Proposed FY 2015-16
Maintenance Level of Service	249.0	249.0	251.3	254.4
TOTAL	249.0	249.0	251.3	254.4

Source: CDOT Office of Financial Management & Budget

Related Performance Measures / Workload Indicators

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

Sources: CDOT Division of Transportation Development



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CDOT- Program Fact Sheet

Surface Treatment

Web Page: <http://www.fhwa.dot.gov/map21/factsheets/stp.cfm>
Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2014)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)
Primary Funding Sources: State Highway Fund, Section 43-10-109, C.R.S. (2014)
The Highway Trust Fund, 26 U.S.C. § 9503
Budget Category: Maintain – Maintaining What We Have

Background

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

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

Funding

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

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

Surface Treatment Program Budget Allocations (in \$millions)				
	Actual	Actual	Budget	Proposed
Allocations	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
Surface Treatment Allocation	116.4	120.5	119.5	122.7
Indirect Cost Allocation	22.7	20.0	18.5	16.5
Construction Engineering Allocation	11.6	10.2	11.5	10.3
TOTAL	150.7	150.7	149.5	149.5

Source: CDOT Office of Financial Management & Budget

Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations. See Appendix B.

Related Performance Measures / Workload Indicators

Percent of Pavement High/Moderate Drivability					
Description	FY 2012 Actual	FY 2013 Actual	FY 2014 Actual	FY 2015 Forecast	FY 2016 Forecast
High/Moderate Drivability Life for Interstate pavement	n/a	86.0%	89.0%	n/a	n/a
High/ Moderate Drivability Life for National Highway (non-Interstate) System pavement	n/a	83.0%	78.0%	n/a	n/a
High/Moderate Drivability Life for pavement on the state highway system	n/a	82.0%	72.0%	68.0%	65.0%

Sources: CDOT Division of Transportation Development



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CDOT- Program Fact Sheet

Structures On-System

Web Page: <https://www.codot.gov/library/bridge>
 Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2014)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)
 Primary Funding Sources: State Highway Fund, Section 43-10-109, C.R.S. (2014);
 The Highway Trust Fund, 26 U.S.C. § 9503
 Budget Category: Maintain – Maintaining What We Have

Background

The Structures Program provides:

- Bridge and culvert preventative maintenance program.
- Essential bridge repairs.
- Essential culvert repairs.
- Essential wall repairs
- Essential tunnel repairs and major projects program
- Overhead sign, signal, and high-mast-light inspection and inventory.
- Bridge and culvert inspection, inventory, and asset management.
- Wall inspection, inventory and asset management.
- Tunnel inspection, inventory and asset management.
- Local agency bridge and culvert inspection and inventory.

Funding

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

The main sources of funding for the Structures program are:

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

Structures On-System Program Budget Allocations (in \$millions)				
	Actual	Actual	Budget	Proposed
Allocations	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
Structures On-System Construction Allocation	15.6	16.2	17.8	18.3
Structures Inspection and Management Allocation	8.2	8.5	6.7	6.9
Indirect Cost Allocation	4.6	4.1	3.8	3.4
Construction Engineering Allocation	2.4	2.1	2.4	2.1
TOTAL	30.8	30.9	30.7	30.7

Source: CDOT Office of Financial Management & Budget

Note: The Bridge Inspection and Management Program includes inspection and management of bridges, culverts, tunnels, and walls.



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Shailen Bhatt, Executive Director

4201 East Arkansas Avenue, Denver, Colorado 80222

(303) 757-9011 • <https://www.codot.gov>

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

CDOT- Program Fact Sheet

Structures On-System (continued)

Related Performance Measures / Workload Indicators

Percent of Deck Area not Structurally Deficient					
Description	FY 2012 Actual	FY 2013 Actual	FY 2014 Actual	FY 2015 Target	FY 2016 Target
State highway total bridge-deck area that is not structurally deficient	93.0%	94.0%	94.0%	≥90.0%	≥90.0%
National Highway System bridge total deck area that is not structurally deficient.	94.0%	95.0%	95.0%	≥90.0%	≥90.0%

Source: CDOT Division of Transportation Development

Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations. See Appendix B



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Shailen Bhatt, Executive Director

4201 East Arkansas Avenue, Denver, Colorado 80222

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CDOT- Program Fact Sheet

Geohazards Program

Web Page: <https://www.codot.gov/programs/geotech/rockfall>
 Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2014)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)
 Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2014)
 Budget Category: Maintain – Maintaining What We Have

Background

The Rockfall Program has transitioned to a Geohazards Program. Mountain and canyon corridors are affected by several hazards. Evaluating the hazards having the most effect on the highway is more beneficial than focusing on rockfall only. Geohazards that traditionally affect the transportation system are debris flows, embankment distress, landslides, rockfall, rockslides, and sink holes.

The goal of the Program is to mitigate the risks of geological hazards present to the transportation system. Mitigation will focus on highway segments and corridors for a systematic approach, which is demonstrated to be more effective in overall risk reduction. Hazards with a significant threat to the highway that are not in a priority corridor will be addressed individually. Incorporating an asset management approach to geohazard mitigation allows risk reduction of entire corridors rather than individual sites within a corridor.

The Geohazard Program is responsible for: designing mitigation projects, reviewing consultant project designs and performing site inspections during construction as needed. In addition to overseeing planned projects, Geohazard Program personnel are designated as first responders during rockfall and other geological hazard related emergencies. Other Program work includes field evaluations of hazards in response to Region requests through Maintenance or Engineering. These evaluations are followed up according to the severity of the threat.

For more information about geohazards throughout Colorado, see the Colorado Geological Survey's Rock Talk newsletter: <http://coloradogeologicalsurvey.org/publications/rocktalk/>

Funding

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

Geohazards Program Budget Allocations (in \$millions)				
<i>Allocations</i>	Actual FY 2012-13	Actual FY 2013-14	Budget FY 2014-15	Proposed FY 2015-16
Geohazards Risk Reduction & Emergency Response & Management Allocation	4.0	4.1	4.1	4.2
Indirect Cost Allocation	0.8	0.7	0.6	0.6
Construction Engineering Allocation	0.4	0.4	0.4	0.4
TOTAL	5.2	5.2	5.1	5.2

Source: CDOT Office of Financial Management & Budget

Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations.



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Shailen Bhatt, Executive Director

4201 East Arkansas Avenue, Denver, Colorado 80222

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

CDOT- Program Fact Sheet

Highway Safety Improvement Program

Web Page: <http://www.safety.fhwa.dot.gov/hsip>

Statutory Authorization: 23 U.S.C. Section 148

Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)

Primary Funding Source: The Highway Trust Fund; 26 U.S.C. § 9503

Budget Category: Maintain – Maintaining What We Have

Background

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

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

Funding

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

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

Highway Safety Improvement Program (HSIP) Budget Allocations (in \$millions)				
	Actual	Actual	Budget	Proposed
<i>Allocations</i>	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
Highway Safety Improvement Program Allocation	23.2	23.8	23.8	23.9
Indirect Cost Allocation	4.5	3.9	3.7	3.2
Construction Engineering Allocation	2.3	2.0	2.3	2.0
TOTAL	30.0	29.7	29.8	29.1

Source: CDOT Office of Financial Management & Budget

Related Performance Measures / Workload Indicators

Highway Safety Improvement Performance Measures					
<i>Description</i>	CY 2011 Actual	CY 2012 Actual	CY 2013 Actual	CY 2014 Target	CY 2015 Target
Number of Fatalities per 100 Million Vehicle Miles Traveled	0.96	1.01	1.03	1.01	0.99
Number of Motorcyclist Fatalities	82	79	87	104	101

Source: CDOT Division of Transportation Development



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Shailen Bhatt, Executive Director

4201 East Arkansas Avenue, Denver, Colorado 80222

(303) 757-9011 • <https://www.codot.gov>

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

CDOT- Program Fact Sheet

Railway-Highway Crossings Program

Web Page: <http://www.fhwa.dot.gov/map21/factsheets/rhc.cfm>

Statutory Authorization: 23 U.S.C. Section 130

Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)

Primary Funding Source: The Highway Trust Fund, 26 U.S.C. § 9503

Budget Category: Maintain - Maintaining What We Have

Background

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

Funding

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

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

Railway-Highway Crossings Program Budget Allocations (in \$millions)				
	Actual	Actual	Budget	Proposed
<i>Allocations</i>	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
Railway-Highway Crossings Allocation	2.5	2.6	2.6	2.6
Indirect Cost Allocation	0.5	0.4	0.4	0.3
Construction Engineering Allocation	0.2	0.2	0.2	0.2
TOTAL	3.2	3.2	3.2	3.1

Source: CDOT Office of Financial Management & Budget



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Shailen Bhatt, Executive Director

4201 East Arkansas Avenue, Denver, Colorado 80222

(303) 757-9011 • <https://www.codot.gov>

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CDOT- Program Fact Sheet

Hot Spots

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2014)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2014)
Budget Category: Maintain - Maintaining What We Have

Background

Hot Spots is a CDOT Safety program that is funded in a statewide pool with Region planning estimates. The purpose of the Hot Spots program is:

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

Funding

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

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

Hot Spots Program Budget Allocations (in \$millions)				
	Actual	Actual	Budget	Proposed
Allocations	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
Hot Spots Allocation	1.7	1.7	1.7	1.8
Indirect Cost Allocation	0.3	0.3	0.3	0.2
Construction Engineering Allocation	0.2	0.1	0.2	0.1
TOTAL	2.2	2.1	2.2	2.1

Source: CDOT Office of Financial Management & Budget

Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations (See Appendix B).



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Shailen Bhatt, Executive Director

4201 East Arkansas Avenue, Denver, Colorado 80222

(303) 757-9011 • <https://www.codot.gov>

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

CDOT- Program Fact Sheet

Traffic Signal and Ramp Metering Program

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2014)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2014)
Budget Category: Maintain – Maintaining What We Have

Background

This is a new program developed as a result of the 2013 Transportation Systems Management & Operation Reorganization Report. The objective of this program is to create statewide standards and guidelines on design, maintenance, life-cycle asset management, integration and operation of traffic signal and ramp meters; manage various statewide funding programs and pools; and facilitate informed decision making on project prioritization. The primary operational responsibility of the program is traffic signal maintenance and corridor operations in Region 1. This program also leads and/or participates in the development and implementation of arterial and freeway management strategies throughout the State. This includes integrating these systems and using them in conjunction with other intelligent transportation system devices to more efficiently manage our transportation system. This program works collaboratively with CDOT Regions, FHWA, metropolitan planning organizations, local agencies, and other stakeholders to develop and implement policies, standards, and operational procedures for traffic signals and ramp meters.

Traffic Signal Pool Program:

CDOT owns approximately 1,850 signals statewide. CDOT's Traffic Signal Pool Program delivers funding to each Engineering Region on an annual basis. These funds are designated specifically for signal construction or signal system improvements. The Regions rely on these funds to address, on a priority basis, safety and operational needs at locations with existing signals or where signals are warranted but not yet constructed. In a typical application, these funds are directed to activities such as traffic signal construction, equipment update, signal expansion due to intersection widening, signal interconnect, and operational improvements including minor hardware or software upgrades to facilitate safety and improve corridor operations.

Travel Demand Management (TDM) Program Administration

CDOT in conjunction with FHWA, The Denver Regional Council of Governments (DRCOG), and local agencies administers the TDM program. This program refers to activities that help people use the transportation system more efficiently, while reducing traffic congestion, vehicle emissions and fuel consumption. TDM activities help get the most out of our transportation infrastructure and services by making low cost, higher efficiency transportation options easier to use and more readily available.

Current Signal Program Initiatives

- Upgrade central traffic control system and statewide traffic signal controller
- Statewide traffic signal management plan with FHWA support
- Connected Vehicles pilot considerations
- Ramp metering system upgrade
- Development of risk-based asset management guidelines
- Administration of Travel Demand Management Program in Region 1



Colorado Department of Transportation
 Shailen Bhatt, Executive Director
 4201 East Arkansas Avenue, Denver, Colorado 80222
 (303) 757-9011 • <https://www.codot.gov>

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

CDOT- Program Fact Sheet

Traffic Signal and Ramp Metering Program (Cont.)

Funding

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

Traffic Signals Program Budget Allocations (in \$millions)				
<i>Allocations</i>	Actual FY 2012-13	Actual FY 2013-14	Budget FY 2014-15	Proposed FY 2015-16
Traffic Signals Allocation	1.1	1.2	1.2	1.2
Indirect Cost Allocation	0.2	0.2	0.2	0.2
Construction Engineering Allocation	0.1	0.1	0.1	0.1
TOTAL	1.4	1.5	1.5	1.5

Source: CDOT Office of Financial Management & Budget

Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations (See Appendix B).



Colorado Department of Transportation

Shailen Bhatt, Executive Director

4201 East Arkansas Avenue, Denver, Colorado 80222

(303) 757-9011 • <https://www.codot.gov>

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

CDOT- Program Fact Sheet

FASTER Safety

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2014)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2014)
Budget Category: Maintain – Maintaining What We Have

Background

In 2009 the General Assembly created new funding sources to aid the Department and local governments in funding road safety projects. Per Section 43-4-803 (21), C.R.S. (2014), a "Road Safety Project" means a construction, reconstruction, or maintenance project that:

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

In 2014, The Transportation Commission approved new administration of the FASTER Safety program. CDOT FASTER road safety funding is now allocated to two statewide pools administered by HQ: FASTER Safety Asset Management and FASTER Safety Mitigation. HQ coordinates with the Regions to select projects for Region delivery.

Funding

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

FASTER - Safety Projects Program Budget Allocations (in \$millions)				
	Actual	Actual	Budget	Proposed
Allocations	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
FASTER - Safety Projects Allocation*	67.7	72.9	38.3	46.2
Indirect Cost Allocation	13.2	12.1	5.9	6.2
Construction Engineering Allocation	6.8	6.2	3.7	3.9
TOTAL	87.7	91.2	47.9	56.3

Source: CDOT Office of Financial Management & Budget

Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations (See Appendix B).

* FASTER Safety funds were substituted for flexible funds in appropriate Asset Management Programs. Resulting available flexible funds were then added to Regional Priority Program.



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Shailen Bhatt, Executive Director

4201 East Arkansas Avenue, Denver, Colorado 80222

(303) 757-9011 • <https://www.codot.gov>

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

CDOT- Program Fact Sheet

Capital Expenditures

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2014)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2014)
Budget Category: Maintain – Maintaining What We Have

Background

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

Road equipment.

CDOT must maintain the state highway system in a clean condition to minimize air pollution, support the safe operation of motor vehicles and to ensure the safety and mobility of the traveling public. In order to do so, CDOT relies on a wide variety of heavy road equipment. The fleet includes:

- Trucks used to haul asphalt, rocks and earth
- Trucks that plow snow and distribute snow and ice melting materials
- Large mobile sweepers
- Large landscaping mowers
- A hot plant for producing asphaltic concrete pavement

CDOT has researched and developed an expected useful life for all heavy equipment based on age and usage (mileage or hours). Our useful life figures align with those of other state DOT's. CDOT also has a vigorous fleet management system where units whose maintenance costs exceed those of others in their class will rise on the equipment replacement list, allowing CDOT to proactively address the condition of its fleet.

Property.

CDOT Property allocates specific budget amounts in order to maintain all property and has many types of buildings within its 1,100 structure inventory including:

- Vehicle storage facilities,
- maintenance buildings, sand sheds, offices, and lab facilities in addition to a
- Limited number of employee housing facilities.

In addition to ongoing maintenance and repair, structural conditions are evaluated annually. The Departments' goal is to maintain 90% or more of all buildings at a level "C" or better on an A through F rating scale. Existing buildings are replaced if they ever fall to a level F or can no longer function for their intended use. Adequate buildings are required to protect other department assets as well as provide a safe and productive work environment for department employees.



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(303) 757-9011 • <https://www.codot.gov>

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

CDOT- Program Fact Sheet

Capital Expenditures (Cont.)

Capitalized Operating Equipment.

Capitalized Operating Equipment refers to smaller capital purchases that fall outside road equipment and fixed property but must be capitalized because they are valued at greater than \$5,000. These would include information technology infrastructure, video conference equipment, snow and ice equipment and miscellaneous non-road, non-computer equipment.

Funding

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

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

Capital Expenditure Programs Budget Allocations (in \$millions)				
<i>Allocations</i>	Actual FY 2012-13	Actual FY 2013-14	Budget FY 2014-15	Proposed FY 2015-16
Road Equipment Program	14.2	14.2	14.0	11.5
Capitalized Operating Equipment Program	5.5	5.5	3.8	3.4
Property Allocation Program	6.9	6.9	7.2	1.0
TOTAL	26.6	26.6	25.0	15.9

Source: CDOT Office of Financial Management & Budget



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(303) 757-9011 • <https://www.codot.gov>

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

CDOT- Program Fact Sheet

Transportation Systems Management & Operations: Performance Programs & Services

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2014)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2014)
Budget Category: Maximize – Making the Most of What We Have

Background

The Division of Transportation Systems Management & Operations is responsible for the planning, development, and administration of a statewide program designed to reduce congestion and improve the safety, security, mobility, and efficient utilization of Colorado's existing highway system. It is an integrated approach to optimize the performance of a surface transportation system through programs, projects, and services aimed at improving mobility and safety through sustainable high benefit, low cost solutions with superior returns on investment. Programs and services include:

- Active Traffic Management
- Traffic Incident Management
- Innovative Bottleneck Mitigation Studies & Projects
- Traffic Management Centers
- Special Event Management
- Road Weather Management
- Work Zone Management
- Travel Demand Management
- Intelligent Transportation Systems
- Traffic Signal & Ramp Meter Operations
- Operation of Tolled Express Lanes
- Highway Service Patrols
- Operations Planning
- Corridor Operations Planning for Congested Corridors
- Operations Clearance for all CDOT Projects
- Traffic Safety
- Traffic Engineering
- Operations Performance Measures and Reporting

Funding

The main sources of funding for the program are:

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

TSM&O: Performance Programs and Services (in \$millions)				
	Actual	Actual	Budget	Proposed
Allocations	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
TSM&O: Performance Programs and Services	0.0	0.0	7.2	6.1
TOTAL		0.0	7.2	6.1

Source: CDOT Office of Financial Management & Budget



Colorado Department of Transportation

Shailen Bhatt, Executive Director

4201 East Arkansas Avenue, Denver, Colorado 80222

(303) 757-9011 • <https://www.codot.gov>

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

CDOT- Program Fact Sheet

Transportation Systems Management & Operations: Intelligent Transportation Systems

Web Page: <http://www.cotrip.org/its/>
Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2014)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2014)
Budget Category: Maximize – Making the Most of What We Have

Background

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

- The COTrip website displaying Closed Circuit Television (CCTV) images, speed maps and travel times, weather conditions, construction information, alerts (including Amber Alerts) and more.
- 511 Interactive Voice Response (IVR) system providing up-to-date road and weather conditions, construction, special events, travel times and transfers to bordering states and other transportation providers.
- Automated email and text messages using GovDelivery as third party provider.
- CDOT App is the official CDOT endorsed Smartphone application that was developed through a public-private partnership.
- CCTV is used statewide and by local media outlets.
- Variable Message Signs (VMS) providing travel messages including; closures, alternative routes, road condition information, special events and real-time trip travel time information.

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

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

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

- Close-circuit television (CCTV).
- Road Weather Information Systems (RWIS).
- Ramp meters.
- Travel time readers (using toll-tag transponders).
- Radar devices.
- Fog detection devices.



Colorado Department of Transportation

Shailen Bhatt, Executive Director

4201 East Arkansas Avenue, Denver, Colorado 80222

(303) 757-9011 • <https://www.codot.gov>

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

CDOT- Program Fact Sheet

Transportation Systems Management & Operations: Intelligent Transportation Systems (continued)

- Wild animal detection devices.
- CDOT Maintenance forces, the Colorado State Patrol, and the Ports of Entry.
- Media Sources.
- Automated Traffic Recorders.

In calendar year 2013, the COTrip web site received 2.65 billion hits, which was a 33% increase from 2012 (a hit occurs each time that an icon/button is accessed to request information). Additionally, the 511 IVR System took 2.3 million calls. These numbers represent significant increases over the past year, and attest to both the demand for information and the value that travelers place on it. The ITS Branch is committed to providing the most up-to-date, accurate and timely traveler information to improve and enhance traveler's ability to make informed decisions regarding their travel choices and to improve the overall mobility and safety of Colorado's transportation system. For infrastructure allocation purposes, Intelligent Transportation Systems (ITS) is managed in two program areas: ITS Investments, which is for the purchase and installation of new ITS equipment, and ITS Maintenance, which is for the upkeep or replacement of currently owned ITS equipment.

Funding

The main sources of funding for Intelligent Transportation Systems are:

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

Intelligent Transportation Systems Management Program Budget Allocations (in \$millions)				
	Actual	Actual	Budget	Proposed
<i>Allocations</i>	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
TSM&O ITS Maintenance Allocation	9.4	11.2	14.8	14.4
TOTAL	9.4	11.2	14.8	14.4

Source: CDOT Office of Financial Management & Budget

Intelligent Transportation Systems Investments Program Budget Allocations (in \$millions)				
	Actual	Actual	Budget	Proposed
<i>Allocations</i>	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
TSM&O ITS Investments Program	5.0	5.0	10.0	10.0
TOTAL	5.0	5.0	10.0	10.0

Source: CDOT Office of Financial Management & Budget



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Shailen Bhatt, Executive Director

4201 East Arkansas Avenue, Denver, Colorado 80222

(303) 757-9011 • <https://www.codot.gov>

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

CDOT- Program Fact Sheet

Transportation Systems Management & Operations: Intelligent Transportation Systems (continued)

Related Performance Measures/ Workload Indicators

ITS Performance Measures					
Description	CY 2011 Actual	CY 2012 Actual	CY 2013 Actual	CY 2014 Actual	CY 2015 Forecast
Number of hits to COTrip.org website	1.84 billion	1.75 billion	2.65 billion	n/a	n/a
Percent of Congested Corridors Where ITS Is Implemented	78%	71%	60%	68%	n/a

Source: CDOT Division of Transportation Development



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(303) 757-9011 • <https://www.codot.gov>

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CDOT- Program Fact Sheet

Highway Safety Education

Web Page: <https://www.codot.gov/programs/overview.html/2/2/alcohol-impaired-driving.html>

Web Page: <https://www.codot.gov/safety/live-to-ride>

Statutory Authorization: CDOT Office of Transportation Safety: Section 24-42-101, C.R.S. (2014)

Primary Funding Sources: Law Enforcement Assistance Fund: Section 43-4-401, C.R.S. (2014)

First Time Drunk Driving Offenders Account:Section 42-2-132, C.R.S. (2014)

Motorcycle Operator Safety Training Fund: Section 43-5-504, C.R.S. (2014)

National Highway Transportation Safety Administration: 49 U.S.C. § 105

Budget Category: Maximize – Making the Most of What We Have

Background

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

Enhanced Drunk Driving Enforcement

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

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

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

Motorcycle Operator Safety Training (MOST)

To promote the safe operation of motorcycles in Colorado, the HSO administers the MOST program. In state fiscal year 2014 10,643 people were trained by MOST approved vendors

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

Federal Section 402 funds are used to support State highway safety programs designed to reduce traffic crashes and resulting deaths, injuries and property damage. To receive Section 402 grant funds, the State must have an approved Highway Safety Plan (HSP). Beginning fiscal year 2014 and each fiscal year thereafter, a State must submit, not later than July 1 of the preceding fiscal year, a HSP that meets statutory and regulatory requirements. A State may use these grant funds to conduct approved highway safety programs.

Occupant Protection Incentive Grants (23 CFR. § 1200.23)

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



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Shailen Bhatt, Executive Director

4201 East Arkansas Avenue, Denver, Colorado 80222

(303) 757-9011 • <https://www.codot.gov>

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

CDOT- Program Fact Sheet

Highway Safety Education (continued)

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

The purpose of Federal Section 405 (c) grant funds are provided to CDOT as administrator of the Colorado Traffic Records Program for awarding to grantees conducting traffic records improvement activities. The purpose of the Traffic Records Program is to provide timely, accurate, complete, consistent, integrated, and accessible traffic records data to federal, state, and local safety stakeholders to improve transportation safety in Colorado.

Impaired Driving Countermeasures (23 U.S.C. § 1200.23)

The purpose of Federal Section 405 (D) funds is to encourage States to adopt and implement effective programs to reduce driving under the influence of alcohol, drugs or the combination of alcohol and drugs. For FY15 Colorado qualified as a low range State for impaired driving fatalities.

Motorcyclist Safety Grants (23 CFR § 1200.25)

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

Funding

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

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

Highway Safety Education Program Budget Allocations (in \$millions)				
<i>Allocations</i>	Actual FY 2012-13	Actual FY 2013-14	Budget FY 2014-15	Proposed FY 2015-16
Nat Hwy Traffic Safety Admin (NHTSA)	6.5	1.5	5.5	6.6
Motorcycle Operator Safety Training (MOST)	0.7	0.7	0.6	0.7
Law Enforcement Assistance Fund (LEAF)	0.5	0.7	0.5	0.6
First Time Drunk Driver Fund	1.2	1.2	1.2	1.2
Indirect Cost Allocation	1.7	0.7	1.2	1.2
Construction Engineering Allocation	0.9	0.3	0.8	0.8
TOTAL	11.5	5.1	9.8	11.1

Source: CDOT Office of Financial Management & Budget

Note: This amount includes \$450,000 of NHTSA - required State match.



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Shailen Bhatt, Executive Director

4201 East Arkansas Avenue, Denver, Colorado 80222

(303) 757-9011 • <https://www.codot.gov>

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

CDOT- Program Fact Sheet

Highway Safety Education (continued)

Related Performance Measures/ Workload Indicators

Highway Safety Education Performance Measures					
Description	CY 2010 Actual	CY 2011 Actual	CY 2012 Actual	CY 2013 Actual	CY 2014 Target
Motorcycle Fatal & Injury Crashes	1,294	1,373	1,546	1,319	1,250

Source: CDOT Division of Transportation Development



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Shailen Bhatt, Executive Director

4201 East Arkansas Avenue, Denver, Colorado 80222

(303) 757-9011 • <https://www.codot.gov>

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

CDOT- Program Fact Sheet

Transportation Systems Management & Operations: Congestion Relief

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2014)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)
 Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2014)
 Budget Category: Maximize – Making the Most of What We Have

Background

Beginning as a pilot project in 1993, Colorado Department of Transportation continues to support the Mile High Courtesy Patrol in the Denver metropolitan area. The primary purpose of the patrol is immediate incident management like removal of minor accidents and stalled vehicles to facilitate smoother and faster rush hours. Patrol vehicles are equipped to handle minor problems including flats and stalls, and they carry spare fuel for stranded drivers. The Mile High Courtesy Patrol is dispatched via two-way radio by Traffic Management center operators. The program uses 18 recovery vehicles patrolling key areas of I-25, I-70, I-225, and 6th Avenue during morning and afternoon rush hours. The Department contracts with private towing services to patrol the following highway segments:

- I-25 from 120th Avenue to Lincoln.
- US 36 from I-25 to Wadsworth.
- I-70 from Sheridan Boulevard to Pena Boulevard.
- I-225 from I-70 to I-25.
- US 6 (6th Avenue) from I-70 to Kalamath.
- C-470 from I-25 to Wadsworth Boulevard.
- US 36 from Pecos to I-25.

Additionally the project provides for I-70 Mountain Corridor Courtesy Patrol and Heavy Tow programs to aid in providing motorist assists including personal vehicles and commercial motor vehicles in congestion relief and quick clearance services from Vail to Morrison.

When available, program dollars are used to provide for additional law enforcement activities ranging from ramp meter enforcement to chain law enforcement.

Funding

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

Congestion Relief Program Budget Allocations (in \$millions)				
	Actual	Actual	Budget	Proposed
<i>Allocations</i>	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
TSM&O Congestion Relief	3.1	3.2	3.2	3.3
Indirect Cost Allocation	0.6	0.5	0.5	0.4
Construction Engineering Allocation	0.3	0.3	0.3	0.3
TOTAL	4.0	4.0	4.0	4.0

Source: CDOT Office of Financial Management & Budget



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Shailen Bhatt, Executive Director

4201 East Arkansas Avenue, Denver, Colorado 80222

(303) 757-9011 • <https://www.codot.gov>

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

CDOT- Program Fact Sheet

Transportation Systems Management & Operations: Congestion Relief (continued)

Related Performance Measures / Workload Indicators

Average Travel Delay in Congested Corridors					
Description	CY 2011 Actual	CY 2012 Actual	CY 2013 Actual	CY 2014 Forecast	CY 2015 Forecast
Average minutes of delay per traveler in congested corridors, per day	13.8	17.2	17.1	17	17

Source: CDOT Division of Transportation Development



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Shailen Bhatt, Executive Director

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

CDOT- Program Fact Sheet

Regional Priority Program (RPP)

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2014)

Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)

Primary Funding Sources: State Highway Fund, Section 43-10-109, C.R.S. (2014);

The Highway Trust Fund 26 U.S.C. § 9503

Budget Category: Maximize – Making the Most of What We Have

Background

The objective of the Regional Priority Program is to supplement the formula-driven funding allocations to the five CDOT engineering regions with flexible funding for use at the discretion of each Regional Transportation Director in consultation with local elected officials and other stakeholders in each region. This is accomplished through the transportation planning process. RPP funds are distributed to the CDOT Regions according to a formula based on 50% population, 35% state highway system lane miles, and 15% state highway system Truck Vehicle Miles Traveled (VMT).

Funding

The RPP is funded through annual Transportation Commission allocations of state highway funds with federal reimbursement for eligible expenditures. In recent lean budget years, the funding has been sustained by \$50.0 million in FASTER Safety funds as part of the Asset Management program.

Regional Priority Program Budget Allocations (in \$millions)				
	Actual	Actual	Budget	Proposed
<i>Allocations</i>	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
Regional Priority Program Allocation	7.7	8.0	40.0	41.0
Indirect Cost Allocation	1.5	1.3	6.2	5.5
Construction Engineering Allocation	0.8	0.7	3.9	3.5
TOTAL	10.0	10.0	50.1	50.0

Source: CDOT Office of Financial Management & Budget



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Shailen Bhatt, Executive Director

4201 East Arkansas Avenue, Denver, Colorado 80222

(303) 757-9011 • <https://www.codot.gov>

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

CDOT- Program Fact Sheet

Strategic Projects

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2014)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)
Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2014)
The Highway Trust Fund 26 U.S.C. § 9503
Budget Category: Expand – Increasing Capacity

Background

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

Funding

The primary source of revenue for strategic projects was Senate Bill 97-001 until it was repealed and superseded by Senate Bill 09-228 in 2009. Because of slow economic growth in recent years, the Bill's requisite five percent in personal income growth has not yet been met. As a result, the Strategic Projects program has been greatly curtailed during the last five years. Although other funds are occasionally budgeted into these projects, General Fund transfers authorized by Senate Bill 09-228 are not expected to occur until later in the FY2015-16 fiscal year.

Strategic Projects Program Budget Allocations (in \$millions)				
	Actual	Actual	Budget	Proposed
<i>Allocations</i>	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
Strategic Projects Program Allocation	0.0	0.0	0.0	75.8
Indirect Cost Allocation	0.0	0.0	0.0	10.2
Construction Engineering Allocation	0.0	0.0	0.0	6.3
TOTAL	0.0	0.0	0.0	92.3

Source: CDOT Office of Financial Management & Budget



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Shailen Bhatt, Executive Director

4201 East Arkansas Avenue, Denver, Colorado 80222

(303) 757-9011 • <https://www.codot.gov>

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

CDOT- Program Fact Sheet

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

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2014)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)
Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2014)
The Highway Trust Fund 26 U.S.C. § 9503
Budget Category: Deliver – Program Delivery/Administration

Background

Project Support is responsible for providing support and statewide consistency to the CDOT Regions in the development and delivery of highway projects in Colorado pursuant to state and federal law. This involves a multitude of activities in preparation of the design and construction of highway projects. Activities include but are not limited to:

- Development of standards and specification to be used on all CDOT highway projects. Ensuring consistent statewide application of policies and procedures for the acquisition of right-of-ways, utility clearances, structural design, advertisement of construction projects and construction management.
- Management of the pavement, bridge, culvert, tunnel, structural walls and other highway assets statewide.
- Conducting chemical and physical properties tests and analyses on various pavements and materials used in construction.
- Publishing and maintaining policies and procedures necessary for the consistent administration of highway construction contracts.
- Conducting training on the development and delivery of highway projects.
- Assuring that construction contracts are awarded to the lowest responsible bidder.
- Ensuring consistent management of construction activities and providing expert technical resources to Region staff.

Funding

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

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

The increase in funding for the Operations Allocation for FY2015-16 is a result of growing financial obligations due to common policy increases (notably for required OIT payments), and the restoration of \$1.4 million transferred to project initiatives and \$6.7 million that had been transferred to TSM&O by a decision item for FY2014-2015.



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Shailen Bhatt, Executive Director

4201 East Arkansas Avenue, Denver, Colorado 80222

(303) 757-9011 • <https://www.codot.gov>

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

CDOT- Program Fact Sheet

Project Support – Operations, Planning, and Research (Cont.)

Funding (Cont.)

Operations, Planning and Research Budget Allocations (in \$millions)				
<i>Allocations</i>	Actual FY 2012-13	Actual FY 2013-14	Budget FY 2014-15	Proposed FY 2015-16
Operations Allocation	20.6	20.6	13.3	23.7
Administrative Compliance	3.5	3.5	2.9	1.9
Maintenance HQ Support (Operations)	5.6	5.6	6.8	7.5
State Planning and Research (SPR) Allocation	12.7	12.7	13.0	12.7
TOTAL	42.4	42.4	36.0	45.8

Source: CDOT Office of Financial Management & Budget



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Shailen Bhatt, Executive Director

4201 East Arkansas Avenue, Denver, Colorado 80222

(303) 757-9011 • <https://www.codot.gov>

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

CDOT- Program Fact Sheet

Administration

Statutory Authorization: Section 43-1-113 (2) (c) (III), C.R.S. (2014)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)
 Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2014)
 Budget Category: Deliver – Program Delivery/Administration

Background

The Department's Administration is composed of the staff of several CDOT offices meeting criteria set forth in Section 43-1-113 (2) (c) (III), C.R.S. (2014). Unlike the majority of CDOT's budget, funding for Administration is appropriated annually and may not exceed 5.0 percent of the Department's budget. This appropriation of funds is not an increase in funding to CDOT, but rather a ceiling set by the legislature on how much of the funding CDOT receives that can be spent on administering the department. The CDOT Administration includes the following offices, in whole or in part:

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

Funding

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

Recent Legislation

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

Appropriated Program Budget Allocation (in \$millions)				
	Actual	Actual	Budget	Proposed
Allocations	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
Administration (Appropriated) Allocation	22.8	22.8	30.0	29.0
TOTAL	22.8	22.8	30.0	29.0

Source: CDOT Office of Financial Management & Budget



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Shailen Bhatt, Executive Director

4201 East Arkansas Avenue, Denver, Colorado 80222

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

CDOT- Program Fact Sheet

Aeronautics

Web Page: <https://www.codot.gov/programs/aeronautics>
Statutory Authorization: Section 43-10-103, C.R.S. (2014)
Governance: Colorado Aeronautical Board, Section 43-10-104, C.R.S. (2014)
Primary Funding Source: State Aviation Fund, Section 43-10-109, C.R.S. (2014)
Budget Category: Pass-Through Funds /Multimodal Grants

Background

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

- Set priorities for improving the State's air transportation system.
- Provide financial assistance to maintain and enhance Colorado's 74 public use airports.
- Deliver technical assistance to airport operators and aviation users who are unable to meet their needs with local resources.
- Enhance aviation safety through education.
- Promote economic development through the development, operation and maintenance of the state aviation system.

Recent Legislation

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

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

Related Goals

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



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Shailen Bhatt, Executive Director

4201 East Arkansas Avenue, Denver, Colorado 80222

(303) 757-9011 • <https://www.codot.gov>

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

CDOT- Program Fact Sheet

Aeronautics (continued)

pavement condition indexing, please refer to page 8 of the Division's Annual Report:

<https://www.codot.gov/programs/aeronautics/Periodicals/AnnualReport>

Funding

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

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

Article X, Section 18 of the Colorado Constitution requires the proceeds of taxes on aviation fuel to be used exclusively for aviation purposes. Section 43-10-109 (3), C.R.S. (2014) continuously appropriates the State Aviation Fund to the Division and restricts administrative expenses to a maximum of 5.0 percent of prior year revenues.

Division of Aeronautics Budget Allocation (in \$millions)				
	Actual	Actual	Budget	Proposed
<i>Allocations</i>	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
Division of Aeronautics Allocation	45.2	37.0	43.1	30.0
TOTAL	45.2	37.0	43.1	30.0

Source: CDOT Office of Financial Management & Budget

Related Performance Measures/ Workload Indicators

Average Primary Airport Pavement PCI Rating					
<i>Description</i>	CY 2011 Actual	CY 2012 Actual	CY 2013 Actual	CY 2014 Actual	CY 2015 Target
Average Primary Airport Pavement PCI Rating	82	79	78	82	≥75

Source: CDOT Division of Transportation Development



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CDOT- Program Fact Sheet

Transportation Alternatives

Web Page: <http://www.fhwa.dot.gov/map21/factsheets/tap.cfm>

Statutory Authorization: 23 USC Section 213

Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)

Primary Funding Source: The Highway Trust Fund, 26 U.S.C. Section 9503

Budget Category: Pass-Through Funds/Multimodal Grants

Background

The Transportation Alternatives Program (TAP) is a program established under Section 1122 of MAP-21. The TAP provides funding for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The TAP replaces the funding from pre-MAP-21 programs including Transportation Enhancements and Recreational Trails wrapping them into a single funding source.

Eligible activities include but are not limited to:

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

Funding

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

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

Transportation Alternatives Budget Allocations (in \$millions)				
	Actual	Actual	Budget	Proposed
<i>Allocations</i>	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
Recreational Trails Allocation	1.6	1.6	1.6	1.6
Transportation Alternatives Program Allocation	11.9	12.0	11.9	12.0
TOTAL	13.5	13.6	13.5	13.6

Source: CDOT Office of Financial Management & Budget



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Shailen Bhatt, Executive Director

4201 East Arkansas Avenue, Denver, Colorado 80222

(303) 757-9011 • <https://www.codot.gov>

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

CDOT- Program Fact Sheet

STP-Metro

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

Background

The Surface Transportation Program (STP) is a federally mandated program. The STP provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. STP-Metro is a sub-program of STP for urbanized areas with populations greater than 200,000. Project selection for STP-Metro funds is conducted by federally designated regional Transportation Management Areas (TMAs) comprised of local governments. In Colorado, the Denver Regional Council of Governments (DRCOG), the Pikes Peak Area Council of Governments (PPACG), and the North Front Range Metropolitan Planning Organization (NFRMPO) select projects and the member governments that receive funding contribute matching funds. Project finance is administered by CDOT.

Funding

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

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

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

Surface Transportation Program (STP) -Metro Budget Allocation (in \$millions)				
	Actual	Actual	Budget	Proposed
Allocations	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
STP-Metro Program Allocation	48.3	47.8	48.1	47.0
TOTAL	48.3	47.8	48.1	47.0

Source: CDOT Office of Financial Management & Budget



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Shailen Bhatt, Executive Director

4201 East Arkansas Avenue, Denver, Colorado 80222

(303) 757-9011 • <https://www.codot.gov>

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

CDOT- Program Fact Sheet

Congestion Mitigation & Air Quality (CMAQ)

Web Page: <http://www.fhwa.dot.gov/map21/factsheets/cmaq.cfm>

Statutory Authorization: 23 U.S.C. § 149

Governance: Metropolitan Planning Organizations (MPOs) in Colorado

Primary Funding Source: The Highway Trust Fund, Highways Account, 23 U.S.C. § 9503

Budget Category: Pass-Through Funds / Multimodal Grants

Background

CMAQ is a federally mandated program the objective of which is to improve air quality in nonattainment and maintenance areas for ozone, carbon monoxide, and particulate matter. These include the areas of the North Front Range Metropolitan Planning Organization (NFRMPO), the Denver Regional Council of Governments (DRCOG), the Pikes Peak Area Council of Governments (PPACG), portions of the Upper Front Range Transportation Planning Region (UFR TPR), Aspen, Cañon City, Pagosa Springs, Steamboat Springs, and Telluride. Funds may be used for transportation projects designed to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution. Eligible activities include:

- Establishment or operation of a traffic monitoring, management, and control facility, including advanced truck stop electrification systems, if it contributes to attainment of an air quality standard.
- Projects that improve traffic flow, including projects to improve signalization, construct HOV lanes, improve intersections, add turning lanes, improve transportation systems management and operations that mitigate congestion and improve air quality, and implement ITS and other CMAQ-eligible projects, including projects to improve incident and emergency response or improve mobility, such as real-time traffic, transit, and multimodal traveler information.
- Purchase of integrated, interoperable emergency communications equipment.
- Projects that shift traffic demand to nonpeak hours or other transportation modes, increase vehicle occupancy rates, or otherwise reduce demand.
- Complete diesel retrofits of fleet vehicles.
- Facilities serving electric or natural gas-fueled vehicles (except where this conflicts with prohibition on rest area commercialization).
- Expanded authority to use funds for transit operations.

Funding

The main sources of revenue to the CMAQ program are:

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

Federal funds are apportioned according to a formula based on population and severity of pollution in ozone and carbon monoxide areas. These funds remain available for four years after expiration of the federal



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Shailen Bhatt, Executive Director

4201 East Arkansas Avenue, Denver, Colorado 80222

(303) 757-9011 • <https://www.codot.gov>

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

CDOT- Program Fact Sheet

Congestion Mitigation & Air Quality (CMAQ)

legislation under which they are authorized and are subject to the overall obligation limitation on federal highway funding.

Congestion Mitigation & Air Quality (CMAQ) Improvement Program Budget Allocation (in \$millions)				
<i>Allocations</i>	Actual FY 2012-13	Actual FY 2013-14	Budget FY 2014-15	Proposed FY 2015-16
CMAQ - Program Allocation	46.8	46.3	45.5	45.5
TOTAL	46.8	46.3	45.5	45.5

Source: CDOT Office of Financial Management & Budget



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Shailen Bhatt, Executive Director

4201 East Arkansas Avenue, Denver, Colorado 80222

(303) 757-9011 • <https://www.codot.gov>

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

CDOT- Program Fact Sheet

Metropolitan Planning

Web Page: <http://www.fhwa.dot.gov/map21/factsheets/mp.cfm>

Statutory Authorization: 23 U.S.C. §134

Governance: Metropolitan Planning Organizations (MPOs) in Colorado

Primary Funding Source: The Highway Trust Fund, Highways Account, 26 U.S.C. § 9503

Budget Category: Pass-Through Funds / Multimodal Grants

Background

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

Funding

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

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

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

Metropolitan Planning Program Budget Allocation (in \$millions)				
	Actual	Actual	Budget	Proposed
Allocations	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
Metropolitan Planning Program Allocation	7.9	7.9	7.7	7.8
TOTAL	7.9	7.9	7.7	7.8

Source: CDOT Office of Financial Management & Budget



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Shailen Bhatt, Executive Director

4201 East Arkansas Avenue, Denver, Colorado 80222

(303) 757-9011 • <https://www.codot.gov>

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

CDOT- Program Fact Sheet

Bridge Off-System

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

Background

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

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

Funding

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

Bridge Off System Program Budget Allocation (in \$millions)				
	Actual	Actual	Budget	Proposed
<i>Allocations</i>	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
Bridge Off System Allocation	9.6	9.6	9.4	9.4
TOTAL	9.6	9.6	9.4	9.4

Source: CDOT Office of Financial Management & Budget



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Shailen Bhatt, Executive Director

4201 East Arkansas Avenue, Denver, Colorado 80222

(303) 757-9011 • <https://www.codot.gov>

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

CDOT- Program Fact Sheet

Transit

Web Page: <https://www.codot.gov/programs/transitandrail>
 Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2014)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)
 Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2014);
 The Highway Trust Fund Mass Transit Account, 26 U.S.C. § 9503 (e)
 Budget Category: Pass-Through Funds/Multimodal Grants

Background

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

The objectives of the Division include:

- Managing Federal Transit Administration grants for rural and specialized transit operations.
- Creating policy and priorities for S.B. 09-108 “FASTER” transit-related funding.
- Working with Regional Transportation Authorities (RTAs) and Transportation Planning Regions (TPRs) on transit service development and policy issues.
- Identifying gaps in services and missing connections.
- Coordinating with other human services and veterans service agencies on transportation delivery
- Creating a state rail plan to improve the efficiency of freight and passenger rail networks.
- Conducting feasibility studies of potential new services.
- Pursuing intercity &/or high-speed rail and transit solutions for Colorado.
- Developing state financing mechanisms.
- Integrating transit with other modes through bicycle, pedestrian, and park-and-ride facilities
- Collaborating to create high-utilization carpool, transit, and managed-lane highway facilities
- Incorporating transit, passenger rail, and freight rail into the statewide transportation plan.

Funding

The main sources of revenue to the Division are:

- State Funds: \$15.0 million Senate Bill 09-108 and \$10.3 million Senate Bill 09-228 Revenue.
- Federal grants and apportionments.
- Local matching funds.

Transit Program Budget Allocation (in \$ millions)				
<i>Allocations</i>	Actual FY 2012-13	Actual FY 2013-14	Budget FY 2014-15	Proposed FY 2015-16
Federal Transit	22.4	23.0	23.1	29.2
Strategic Projects -Transit	0.0	0.0	0.0	10.3
State Transit (FASTER)	15.0	15.0	15.0	15.0
TOTAL	37.4	38.0	38.1	54.5

Source: CDOT Office of Financial Management & Budget



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4201 East Arkansas Avenue, Denver, Colorado 80222

(303) 757-9011 • <https://www.codot.gov>

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

CDOT- Program Fact Sheet

Transit (continued)

Related Performance Measures/ Workload Indicators

Statewide Total Unlinked Transit Passenger Trips (millions)					
Description	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
	Actual	Actual	Actual	Forecast	Forecast
Unlinked Transit Passenger Trips	116.6	119.7	122.9	NA	NA

Source: CDOT Division of Transportation Development



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Shailen Bhatt, Executive Director

4201 East Arkansas Avenue, Denver, Colorado 80222

(303) 757-9011 • <https://www.codot.gov>

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

CDOT- Program Fact Sheet

State Infrastructure Bank

Web Page: <https://www.codot.gov/business/budget/colorado-state-infrastructure-bank-co-sib.html>
Statutory Authorization: Section 43-1-113.5 C.R.S. (2014)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)
Primary Funding Source: Transportation Infrastructure Revolving Fund, Section 43-1-113.5, C.R.S. (2014)
Budget Category: Pass-Through Funds/Multimodal Grants

Background

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

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

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

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

The fund has separate accounts for:

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

Funding

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

State Infrastructure Bank (SIB) Allocation (in \$millions)				
	Actual	Actual	Budget	Proposed
Allocations	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
SIB Allocation	0.3	0.6	0.7	0.5
TOTAL	0.3	0.6	0.7	0.5

Source: CDOT Office of Financial Management & Budget



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4201 East Arkansas Avenue, Denver, Colorado 80222

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CDOT- Program Fact Sheet

Permanent Recovery

Statutory Authorization: Section 159(b) of the Wendell H. Ford Aviation Investment and Reform Act (AIR-21) & 49 U.S.C. §5334

Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)

Primary Funding Source: FHWA Emergency Relief Program

Budget Category: Transportation Commission Contingency / Debt Service

Background

The Permanent Repair program encompasses all permanent repair work being done in Colorado as a result of catastrophic rains and subsequent flooding that occurred during the week of September 11, 2013. The storm destroyed or damaged more than 200 miles of roadway and 50 bridges, with most of the damage concentrated in the northern and eastern parts of Colorado. While the emergency response phase was responsible for short-term fixes in order to get traffic moving as quickly as possible; all temporary repairs were completed as of November of 2013. The permanent repair program is now responsible for managing the long term permanent recovery phase that is projected to take 3-5 years. The program ensures oversight of flood related activities between CDOT Regions, the Flood Recovery Office in Greeley and the Flood Recovery Business Office in Denver at CDOT Headquarters.

Below is a summary of the permanent repair program:

- Oversee 42 permanent repair projects with an estimated budget of \$276 million.
- Compile and ensure proper management of all necessary documentation for future audits.
- Administer FHWA funds to Federal Aid Roads and works in partnership with the local counties and municipalities to complete necessary Local Agency roadway repairs.

Funding

Permanent recovery is funding largely through federal programs through FHWA related to disaster relief and recovery. FHWA will reimburse CDOT for approximately 80% of the eligible Permanent Recovery costs on state owned highways. 100% of eligible costs will be covered for Federal owned highways.

Permanent Recovery Program Budget Allocations (in \$millions)				
	Actual	Actual	Budget	Proposed
Allocations	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
Permanent Recovery Allocation	0.0	0.0	79.9	143.3
Indirect Cost Allocation	0.0	0.0	12.4	19.2
Construction Engineering Allocation	0.0	0.0	7.7	12.0
TOTAL	0.0	0.0	100.0	174.5

Source: CDOT Office of Financial Management & Budget



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4201 East Arkansas Avenue, Denver, Colorado 80222

(303) 757-9011 • <https://www.codot.gov>

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CDOT- Program Fact Sheet

State Highway Fund Contingencies

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2014)

Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)

Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2014)

Budget Category: Transportation Commission Contingency / Debt Service

Background

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

Some examples of when contingency reserves are necessary include:

- Winters with unusually heavy snowfall, necessitating higher expenditures on snow and ice removal to attain the Transportation Commission's Maintenance Levels of Service goals.
- Large rockfall events that necessitate emergency funding outlays to repair state highways as soon as possible.
- Emergency repairs in the case of floods or other natural disasters.

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

Funding

The main source of revenue for the Department's capital expenditures is the State Highway Fund.

Transportation Commission (TC) Contingency Program Allocation (in \$millions)				
	Actual	Actual	Budget	Proposed
Allocations	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
TC Contingency Allocation [†]	37.2	37.2	30.8	12.0
TOTAL	37.2	37.2	30.8	12.0

Source: CDOT Office of Financial Management & Budget

[†] Includes \$2,005,647 anticipated Common Policy salary increase.



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4201 East Arkansas Avenue, Denver, Colorado 80222

(303) 757-9011 • <https://www.codot.gov>

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

CDOT- Program Fact Sheet

Debt Service & Certificates of Participation

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2014)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2014);
Highway Trust Fund, Highway Account, 23 U.S.C. § 9503 (a)
Budget Category: Transportation Commission Contingency/Debt Service

Background

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

Funding

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

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

Debt Service & Certificates of Participation Program Allocations (in \$millions)				
	Actual	Actual	Budget	Proposed
Allocations	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
CDOT Debt Service Program Allocation	167.8	167.8	167.8	167.8
Certificates of Participation-Property	2.3	2.3	2.4	2.4
Certificates of Participation-Energy	1.1	1.1	1.1	1.0
TOTAL	171.2	171.2	171.3	171.2

Source: CDOT Office of Financial Management & Budget



Colorado Department of Transportation

Shailen Bhatt, Executive Director

4201 East Arkansas Avenue, Denver, Colorado 80222

(303) 757-9011 • <https://www.codot.gov>

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

Colorado Bridge Enterprise



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Colorado Bridge Enterprise

The Colorado Bridge Enterprise (BE) Board

The Colorado Bridge Enterprise was created pursuant to Senate Bill 09-108. Pursuant to Section 43-4-805 (2) (a) (I), C.R.S. (2014), the Transportation Commission serves as the Colorado Bridge Enterprise Board. The members are:

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

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

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

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

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

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

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

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

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

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

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

Mr. Edward J. Peterson is the chairman of the Transportation Commission and Ms. Kathy Connell is the vice chairman. Mr. Shailen Bhatt, Executive Director of the Department, is also the Director of the Enterprise. Mr. Herman Stockinger, Director of the CDOT Office of Policy and Government Relations serves as the Secretary of the Colorado Bridge Enterprise.



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

Bridge Enterprise Revenue Summary

Summary of BE Revenue Estimate	
<i>Funding Category</i>	FY 2015-16
State Bridge Safety Surcharge	100,100,000
Miscellaneous Enterprise Revenue	3,000,000
Build America Bonds Credit	6,000,000
Eligible Federal Funds	15,000,000
Bridge Enterprise - Total Revenue	124,100,000



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

Bridge Enterprise - Revenue Source Fact Sheet

Colorado Bridge Enterprise (BE) Revenue

Web Page <https://www.codot.gov/programs/BridgeEnterprise>

Statutory Authorization: Section 43-4-802, et seq., C.R.S. (2014)

Funding Type(s): Registration Surcharges

Background

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

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

Revenue History and Projection

Colorado Bridge Enterprise Revenue (in \$millions)				
	Actual	Actual	Estimate	Estimate
<i>Funding Source</i>	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
Bridge Safety Registration Surcharge	92.8	95.7	91.1	100.1
Other Enterprise Charges	0.6	0.0	0.0	0.0
Interest Income	3.9	3.0	2.4	3.0
Build America Bonds Credit	6.1	5.9	6.4	6.0
Eligible Federal Funds	15.0	15.0	15.0	15.0
TOTAL	118.4	119.6	114.9	124.1



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Bridge Enterprise - Program Fact Sheet

Bridge Enterprise Program Allocation Summary

Summary of BE Program Allocations	
State Bridge Enterprise	
Fiscal Year 2015 - 2016 Proposed Allocations	
Maintain - Maintaining What We Have	
CDOT Performed Work	
Bridge Enterprise -- Maintenance	250,000
Scoping Pools	750,000
Total CDOT Performed Work	1,000,000
Contracted Out Work	
Bridge Enterprise Projects	87,954,096
Eligible Federal Funds	15,000,000
Total Contracted Out Work	102,954,096
Total Maintain - Maintaining What We Have	103,954,096
Deliver - Program Delivery/Administration	
Bridge Enterprise - Administration & Legal Fees	1,911,904
Total Deliver - Program Delivery/Administration	1,911,904
Bridge Enterprise Contingency / Debt Service	
Contingency	
Bridge Enterprise - Contingency	-
Total Contingency	-
Debt Service	
Bridge Enterprise - Debt Service	18,234,000
Total Debt Service	18,234,000
Total Transportation Commission Contingency / Debt Service	18,234,000
Total BE Program Allocations	124,100,000



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Bridge Enterprise - Program Fact Sheet

Colorado Bridge Enterprise

Web Page: <https://www.codot.gov/programs/BridgeEnterprise>

Statutory Authorization: Section 43-4-805, C.R.S. (2014)

Governance: Statewide Bridge Enterprise Board, Section 43-4-805, C.R.S. (2014)

Primary Funding Source: Statewide Bridge Enterprise Special Revenue Fund, Section 43-4-805(g), C.R.S. (2014)

Budget Category: Maintain – Maintaining What We Have

Background

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

Since the inception of the Bridge Enterprise in July 2009, 180 FASTER eligible bridges have been identified as structurally deficient or functionally obsolete with a rating below 50, allowing them to be programmed for replacement or reconstruction by the Bridge Enterprise. As of September, 2014, 105 of these bridges have been replaced or repaired, 15 are in construction, 22 are in design or the design is complete, 22 bridges are yet to be programmed, and no action is proposed for 16 structures at this time. In December of 2010 the Enterprise issued \$300 million in bonds to accelerate the replacement and/or reconstruction of poor bridges; 93 of the FASTER eligible bridges are currently partially or fully funded with bond proceeds.

Funding

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

Bridge Enterprise (BE) Operating Budget Allocations (in \$millions)				
	Actual	Actual	Budget	Proposed
Allocations	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
BE - Maintenance Allocation	0.7	0.7	1.0	1.0
BE - Administration Allocation	1.7	1.7	1.9	1.9
BE - Contingency Allocation	0.0	0.0	0.0	0.0
BE - Debt Service Allocation	18.2	18.2	18.2	18.2
TOTAL	20.6	20.6	21.1	21.1

Source: CDOT Office of Financial Management & Budget



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Bridge Enterprise - Program Fact Sheet

Colorado Bridge Enterprise (continued)

Bridge Enterprise (BE) Construction Program Allocations (in \$millions)				
<i>Allocations</i>	Actual FY 2012-13	Actual FY 2013-14	Budget FY 2014-15	Proposed FY 2015-16
BE - Projects Allocation	75.4	79.1	74.9	84.5
Indirect Cost Allocation	14.7	13.1	11.6	11.4
Construction Engineering Allocation	7.5	6.7	7.2	7.1
TOTAL	97.6	98.9	93.7	103.0

Source: CDOT Office of Financial Management & Budget

Related Performance Measures / Workload Indicators

Bridge Enterprise Schedule Performance Index (SPI)*					
<i>Description</i>	CY 2011 Actual	CY 2012 Actual	CY 2013 Actual	CY 2014 Actual	CY 2015 Target
Schedule Performance	0.81	0.88	0.91	0.90	≥0.90

Source: CDOT Division of Transportation Development

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



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

High Performance Transportation Enterprise



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Shailen Bhatt, Executive Director

4201 East Arkansas Avenue, Denver, Colorado 80222

(303) 757-9011 • <https://www.codot.gov>

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

High Performance Transportation Enterprise (HPTE)

The High Performance Transportation Enterprise Board

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

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

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

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

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

Denver Metropolitan Area: Mr. Trey Rodgers;

Trogers@rothgerber.com

(Appointed August, 2012, term expiring October 2017)

Transportation Commissioner: Mr. Douglas Aden;

Commissioner.Aden@state.co.us

(Appointed 2009, term expiring TC at will)

Transportation Commissioner: Ms. Kathy Gilliland;

Commissioner.Gilliland@state.co.us

(Appointed October, 2011, term expiring TC at will)

Transportation Commissioner: Mr. Gary Reiff;

Commissioner.Reiff@state.co.us

(Appointed July, 2013, term expiring TC at will)

Pikes Peak Area: Ms. Brenda Smith;

smithbrend@msn.com

(Appointed August, 2012, term expiring October, 2017)

North Front Range Area: Mr. Don Marostica;

don@donmarostica.com

(Appointed December, 2012, term expiring October, 2015)

Interstate 70 Corridor: Mr. Tim Gagen;

ting@townofbreckenridge.com

(Appointed August, 2012, term expiring October, 2015)

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



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HPTE - Revenue Source Fact Sheet

HPTE Revenue Summary

Summary of HPTE Revenue Estimate	
<i>Funding Category</i>	FY 2015-16
Tolling Revenue	375,000
Interest Income	200,000
Fee for Service	0
Consulting Fees	2,000,000
High Performance Transportation Enterprise - Total Revenue	2,575,000



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HPTE - Revenue Source Fact Sheet

High Performance Transportation Enterprise (HPTE) Revenue

Web Page: <https://www.codot.gov/programs/high-performance-transportation-enterprise-hpte>

Statutory Authorization: Section 43-4-806, C.R.S. (2014)

Funding Type(s): User Fees

Background

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

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

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

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

Revenue History and Projection

The main sources of revenue to the Enterprise are:

- Fees for services.
- Interest Income
- Consulting Fees.

High Performance Transportation Enterprise Revenue (in \$millions)				
	Actual	Actual	Estimate	Estimate
<i>Funding Source</i>	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
Tolling Revenue	64.7	7.3	30.4	0.4
Tolling Violations	0.0	0.0	0.0	0.0
Interest Income	0.2	0.3	0.2	0.2
Fee for services	1.0	1.0	1.0	0.0
Consulting Fees	0.0	0.0	0.0	2.0
TOTAL	65.9	8.6	31.6	2.6



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HPTE - Revenue Source Fact Sheet

HPTE Program Allocation Summary

Summary of HPTE Program Allocations	
High Performance Transportation Enterprise Fiscal Year 2015 - 2016 Proposed Allocations	
Expand - Increasing Capacity	
CDOT Performed Work	
High Performance Transportation Enterprise--Maintenance	-
Total CDOT Performed Work	-
Contracted Out Work	
High Performance Transportation Enterprise--Projects	575,000
Total Contracted Out Work	575,000
Total Expand - Increasing Capacity	575,000
Deliver - Program Delivery/Administration	
High Performance Transportation Enterprise--Administration & Legal Fees	1,249,148
Total Deliver - Program Delivery/Administration	1,249,148
Debt Service	
High Performance Transportation Enterprise - Debt Service	750,852
Total Debt Service	750,852
Total Transportation Commission Contingency / Debt Service	750,852
Total HPTE Program Allocations	2,575,000



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HPTE - Program Fact Sheet

High Performance Transportation Enterprise Allocations

Web Page: <https://www.codot.gov/programs/high-performance-transportation-enterprise-hpte>
 Statutory Authorization: Section 43-4-806, C.R.S. (2014)
 Governance: HPTE Board, Section 43-4-806 (2) (a), C.R.S. (2014)
 Primary Funding Source: Statewide Transportation Enterprise Special Revenue Fund, Section 43-4-806 (3) (a), C.R.S. (2014)
 Budget Category: Expand – Increasing Capacity & Deliver – Program Delivery/Administration.

Background

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

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

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

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

Funding

The main sources of revenue to the Enterprise are:

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

High Performance Transportation Enterprise (HPTE) Operating Budget Allocations (in \$millions)				
	Actual	Actual	Budget	Proposed
<i>Allocations</i>	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
HPTE - Maintenance Allocation	0.4	0.4	0.0	0.0
HPTE - Administration Allocation	1.0	1.0	1.4	1.2
HTPE - Debt Service	0.0	0.0	0.0	0.8
TOTAL	1.4	1.4	1.4	2.0

Source: CDOT Office of Financial Management & Budget



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(303) 757-9011 • <https://www.codot.gov>

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

HPTE - Program Fact Sheet

High Performance Transportation Enterprise Allocations (Continued)

High Performance Transportation Enterprise (HPTE) Construction Program Allocations (in \$millions)				
<i>Allocations</i>	Actual FY 2012-13	Actual FY 2013-14	Budget FY 2014-15	Proposed FY 2015-16
HPTE - Projects Allocation	49.9	5.8	24.1	0.5
Indirect Cost Allocation	9.7	1.0	3.7	0.1
Construction Engineering Allocation	5.0	0.5	2.3	0.0
TOTAL	64.6	7.3	30.1	0.6

Source: CDOT Office of Financial Management & Budget



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

Appendices



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Shailen Bhatt, Executive Director

4201 East Arkansas Avenue, Denver, Colorado 80222

(303) 757-9011 • <https://www.codot.gov>

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

Appendix A

Senate Bill 09-108 (FASTER) Overview

Funding Advancement for Surface Transportation and Economic Recovery (FASTER)

Statutory Authorization: Section 43-4-801, et seq., C.R.S. (2014)

Funding Type(s): Registration Surcharges, Fees, Fines

Background

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

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

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

Additional Funding Sources for Transportation

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

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

The Statewide Bridge Enterprise

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

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



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4201 East Arkansas Avenue, Denver, Colorado 80222

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

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

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

Source: Senate Bill 09-108

Transit-Related Funding in Senate Bill 09-108

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

The Transportation Deficit Report

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

The High Performance Transportation Enterprise

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

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

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



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

Revenue History and Projection

Senate Bill 09-108 Overview (in \$millions)				
<i>Funding Source</i>	Actual FY 2012-13	Actual FY 2013-14	Estimate FY 2014-15	Estimate FY 2015-16
Road Safety Surcharges	117.1	120.7	115.1	126.1
Late Registration Fees	17.3	17.7	22.1	18.7
Daily Vehicle Rental Fees	27.1	28.9	24.6	30.9
Oversize/Overweight Vehicle Surcharges	1.3	1.3	1.4	1.4
Local Transit and Rail	5.0	5.0	5.0	5.0
Bridge Safety Registration Surcharge	92.8	95.7	91.1	100.1
TOTAL	260.6	269.3	259.3	282.2

Sources: Department of the Treasury, Colorado Financial Reporting System



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Appendix B

Project Indirect Costs & Construction Engineering

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2014)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2014)
Budget Category: Maintain -Maintaining What We Have
Maximize - Making the Most of What We Have
Expand – Increasing Capacity

Background

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

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

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

Funding

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

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



Colorado Department of Transportation

Shailen Bhatt, Executive Director

4201 East Arkansas Avenue, Denver, Colorado 80222

(303) 757-9011 • <https://www.codot.gov>

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

Project Indirect Costs & Construction Engineering (continued)

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

FY 2015-16 Budget Allocations Net of Indirect / Construction Engineering (CE)				
Program Area	Net Budgeted Fund	Indirect Cost Allocation	CE Allocation	Total Allocation
Surface Treatment Program	122.7	16.5	10.3	149.5
Structures On-System Program	25.2	3.4	2.1	30.7
Geohazards Mitigation Program	4.2	0.6	0.4	5.2
Highway Safety Improvement Program	23.9	3.2	2.0	29.1
Railway-Highway Crossings Program	2.6	0.3	0.2	3.1
Hot Spots Program	1.8	0.2	0.1	2.1
Traffic Signals Program	1.2	0.2	0.1	1.5
FASTER - Safety Projects	46.2	6.2	3.9	56.3
Safety Education Program	9.1	1.2	0.8	11.1
Congestion Relief Program	3.3	0.4	0.3	4.0
Regional Priority Program	41.0	5.5	3.4	49.9
Strategic Transportation Investment Project Program	75.8	10.2	6.3	92.3
Permanent Recovery	143.3	19.2	12.0	174.5
Bridge Enterprise Projects	84.5	11.4	7.1	103.0
HPTE - Projects	0.5	0.1	0.0	0.6

Source: CDOT Office of Financial Management & Budget



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