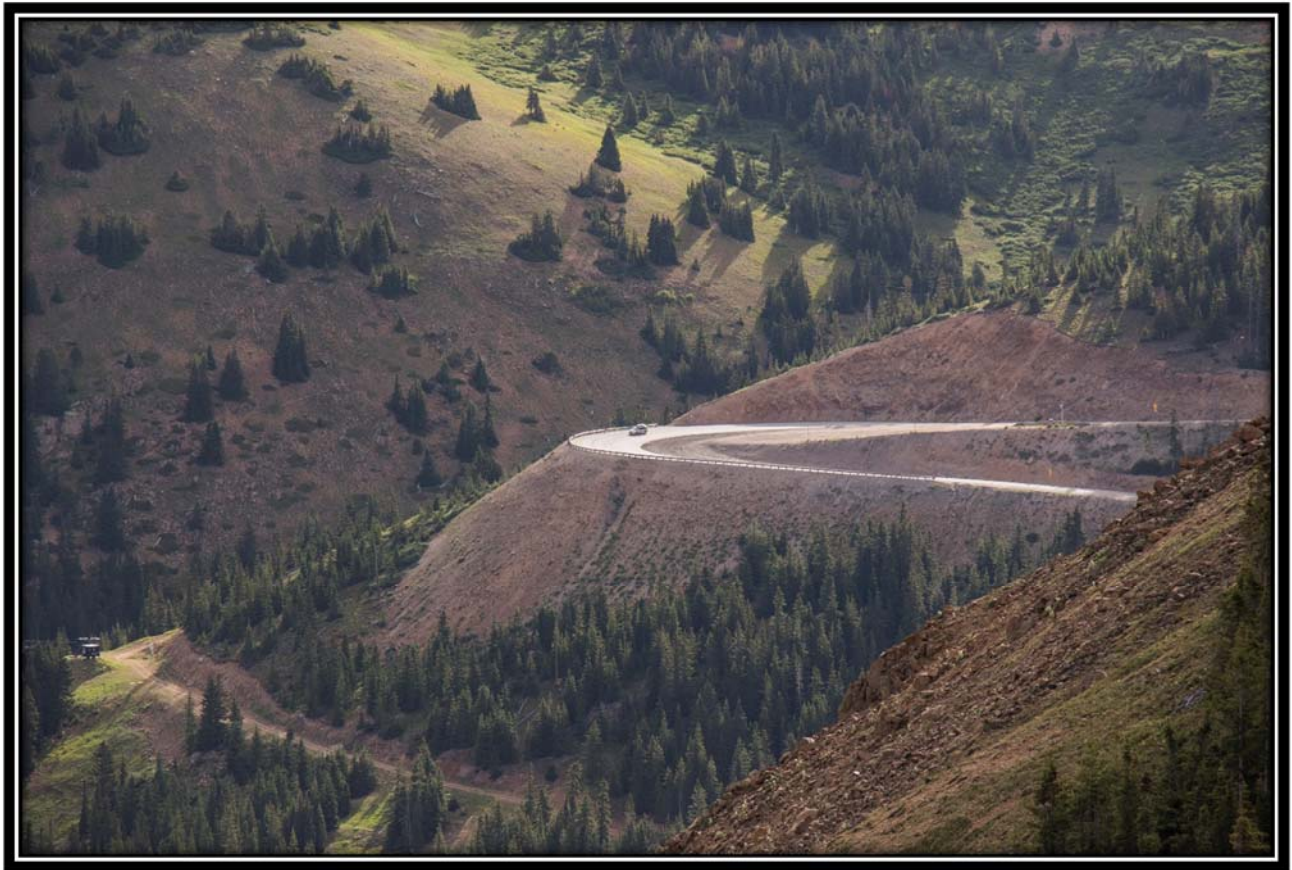




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Colorado Department of Transportation



Final Budget Allocation Plan *for* Fiscal Year 2017-18

Governor John Hickenlooper

March 16, 2017



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COLORADO DEPARTMENT OF TRANSPORTATION

Budget Allocation Plan for Fiscal Year 2017-18

John Hickenlooper, Governor

Shailen Bhatt, Executive Director

Transportation Commission

Gary Reiff, Chair, Englewood, District 3

Sidny Zink, Vice Chair, Durango, District 8

Shannon Gifford, Denver, District 1

Ed Peterson, Lakewood, District 2

Vacant, Westminster, District 4

Kathleen Gilliland, Livermore, District 5

Kathy Connell, Steamboat Springs, District 6

Kathryn Hall, Grand Junction, District 7

Rocky Scott, Colorado Springs, District 9

William Thiebaut, Pueblo, District 10

Steven Hofmeister, Haxtun, District 11

Herman Stockinger, Secretary

Per the attached Resolution #TC – 17-3-25 the Transportation Commission presents the Budget for the period July 1, 2017 through June 30, 2018 for approval by the Governor.

Approved: 

Date: 6/27/17

Made pursuant to the provisions of Sections 43-1-106 and 43-1-113, C.R.S. (2016)



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Introduction

About the Department

The Colorado Department of Transportation (CDOT) is a 1.4 billion dollar per year, 3,289 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.

CDOT is responsible for a highway system that encompasses 9,146 center-line miles (about 23,000 total lane miles) and includes 3,447 bridges. This system each year handles more than 27 billion vehicle miles of travel. Although the Interstate system accounts for only about 10%, or 914, of the center-line miles on the state system, about 40% of highway travel within Colorado takes place on Interstate highways.

CDOT's highway construction program attracts private contractors. 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 year, these men and women:

- Repaired and maintained more than 51,042 miles of roadway
- Utilized 146,768 tons of asphalt and 1.07 million gallons of liquid asphalt
- Striped more than 25,303 miles and installed 585,552 square feet of pavement markings
- Snowplowed, sanded, and/or deiced 6 million miles of highway
- Managed 1334 hours of road closures due to snow
- Applied 225,118 tons of solid deicer and 13.5 million gallons of liquid deicer
- Repaired/installed 67,294 feet of snow fence
- Disposed of 64,167 cubic yards of trash with help from 8,946 Adopt-A-Highway volunteers and another 7,868 bags of trash with the support of 81 corporate sponsors
- Replaced or repaired 49,742 signs and sign posts
- Repaired or installed over 13.6 million linear feet of fencing.

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 operates Bustang, CDOT's interregional Express Bus service, and provides assistance to numerous transit systems in the state. The Division of Transportation Systems, Management, and Operations addresses the state's traffic and congestion issues through the development of intelligent transportation systems.



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Introduction (continued)

Revenue Overview

CDOT is financed by a variety of taxes and fees paid by all users of the state and national transportation systems. CDOT receives revenue from five sources: state revenues, federal revenues, grants, miscellaneous sources (including sale of property, permits, and fines), and enterprise revenues.

The largest source of revenue for CDOT is the Highway Users Tax Fund (HUTF). HUTF is a constitutionally dedicated revenue source comprised of a combination of motor fuel taxes, motor vehicle registration fees, and other revenues. Federal-aid highway funding constitutes the second largest category of revenues for the state transportation system. These funds are authorized by Congress from the Highway Trust Fund (HTF) to assist states in providing for construction, reconstruction, and improvement of highways and bridges on eligible federal-aid highway routes and for other special purpose programs and projects. Tax revenues directed to the HTF are derived from excise taxes on motor fuel, alternative fuels taxes, and truck-related taxes on truck tires, sales of trucks and trailers, and heavy vehicle use.

The major sources of revenue for HUTF and HTF are the state and federal motor fuel taxes, which are based on the volume of gallons sold, rather than on the price per gallon. Thus, growth in gas tax receipts only comes from increases in the amount of fuel sold and not from increases in the price per gallon. This poses a challenge for revenue collection as vehicles become increasingly fuel efficient, and the declining consumption of gasoline does not match increasing total road usage. In the state of Colorado, the current tax rate on gasoline is 22 cents per gallon and the current rate on diesel fuel is 20.5 cents per gallon. The excise tax rate was last adjusted by the General Assembly in 1992 and any future increases in the rate are subject to voter approval. Congress last adjusted the federal gasoline tax in 1993 to its current 18.4 cents per gallon rate.

Innovation at CDOT: Spotlight on the Mountain Corridor

Despite shortfalls in transportation funding, CDOT continues to seek innovative approaches to deliver critical projects and improvements around the state. Finding creative solutions has been especially important for addressing challenges such as congestion and weather conditions along the I-70 mountain corridor, as well as the connecting mountain passes. Two examples of creative solutions that have been successfully implemented are the installation of Gazex, a remote control avalanche control system, and the opening of the I-70 Mountain Express Lane project (MEXL, also known as the Peak Period Shoulder Lane project). Both projects are examples of how CDOT has been able to maximize existing capacity, minimize road delays and closures, and improve safety in the mountains.

Gazex is an automated, safer method of reducing avalanche danger by exploding an oxygen/propane mix located in high-risk avalanche zones. These controlled explosions are initiated remotely through a computer system and create pressure waves that fracture the snow mantle and initiate an avalanche. In 2015, Gazex systems were installed on Berthoud Pass and US 6 Loveland Pass to test its effectiveness. The use of this technology has created safer conditions for the traveling public and enhanced the safety of CDOT avalanche



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Introduction (continued)

crews by reducing their exposure to explosives. Gazex has also reduced the man-hours required to do avalanche mitigation missions, reduced or eliminated snow hitting the highway, and minimized road closure times due to avalanche mitigation work. Based on the early success of Gazex, CDOT is slated to install additional Gazex systems around the mountain corridors in the near future. Gazex is a successful example of CDOT utilizing technological innovation to improve the safety of both the department's employees and the traveling public.

The Mountain Express Lane Project (MEXL) project runs 13 miles along eastbound I-70 from Empire through the Veterans Memorial Tunnels in Idaho Springs and was successfully delivered through a combination of innovative solutions. First, the MEXL project upgraded CDOT's existing right-of-way in order to create a wide shoulder that operates as a third tolled travel lane that opened for traffic in December 2015. This third lane, known as the Express Lane, is only open during peak travel times, such as weekends and holidays, for a total of 73 days per year. When the Express Lane is not open for tolling, roadway signage indicates it is closed and can only be used as a shoulder for emergency purposes.

In order to help manage congestion and provide a more reliable travel time through this section of the corridor, the toll rates for the lane are dynamically priced to keep traffic moving. Prices will decrease when CDOT wants to encourage drivers to use the lane, and increase as the lane reaches capacity. This has helped drivers realize more reliable times in both the Express Lane and the general purpose lanes. Throughout the 2016 winter season, peak hour travel speeds stayed above 45 mph in the Express Lane and above 35 mph in the general purpose lanes, which translated to 18 percent improvement in travel speeds from the prior year. Similarly, in a comparison of the heaviest traffic day in 2015 (prior to the MEXL opening) and 2016 (when the MEXL was open for use), respectively, travel times in that section of I-70 improved by 21 minutes for all drivers. In addition to improving travel times, the MEXL lane has also helped to alleviate congestion on the local frontage road.

In addition to creatively leveraging existing right-of-way, CDOT was able to access innovative financing methods through its partnership with the High Performance Transportation Enterprise (HPTE). As a TABOR Enterprise, the HPTE has legal and operational flexibility that CDOT does not. This includes the ability to fund projects through debt financing that leverages future revenue, such as user-fees, which are dedicated to the project. HPTE was able to use this financing tool to quickly fill an existing funding gap and ensure the delivery of the MEXL project. The I-70 Mountain Express Lane (MEXL) project is successful example of how the partnership between HPTE and CDOT has maximized existing capacity in the I-70 mountain corridor.

In recognition for its contribution to improving travel safety, reducing congestion, and providing more mobility options, in July 2016 the I-70 Mountain Express Lane project received a national award from The Western Association of State Highway and Transportation Officials (WASHTO) for excellence in innovation for a medium size project (between \$26.0 and \$199.0 million).



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Introduction (continued)

Program Management

The Office of Program Management was established in FY 2013-14 under the Chief Engineer to oversee project prioritization and scheduling. 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. 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 conjunction with the Office of Program Management in Denver to best communicate and coordinate programming efforts on a statewide basis.

Asset Management

The Colorado Department of Transportation transitioned to an enterprise asset management strategy in FY 2011-12. Federal legislation requires that each State DOT develop and implement a risk-based, performance-based asset management plan for preserving and improving the condition of pavements and bridges on the National Highway System, which includes all U.S. and Interstate highways. The Department completed its asset management plan in December 2013. The Asset Management Program uses performance goals and targets established by the Transportation Commission, along with state-of-the-art analysis technologies to determine long-term performance forecasts that inform senior management and the Transportation Commission on budgetary decisions. Once program allocations are determined, staff works with regions and construction program managers to select optimal projects that improve the performance of the asset at the lowest estimated life-cycle cost. Program allocations and project selections have been made for FY 2013-14 through FY 2019-20 using this methodology.

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 and works with the Office of Program Management to match available funding to projects that are phase-ready. Initiated in FY 2013-14 and implemented in FY 2014-15, the office has 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 has also implemented the use of incremental encumbrances in order to commit only those dollars expected to be expended within a fiscal year; developed a cash-based Statewide Transportation Improvement Program (STIP) for planning the construction program; and developed and improved reports to provide information on cash forecasts, spending, and cash management recommendations to Department management and the public.



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Introduction (continued)

In addition to the above projects, the office has also developed the Fund 400 Forecast Model. It is a tool to track and manage the department's cash balance over a forward-looking 36 month time horizon. The model incorporates expenditures assumptions to include recognizable items such as: devolutions, payouts to construction vendors, indirect and construction engineering costs, debt service and payroll. It also incorporates revenue assumptions like state revenues, federal reimbursements and local agency contributions. Use of this model will ensure effective and proactive management of the CDOT cash balance and spending authority.

Budget Layout

This document is divided into three sections: the first section contains the main CDOT budget, the second is the Colorado Bridge Enterprise budget and the third is High Performance Transportation Enterprise budget. 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.

After approval by the Governor, this budget allocation plan will be available for viewing by July 1, 2017 at <https://www.codot.gov/business/budget/cdot-budget>.



Colorado Department of Transportation

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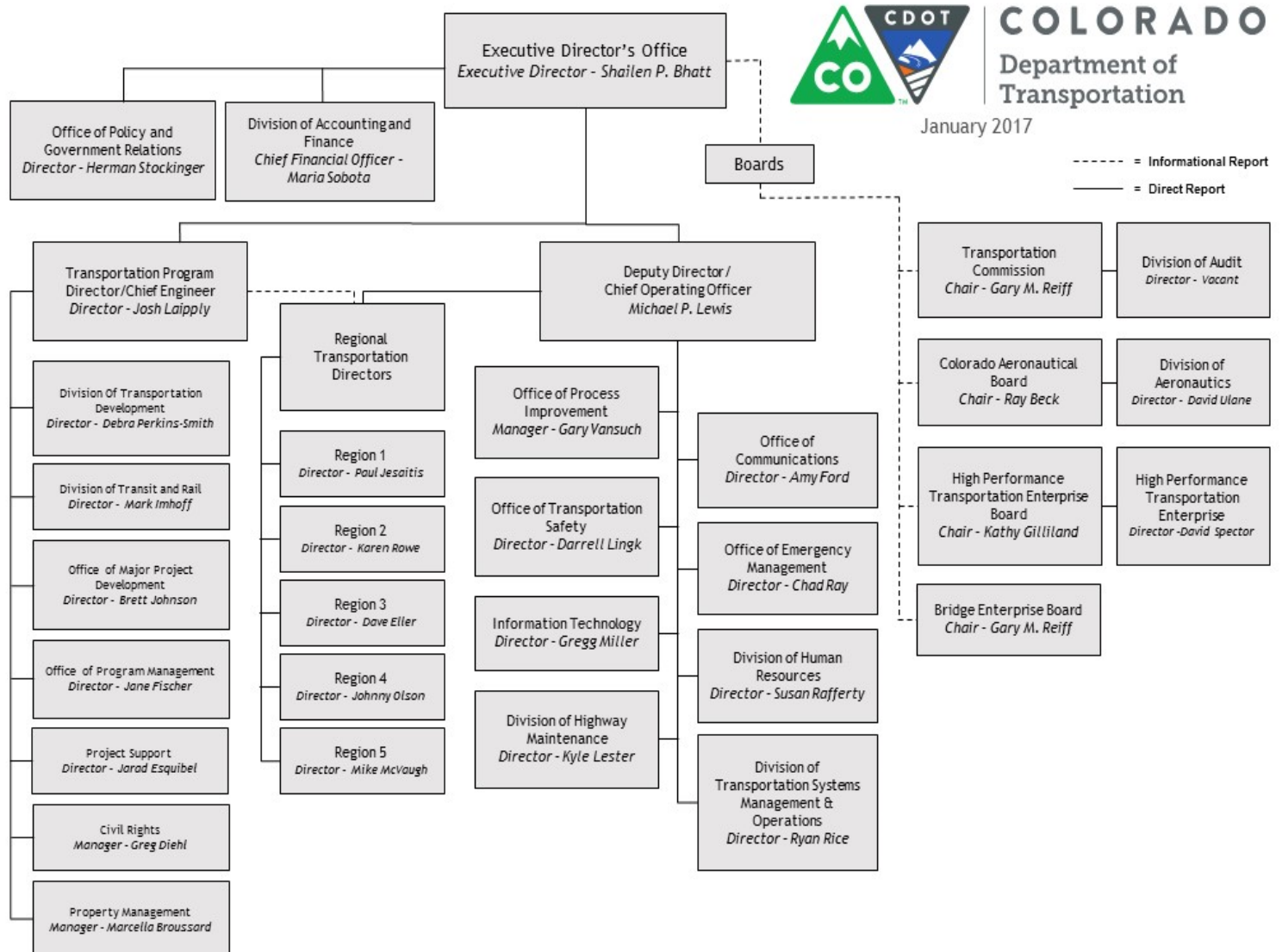
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Introduction (continued)

Organizational Chart

The Department of Transportation is organized according to State statutes and the Policy Directives of the Colorado Transportation Commission.





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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. (2016). 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. Please see the following page for a map of the Transportation Commission Districts.

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 November 2011, term expiring July 2019)

District Three: Mr. Gary M. Reiff;

Commissioner.Reiff@state.co.us

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

District Four: Vacant;

(Adams and Boulder counties and a portion of Broomfield County)

District Five: Ms. Kathy Gilliland;

Commissioner.Gilliland@state.co.us

(Larimer, Morgan, and Weld counties and a portion of Broomfield County; appointed June 2011, term expiring July 2019)

District Six: Ms. Kathy Connell;

Commissioner.Connell@state.co.us

(Clear Creek, Gilpin, Grand, Jackson, Moffat, Rio Blanco, and Routt counties; appointed June 2011, term expiring July 2019)

District Seven: Ms. Kathryn Hall;

Commissioner.Hall@state.co.us

(Chaffee, Delta, Eagle, Garfield, Gunnison, Lake, Mesa, Montrose, Ouray, Pitkin, and Summit counties; appointed September 2015, term expiring July 2019)

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. Rocky Scott;

Commissioner.Scott@state.co.us

(El Paso, Fremont, Park, and Teller counties; appointed September 2015, term expiring July 2019)

District Ten: Mr. William 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 2019)

Mr. Gary M. Reiff is the Chair of the Transportation Commission and Ms. Sidney Zink is the Vice Chair. Mr. Herman Stockinger, Director of the CDOT Office of Policy and Government Relations, serves as the Secretary of the Transportation Commission.

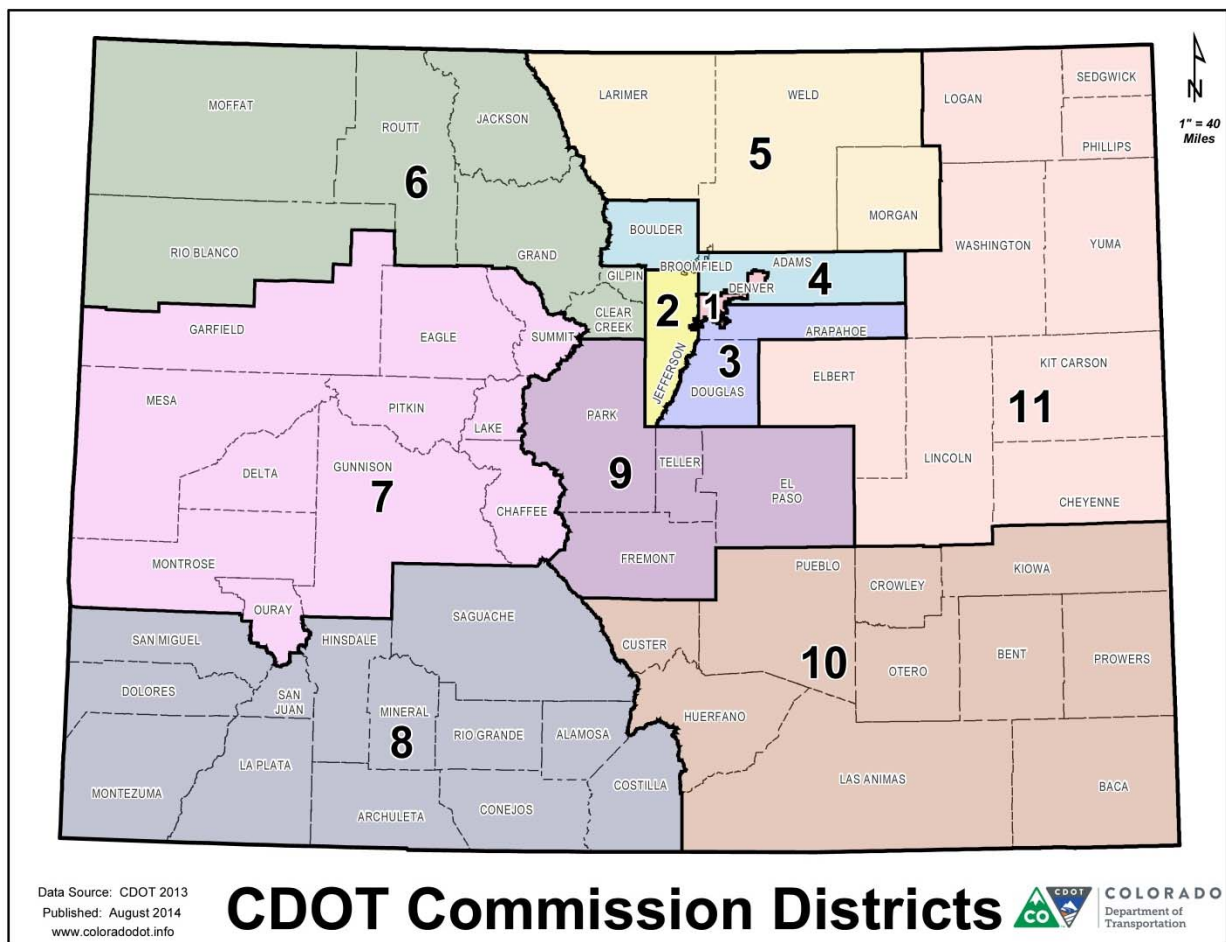


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CDOT Boards & Commissions (continued)

Transportation Commission District Map





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Boards & Commissions (continued)

The Colorado Aeronautical Board

Per Section 43-10-104, C.R.S. (2016), 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 February 2012, term expiring December 2018)
- **Mr. Ray Beck** Ray.Beck@state.co.us
(Western Slope Governments; appointed January 2014, term expiring December 2019)
- **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 February 2012, term expiring December 2018)
- **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 Slope Governments; appointed February 2012, term expiring December 2019)
- **Mr. Robert Olislagers** Robert.Olislagers@state.co.us
(Airport Management Representative; appointed December 2014, term expiring December 2017)

Mr. Ray Beck is the Chair of the Aeronautical Board, Ms. Ann Beardall is the Vice Chair, and Mr. John Reams is the Secretary. Mr. David Ulane is the Director of the Division of Aeronautics.



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CDOT Revenue Fact Sheets



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CDOT Revenue Overview

Background

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

Motor Fuel Taxes

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

Registration Fees

- The State of Colorado levies a variety of fees and surcharges on motor vehicles registered to use public highways; however, one tax, the specific ownership tax, is credited to local property taxing subdivisions of state government rather than to a directly related transportation 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 generates revenue by selling oversize/overweight permits, access permits, bid plans, property, and excess right-of-way.

General Fund 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 FY 2017-18.

Revenue to the Enterprises

- The Colorado Bridge Enterprise receives 100% of all revenues generated by the FASTER Bridge Safety Surcharge, roughly \$100 million per year, as part of the FASTER legislation (SB 09-108) that established the Colorado Bridge Enterprise.
- The Colorado High Performance Transportation Enterprise is funded by express lanes toll revenues generated on several corridors in the Denver Metro area, including I-25 North, US36 and the I-70 Mountain Express Lane as well as fees collected for services provided.



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CDOT Revenue Overview (continued)

Summary of CDOT Revenue Estimate	
Funding Category	FY 2017-18
Highway User Tax Fund (HUTF) Revenue	571,915,089
Miscellaneous State Highway Fund	26,503,188
Safety Education Funding	13,859,849
Capital Construction Fund Appropriations	500,000
Senate Bill 09-228 - General Fund transfer	79,000,000
Transit Revenue	35,175,013
Aeronautics Revenue	23,000,000
State Infrastructure Bank Interest Income	400,000
Federal Highway Revenue - The Highway Trust Fund (Highway Account)	677,885,300
Colorado Department of Transportation - Total Revenue	1,428,238,439



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CDOT - Revenue Source Fact Sheet

Highway Users Tax Fund (HUTF) Revenue

Statutory Authorization: Section 43-4-201, C.R.S. (2016)

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

Background

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

Specific Funding Sources

Total HUTF Revenue Estimate (in \$millions)	
Funding Source	FY 2017-18
Motor Fuel Tax	630.7
Motor Vehicle Registration	217.3
Other Miscellaneous HUTF	33.1
SB 09-108 Road Safety Surcharges	132.0
SB 09-108 Late Registration Fees	19.5
SB 09-108 Daily Vehicle Rental Fees	34.7
SB 09-108 Oversize/Overweight Vehicle Surcharges	1.3
TOTAL	1,068.6

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. (2016) restricts annual HUTF appropriations to grow by no more than 6.0 percent per year and may grow to the level of 23.0 percent of the fund's total income from the previous fiscal year.

Total HUTF Revenue Distribution (in \$millions)	
Entity Type	FY 2017-18
Off the Top Deductions to Colorado State Patrol and Department of Revenue	128.5
CDOT	571.9
Counties	212.2
Municipalities	144.6
Distributed for Other Purposes	11.4
TOTAL	1,068.6



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CDOT - Revenue Source Fact Sheet

Highway Users Tax Fund (HUTF) Revenue (continued)

Appropriation/Distribution Methodology (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>	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
Motor Fuel Tax	305.2	307.0	298.5	321.6
Motor Vehicle Registrations	109.0	109.6	106.6	114.8
Other HUTF Revenue	21.8	21.9	21.4	23.0
SB 09-108 Revenue Collections	104.1	107.3	107.9	112.5
TOTAL	540.1	545.8	534.4	571.9



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CDOT - Revenue Source Fact Sheet

Miscellaneous State Highway Fund

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.

CDOT also occasionally receives general fund revenue transfers for specific purposes.

Revenue History and Projection

Miscellaneous State Highway Fund Revenue (in \$millions)				
Funding Source	Actual	Actual	Estimate	Estimate
	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
Permits	7.4	7.2	7.6	7.5
Service Charges	9.3	3.0	2.5	2.5
Sales (bid plans & specs.)	1.4	1.4	1.4	1.5
Damage Awards	5.3	5.2	5.3	5.4
Interest Earned	12.0	8.5	9.0	7.5
Property (sales & rentals)	1.2	2.0	1.2	2.1
TOTAL	36.6	27.3	27.0	26.5



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CDOT - Revenue Source Fact Sheet

Safety Education Funding

Statutory Authorization: Law Enforcement Assistance Fund – Section 43-4-401, C.R.S. (2016)
First Time Drunk Driving Offenders Account – Section 42-2-132, C.R.S. (2016)
Motorcycle Operator Safety Training Fund – Section 43-5-504, C.R.S. (2016)
Marijuana Tax Cash Fund: Section 39-28.8-501(1), C.R.S. (2016)
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. \$22 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.

Marijuana Tax Cash Fund

Retail marijuana taxes are transferred to this fund pursuant to Sections 39-28.8-305(1)(b) and 39-28.8-203(1)(b) and, thereafter, appropriated by the General Assembly for numerous purposes, including to develop and implement marijuana education and prevention campaigns.

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.



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CDOT - Revenue Source Fact Sheet

Safety Education Funding (continued)

Revenue History and Projection

Safety Education Funding (in \$millions)				
	Actual	Actual	Estimate	Estimate
<i>Funding Source</i>	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
NHTSA	8.0	9.1	8.3	10.0
Motorcycle Operator Safety Training Fund	0.8	0.9	0.9	0.9
First Time Drunk Driving Fund	1.5	1.5	2.0	1.5
Law Enforcement Assistance Fund	0.6	0.5	1.0	0.5
Marijuana Tax Cash Fund	0.0	0.4	0.5	1.0
TOTAL	10.9	12.4	12.7	13.9



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CDOT - Revenue Source Fact Sheet

Capital Construction Fund Appropriations

Statutory Authorization: Section 43-1-113 (2.5), C.R.S. (2016)

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.

Specific Funding Sources

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

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

Revenue History and Projection

Capital Construction Fund Appropriations (in \$millions)				
Funding Source	Actual	Actual	Estimate	Estimate
	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
Transfers/Appropriations	0.5	0.5	0.5	0.5
TOTAL	0.5	0.5	0.5	0.5



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CDOT - Revenue Source Fact Sheet

Senate Bill 09-228 – General Fund Transfer (Strategic Projects)

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

Statutory Authorization: Section 24-75-219, et seq., C.R.S. (2016)

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 did not begin until FY 2015-16, the first fiscal year after the first calendar year in which statewide personal income grew 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, the General Fund transfer for a particular year in the five-year sequence may be reduced or eliminated:
 - If the refund is between 1-3% of total General Fund revenues, that year's the transfer may be reduced by 50%
 - If the refund is more than 3% of General Fund revenues, that year's transfer may be eliminated

Revenue History and Projection

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

Senate Bill 09-228 - General Fund transfer (in \$millions)				
	Actual	Actual	Estimate	Estimate
Funding Source	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
Projected Transfer	0.0	199.2	79.0	79.0
TOTAL	0.0	199.2	79.0	79.0



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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. (2016)

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 to be distributed to local governments through the grant process for local transit projects (see Appendix A for more information).

Federal Excise Taxes Supporting the Mass Transit Account

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

Source: The Federal Transit Administration

Revenue History and Projection

Under the current authorization, the Fixing America's Surface Transportation (FAST) Act, 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 (see Appendix A) 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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CDOT - Revenue Source Fact Sheet

Transit Revenue (continued)

Transit Revenue (in \$millions)				
Funding Source	Actual	Actual	Estimate	Estimate
	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
Federal Transit Administration Funding	20.4	18.9	19.4	19.8
Federal Transit Administration Local Match	10.3	10.2	10.4	10.4
Rail and Transit - State Highways	5.0	5.0	5.0	5.0
TOTAL	35.7	34.1	34.8	35.2

Note: \$2.3 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 (2016)
Aviation Fuel Sales Tax – Section 39-26-106, C.R.S. (2016)

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 (2016), 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. (2016), 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. (2016), 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, and support the Division's administrative expenses.

Aeronautics Revenue (in \$millions)				
	Actual	Actual	Estimate	Estimate
Funding Source	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
State Aviation Funding	31.4	15.2	17.8	22.8
Federal Aviation Administration Funding	0.2	0.3	0.0	0.2
TOTAL	31.6	15.5	17.8	23.0



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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. (2016)

Funding Type: Interest Income

Background

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

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

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

Funding Sources

The fund's principal sources of income are:

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

Revenue History and Projection

State Infrastructure Bank Interest Income (in \$millions)				
Funding Source	Actual FY 2014-15	Actual FY 2015-16	Estimate FY 2016-17	Estimate FY 2017-18
SIB Interest	0.4	0.4	0.4	0.4
TOTAL	0.4	0.4	0.4	0.4



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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/fastact/funding.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 December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation Act, or "FAST Act" - the first Federal law in over ten years to provide long-term funding certainty for surface transportation. The FAST Act authorizes \$305 billion over Fiscal Years 2015-16 through 2019-20 for the Department's highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail and research, technology and statistics programs.

Federal Highway Administration Revenue (in \$millions)				
	Actual	Actual	Estimate	Estimate
<i>Funding Source</i>	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
Federal Highway Administration Funding	684.2	720.6	626.2	656.3
Federal Highway Administration Local Match	20.1	21.2	21.1	21.6
TOTAL	704.3	741.8	647.3	677.9

*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



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CDOT- Program Fact Sheet

CDOT Program Summary

Background

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

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

Colorado Department of Transportation
FY 2017- 18 Final Annual Budget

	Budget Category		Program Area	Directed by	FY 2017-18 Allocations	FY 2017-18 Budget	Funding Source
1	Maintain - Maintaining What We Have						
2		CDOT Performed Work					
3			Roadway Surface	TC	36,527,517	36,527,517	SH
4			Roadside Facilities	TC	24,541,847	24,541,847	SH
5			Roadside Appearance	TC	10,703,416	10,703,416	SH
6			Structure Maintenance	TC	6,149,783	6,149,783	SH
7			Tunnel Activities	TC	5,984,466	5,984,466	SH
8			Snow and Ice Control	TC	79,083,737	79,083,737	SH
9			Traffic Services	TC	65,457,519	65,457,519	SH
10			Planning and Scheduling	TC	17,306,562	17,306,562	SH
11			Material, Equipment and Buildings	TC	17,745,153	17,745,153	SH
12					263,500,000	263,500,000	
13		Contracted Out Work					
14			Surface Treatment /2	TC	226,525,000	186,645,261	FHWA/ SH/ 09-108: \$0.98M
15			Structures On-System Construction /1 /2	TC	60,980,000	50,244,468	FHWA/ SH/ 09-108: \$16.12M
16			Structures Inspection and Management /2	TC	9,080,000	7,481,465	SH
17			Geohazards Mitigation /1	TC	10,300,000	8,486,684	09-108: \$10.3M
18			Highway Safety Improvement Program	FR	42,518,853	35,033,406	FHWA / SH
19			Railway-Highway Crossings Program	FR	3,347,359	2,758,056	FHWA / SH
20			Hot Spots	TC	2,167,154	1,785,626	FHWA / SH
21			Traffic Signals /1 /2	TC	15,545,646	12,808,834	FHWA/ SH/ 09-108: \$12.6M
22			FASTER - Safety Projects	TC	62,517,819	51,511,554	09-108
23			Permanent Water Quality Mitigation	TC	6,500,000	5,355,675	FHWA / SH
24			Maintain-Related Indirects/Overhead /2			47,364,822	
25			Maintain-Related CDOT Construction Engineering /2			30,005,978	
26					439,481,831	439,481,830	
27		Capital Expenditure					
28			Road Equipment /2	TC	23,000,000	23,000,000	SH
29			Capitalized Operating Equipment	TC	3,760,247	3,760,247	SH
30			Property /2	TC	17,500,000	17,500,000	SH
31					44,260,247	44,260,247	
32				Total:	747,242,078	747,242,077	
33	Maximize - Safely Making the Most of What We Have						
34		CDOT Performed Work					
35			TSM&O: Performance Programs and Services	TC	607,619	607,619	SH
36			TSM&O Traffic Incident Management	TC	1,989,156	1,989,156	SH
37			TSM&O: ITS Maintenance	TC	25,600,000	25,600,000	SH
38					28,196,775	28,196,775	
39		Contracted Out Work					
40			Safety Education	Comb	14,361,809	12,514,797	NHTSA / SSE
41			TSM&O: Congestion Relief	TC	4,750,000	3,913,762	FHWA / SH
42			Regional Priority Program	TC	48,375,000	39,858,579	FHWA / SH
43			Road X	TC	12,096,525	9,966,931	FHWA / SH
44			ADA Compliance		10,500,000	8,651,474	FHWA / SH
45			Maximize-Related Indirect/Overhead /2			9,291,533	
46			Maximize-Related CDOT Construction Engineering /2			5,886,257	
47					90,083,334	90,083,334	
48		Capital Expenditure					
49			TSM&O: ITS Investments	TC	10,000,000	10,000,000	FHWA / SH
50					10,000,000	10,000,000	
51				Total:	128,280,109	128,280,109	
52	Expand - Increasing Capacity						
53		CDOT Performed Work					
54							
55		Contracted Out Work					
56			Strategic Projects (including I-25 North)	SL	71,100,000	58,582,841	09-228
57			National Freight Program	FR	18,481,674	15,227,974	FHWA / SH
58			Expand-Related Indirect /2			9,654,597	
59			Expand-Related CDOT Construction Engineering /2			6,116,261	
60					89,581,674	89,581,674	
61				Total:	89,581,674	89,581,674	
62	Deliver - Program Delivery/Administration						
63			Operations [including maintenance support]	TC	32,230,683	32,230,683	SH
64			Projects Initiatives	TC	2,455,000	2,455,000	FHWA / SH
65			DTD Planning and Research - SPR	FR	13,917,775	13,917,775	FHWA / SH
66			Administration (Appropriated)	SL	31,194,630	31,194,630	SH
67			HPTE Fee for Service	TC	4,774,500	4,774,500	SH
68				Total:	84,572,588	84,572,588	
69	Pass-Through Funds/Multi-modal Grants						
70		Aeronautics					
71			Division of Aeronautics to Airports	AB	21,875,000	21,875,000	SA
72			Division of Aeronautics Administration	AB	1,125,000	1,125,000	SA
73					23,000,000	23,000,000	
74		Highway					
75			Recreational Trails	FR	1,591,652	1,591,652	FHWA
76			Safe Routes to School	TC	2,500,000	2,500,000	FHWA
77			Transportation Alternatives Program	FR	12,375,268	12,375,268	FHWA / LOC
78			STP-Metro	FR	52,965,458	52,965,458	FHWA / LOC
79			Congestion Mitigation/Air Quality	FR	48,312,652	48,312,652	FHWA / LOC
80			Metropolitan Planning	FR	8,437,375	8,437,375	FHWA / FTA / LOC
81			Bridge Off-System - TC Directed	TC	3,164,139	3,164,139	FHWA / SH / LOC
82			Bridge Off-System - Federal Program	FR	6,287,340	6,287,340	FHWA / SH / LOC
83					135,633,884	135,633,884	
84		Transit					
85			Federal Transit	FR	27,463,231	27,463,231	FTA / LOC
86			Strategic Projects -Transit	SL	7,900,000	7,900,000	09-228
87			Transit and Rail Local Grants	SL	5,000,000	5,000,000	09-108
88			Transit and Rail Statewide Grants	TC	6,000,000	6,000,000	09-108
89			Bustang	TC	3,000,000	3,000,000	09-108
90			Transit Administration and Operations	TC	1,000,000	1,000,000	09-108
91					50,363,231	50,363,231	
92		Infrastructure Bank					
93			Infrastructure Bank	TC	400,000	400,000	SIB
94				Total:	209,397,115	209,397,115	
95	Transportation Commission Contingency / Debt Service						
96		Permanent Recovery					
97			Permanent Recovery		129,500,000	106,701,518	FHWA
98			Recovery-Related Indirect/Overhead /2			13,956,765	
99			Recovery-Related CDOT Construction Engineering /2			8,841,717	
100					129,500,000	129,500,000	
101							
102		Contingency					
103			TC Contingency	TC	16,500,000	16,500,000	FHWA / SH
104			TC Program Reserve	TC	9,742,283	9,742,283	FHWA / SH
105			Snow & Ice Reserve	TC	10,000,000	10,000,000	SH
106					36,242,283	36,242,283	
107		Debt Service					
108			Strategic Projects - Debt Service	DS	-	-	FHWA / SH
109			Certificates of Participation-Property	DS	2,366,192	2,366,192	SH
110			Certificates of Participation-Energy	DS	1,056,400	1,056,400	SH
111					3,422,592	3,422,592	
112				Total:	169,164,875	169,164,875	
					1,428,238,439	1,428,238,439	
				Revenue	1,428,238,439	1,428,238,439	

/1 FASTER Safety funds (\$40.0M) were substituted for flexible funds in appropriate Asset Management Programs. Resulting available flexible funds were then added to Regional Priority Program.
/2 CE and indirects are calculated based on total programs as shown.

Flexible Funds

Key to acronyms:

LOC=Loc DS= Debt Service Covenants
SIB=St. AB=Aeronautics Board
TC=Trans FR=Federal Requirements

SH=State Highway funding
FHWA=Federal Highway
FTA=Federal Transit

SL=State Legislation
Comb=Combination
SSE=State Safety Education

09-228=Funds from HB 09-228
09-108=Funds from HB 09-108 (FASTER)
NHTSA=Nat. Hwy. Traffic Safety Administration

SA=State Aeronautics

State Bridge Enterprise FY 2017- 18 Final Annual Budget							
	Budget Category		Program Area	Directed by	FY 2017-18 Allocations	FY 2017-18 Budget	Funding Source
1	Maintain - Maintaining What We Have						
2		CDOT Performed Work					
3			Maintenance	BEB	250,000	250,000	09-108
4			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	91,095,761	75,058,347	09-108
8			Maintain-Related Indirects/Overhead /1			9,817,777	
9			Maintain-Related CDOT Construction Engineering /1			6,219,637	
10					91,095,761	91,095,761	
11				Total	92,095,761	92,095,761	
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			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	
					112,241,665	112,241,665	
/1 CE and indirects are calculated based on total programs as shown.					Revenue	112,241,665	112,241,665
Key to acronyms: BEB= Bridge Enterprise Board DS= Debt Service Covenants							

High Performance Transportation Enterprise FY 2017- 18 Final Annual Budget							
	Budget Category		Program Area	Directed by	FY 2017-18 Allocations	FY 2017-18 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	-	-	Tolls/Managed Lanes Revenue
12					-	-	Tolls/Managed Lanes Revenue
13		Contracted Out Work					
14			High Performance Transportation Enterprise--Projects	HPTEB	13,954,350	13,954,350	Tolls/Managed Lanes Revenue
15			Expand-Related Indirect		-	-	
16			Expand-Related CDOT Construction Engineering				
17					13,954,350	13,954,350	Tolls/Managed Lanes Revenue
18				Total	13,954,350	13,954,350	
19	Deliver - Program Delivery/Administration						
20			High Performance Transportation Enterprise--Administration and Legal Fees		4,774,500	4,774,500	Fee for Service
21				Total:	4,774,500	4,774,500	
22	Pass-Through Funds/Multi-modal Grants						
23		Highway					
24				Total:	-	-	
25	Transportation Commission Contingency / Debt Service						
26		Contingency					
27		Debt Service					Fee for Service
28				Total:	-	-	
					18,728,850	18,728,850	
					Revenue	18,728,850	18,728,850

Key to acronyms:
HPTEB=High Performance Transportation Enterprise Board

HPTE Fee For Service Revenue & Allocation Adjustment (4,774,500) (4,774,500)

Total Consolidated Allocations 1,554,434,453 1,554,434,453

Total Consolidated Revenue 1,554,434,453 1,554,434,453



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CDOT- Program Fact Sheet

Maintenance

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2016)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2016)
Budget Category: Maintain – Maintaining What We Have

Background

CDOT's maintenance patrols serve a system that includes 23,000 total lane miles of highway. In addition, the Department owns about 3,447 bridges with almost 33 million square feet of deck area. CDOT is also responsible for managing a total of 21 tunnel bores throughout the State.

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

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

There are fifteen service levels established for each MPA, with calculations translated to a scale of A+ through F-, with A+ being the highest service level and F- being the lowest. In Fiscal Year 2015-16, the Division of Maintenance:

- Repaired and maintained more than 51,042 miles of roadway
- Utilized 146,768 tons of asphalt and 1.07 million gallons of liquid asphalt
- Striped more than 25,303 miles and installed 585,552 square feet of pavement markings
- Snowplowed, sanded, and/or deiced 6 million miles of highway
- Managed 1334 hours of road closures due to snow
- Applied 225,118 tons of solid deicer and 13.5 million gallons of liquid deicer
- Repaired/installed 67,294 feet of snow fence
- Disposed of 64,167 cubic yards of trash with help from 8,946 Adopt-A-Highway volunteers and another 7,868 bags of trash with the support of 81 corporate sponsors
- Replaced or repaired 49,742 signs and sign posts
- Repaired or installed over 13.6 million linear feet of fencing



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CDOT- Program Fact Sheet

Maintenance (continued)

Funding

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

Maintenance Program Budget Allocations (in \$millions)				
	Actual	Actual	Proposed	Proposed
<i>Allocations</i>	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
Maintenance Level of Service	251.3	254.4	262.6	263.5
TOTAL	251.3	254.4	262.6	263.5

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Surface Treatment

Web Page: <http://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm>
Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2016)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)
Primary Funding Sources: State Highway Fund, Section 43-10-109, C.R.S. (2016)
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	Proposed	Proposed
Allocations	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
Surface Treatment Allocation	118.8	126.3	118	186.3
Indirect Cost Allocation	18.9	14.2	17.2	24.6
Construction Engineering Allocation	11.8	8.9	9.9	15.6
TOTAL	149.5	149.4	145.1	226.5

Source: CDOT Office of Financial Management & Budget



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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. (2016)
Governance:	Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)
Primary Funding Sources:	State Highway Fund, Section 43-10-109, C.R.S. (2016); 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, culvert, and wall repairs
- Essential sign, signal, and high-mast light 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
- Local agency bridge and culvert inspection and inventory

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). FAST Act 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. More information about these metrics and CDOT's Asset Management Plan can be found at <https://www.codot.gov/programs/tam/transportation-asset-management-plan>.

Funding

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	Proposed	Proposed
Allocations	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
Structures On-System Construction Allocation	17.7	18.8	28.5	50.2
Structures Inspection and Management Allocation	6.7	7.1	3.7	7.5
Indirect Cost Allocation	3.9	3.0	4.7	7.6
Construction Engineering Allocation	2.4	1.8	2.6	4.8
TOTAL	30.7	30.7	39.5	70.1

Source: CDOT Office of Financial Management & Budget

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



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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. (2016)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2016)
Budget Category: Maintain – Maintaining What We Have

Background

Mountain and canyon corridors are affected by several geologic hazards such as debris flow, embankment distress, landslides, rockfall, rockslides, and sink holes. The Geohazards Program goal is to reduce the risk these hazards present to the transportation system by focusing on highway segments and corridors using asset management principles. Incorporating an asset management approach to geohazard mitigation allows risk reduction of entire corridors rather than individual sites scattered throughout the state. This approach is believed to be better in reducing overall risk than a “worst first” site selection, where only small segments of a corridor are addressed one at a time.

The Geohazards Program designs mitigation, reviews consultant designs, performs site inspections during construction, and responds to rockfall and other geological hazard related emergencies. Other work includes responding to requests from Maintenance, Engineering and public inquiries when slope issues are observed. The current inventory of recognized geological hazards throughout the state is just over 2,000.

Funding

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

Geohazards Mitigation Program Budget Allocations (in \$millions)				
	Actual	Actual	Proposed	Proposed
Allocations	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
Geohazards Mitigation Allocation	4.1	4.3	8.3	8.5
Indirect Cost Allocation	0.6	0.5	1.1	1.1
Construction Engineering Allocation	0.4	0.3	0.6	0.7
TOTAL	5.1	5.1	10.0	10.3

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Highway Safety Improvement Program

Web Page: safety.fhwa.dot.gov/hsip/

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

Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)

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

Budget Category: Maintain – Maintaining What We Have

Background

The primary goal of the Highways Safety Improvement Program (HSIP) is to achieve a significant reduction in fatalities and serious 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	Proposed	Proposed
<i>Allocations</i>	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
Highway Safety Improvement Program Allocation	23.5	24.0	24.6	35.0
Indirect Cost Allocation	3.7	2.7	3.6	4.6
Construction Engineering Allocation	2.3	1.7	2.1	2.9
TOTAL	29.5	28.4	30.3	42.5

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Railway-Highway Crossings Program

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

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

Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)

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 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	Proposed	Proposed
Allocations	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
Railway-Highway Crossings Allocation	2.5	4.3	2.7	2.8
Indirect Cost Allocation	0.4	0.5	0.4	0.3
Construction Engineering Allocation	0.3	0.3	0.2	0.2
TOTAL	3.2	5.1	3.3	3.3

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Hot Spots

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2016)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2016)
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 minor 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	Proposed	Proposed
Allocations	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
Hot Spots Allocation	1.7	1.8	1.8	1.8
Indirect Cost Allocation	0.3	0.3	0.4	0.3
Construction Engineering Allocation	0.2	0.1	0.1	0.1
TOTAL	2.2	2.2	2.3	2.2

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Traffic Signal and Ramp Metering Program

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2016)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2016)
Budget Category: Maintain – Maintaining What We Have

Background

This program was developed as a result of the 2013 Transportation Systems Management & Operations (TSM&O) Reorganization Report. The objective of this program is to develop statewide policies, procedures 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.

Statewide Traffic Signal Pool (SGN)

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, mobility 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 new traffic signal or ramp meter construction, equipment or system upgrades, signal expansion due to intersection widening, signal interconnect, and operational improvements including minor hardware or software upgrades to facilitate safety and improve corridor traffic operations.

Statewide Traffic Signal Asset Management (SGA)

CDOT owns approximately 1,850 signals statewide. CDOT is responsible for the eventual replacement of these signals. The SGA program delivers capital replacement funding to each Engineering Region on an annual basis to replace the traffic signal infrastructure in poor or severe condition. CDOT Signal Program is leading the effort in collaborating with the Regions by establishing a process to identify, select and prioritize the replacement of statewide traffic signal infrastructure. The Signal program has established interim capital replacement guidelines focused on high-level core criteria that provide a basis for Regions to quickly evaluate, and develop a list of traffic signal capital replacement projects.



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CDOT- Program Fact Sheet

Traffic Signal and Ramp Metering Program (continued)

Background (continued)

Transportation Improvement Program (TIP) - Regional Funding Pool Administration

This program pool was established by DRCOG in the Transportation Improvement Program (TIP) to be funded through the federal Congestion Mitigation Air Quality (CMAQ) program. CDOT's Signal Program, in conjunction with FHWA, The Denver Regional Council of Governments (DRCOG), and local agencies administers two pools under the TIP program - the Traffic Signal System Improvement Program (TSSIP) pool and the Intelligent Transportation Systems (ITS) pool. The TSSIP program delivers a capital improvement program, which provides equipment and installs communications links to improve system components, and a traffic signal timing improvement program, which provides new traffic signal timing and coordination plans to demonstrate the benefits of the capital improvements. The ITS program awards funds to ITS projects that implement the adopted Denver Regional Intelligent Transportation Systems Strategic Plan and achieve the goals and objectives of the Regional Concept of Transportation Operations.

Current Signal Program Initiatives

- Central traffic signal control system upgrade
- Statewide traffic signal controller upgrade
- Ramp Metering system upgrade
- Development of Statewide Traffic Signal Management Plan (TSMP)
- Development of condition-based asset management guidelines
- Administration of DRCOG TSSIP and TIP funding pools

Funding

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

Traffic Signals Program Budget Allocations (in \$millions)				
	Actual	Actual	Proposed	Proposed
<i>Allocations</i>	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
Traffic Signals Allocation	1.2	1.2	13.7	12.8
Indirect Cost Allocation	0.2	0.2	2	1.7
Construction Engineering Allocation	0.1	0.1	1.2	1.1
TOTAL	1.5	1.5	16.9	15.6

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

FASTER Safety

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2016)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2016)
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. (2016), 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.

FASTER funds flow through the Colorado Highway User Trust Fund (HUTF) and are distributed to CDOT, counties, and municipalities. Counties and municipalities are responsible for administering their allocation of FASTER funds.

In 2014, The Transportation Commission approved new administration of the FASTER Safety program. CDOT FASTER road safety funding is now allocated to two statewide programs 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	Proposed	Proposed
<i>Allocations</i>	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
FASTER - Safety Projects Allocation	43.0	47.5	48.0	51.5
Indirect Cost Allocation	6.8	5.4	6.3	6.7
Construction Engineering Allocation	4.3	3.4	3.6	4.3
TOTAL	54.1	56.3	57.9	62.5

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Permanent Water Quality Program

Web Page: <https://www.codot.gov/programs/environmental/water-quality/permanent-water-quality>

Statutory Authorization: Section 25-8-101, C.R.S. (2016)

Governance: Colorado Department of Public Health, Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)

Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2016), The Highway Trust Fund, 26 U.S.C. § 9503

Budget Category: Contracted Out Work

Background

CDOT's Permanent Water Quality Program (PWQ) is both federally and state mandated as part of CDOT's Municipal Separate Storm Sewer System (MS4) permit, which requires CDOT to control pollutants from entering the storm sewer system and state waterways. As part of the MS4 permit CDOT must implement the New Development and Redevelopment (NDRD) program that requires CDOT install PWQ Best Management Practices (BMPs) to treat CDOT's MS4 area. The Colorado Department of Public Health and Environment (CDPHE) has been delegated the authority to implement the permit system through the Environmental Protection Agency. The requirements and authority ultimately derive from the Clean Water Act.

Goals

This innovative new Permanent Water Quality (PWQ) program saves money for CDOT by allowing CDOT to treat water quality on a regional level versus by the project by project method required under previous permits. CDOT achieves compliance by spending the PWQ Pool funds (\$6.5 million annually) in treating CDOT MS4 areas; this amount was the average amount spent previously in order for our permit to be in compliance so this cost is no longer associated with project costs. Under this program, projects that have a high risk, as defined in the permit, of discharging pollutants to State Waters must still provide onsite water quality (Priority Projects), but significantly fewer projects must treat onsite than in previous programs. Instead, CDOT can spend Pool money on permanent water quality projects that are required on site or as selected based on overall benefit to CDOT (Plus or Watershed Projects).

Funding

The PWQ program is funded by reductions in Surface Treatment, which contributes 75% of the funding and the Regional Priorities Program, which contributes 25%. The main sources of revenue are:

- The State Highway Fund
- Federal reimbursement for eligible expenditures

Permanent Water Quality Mitigation (in \$millions)				
	Actual	Actual	Proposed	Proposed
Allocations	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
Permanent Water Quality Mitigation	0.0	0.0	5.3	5.4
Indirect Cost Allocation	0.0	0.0	0.8	0.7
Construction Engineering Allocation	0.0	0.0	0.4	0.4
TOTAL	0.0	0.0	6.5	6.5

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Capital Expenditures

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2016)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2016)
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 including road equipment, property, and capitalized operating equipment.

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 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 DOTs. 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 structures and has many types of buildings within its 1,222 structure inventory including:

- Vehicle Storage Facilities
- Maintenance Buildings, Sand Sheds, Office Buildings and Lab Facilities as well as a limited number of Employee Housing Facilities and Storage Sheds

In addition to ongoing maintenance and repair, structural conditions are evaluated annually. CDOT's 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 and/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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CDOT- Program Fact Sheet

Capital Expenditures (continued)

Background (continued)

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 capital expenditures are:

The State Highway Fund

Capital Expenditure Programs Budget Allocations (in \$millions)				
	Actual	Actual	Proposed	Proposed
Allocations	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
Road Equipment Program	14.0	11.5	0.0	23.0
Capitalized Operating Equipment Program	3.8	3.4	3.8	3.8
Property Allocation Program	7.2	1.0	10.0	17.5
TOTAL	25.0	15.9	13.8	44.3

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Transportation Systems Management & Operations: Performance Programs & Services

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2016)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2016)
Budget Category: Maximize – Making the Most of What We Have

Background

The Division of Transportation Systems Management & Operations (TSM&O) 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 FY 2014-15	Actual FY 2015-16	Proposed FY 2016-17	Proposed FY 2017-18
Allocations				
TSM&O: Performance Programs and Services	7.2	6.1	0.6	0.6
TOTAL	7.2	6.1	0.6	0.6

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Transportation Systems Management & Operations: Intelligent Transportation Systems

Web Page: <http://www.cotrip.org>
Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2016)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2016)
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.org 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: official CDOT endorsed Smartphone application developed through a public-private partnership
- 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



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CDOT- Program Fact Sheet

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

Background (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 2015, the COTrip.org web site received 33.9 million page views. 52.6% of the page views were from a mobile device and 36.2% of the page views were new visits. Additionally, the 511 IVR System took 1.2 million calls, a decrease from 1.65 million in 2014 attributed to an increase in use of other formats of information relay such as the CDOT mobile app, mobile web, and GovDelivery email and text messaging service. These figures attest to the demand for information in a variety of formats. The Intelligent Transportation Systems (ITS) Branch is committed to providing the most up-to-date, accurate, and timely traveler information to improve and enhance travelers' ability to make informed decisions regarding their travel choices and to improve the overall mobility and safety of Colorado's transportation system. ITS is managed in three program areas: ITS Investments, for the purchase and installation of new ITS equipment and initiatives; ITS Maintenance, for operation and maintenance of existing equipment; and ITS Capital Replacement, for replacement of end-of-life or obsolete ITS assets.

Funding

The main sources of funding for Intelligent Transportation Systems are:

- The State Highway Fund
- Federal reimbursement for eligible expenditures

Intelligent Transportation Systems Maintenance Program Budget Allocations (in \$millions)				
	Actual	Actual	Proposed	Proposed
<i>Allocations</i>	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
TSM&O ITS Maintenance Allocation	14.8	14.4	17.6	25.6
TOTAL	14.8	14.4	17.6	25.6

Source: CDOT Office of Financial Management & Budget

Intelligent Transportation Systems Investments Program Budget Allocations (in \$millions)				
	Actual	Actual	Proposed	Proposed
<i>Allocations</i>	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
TSM&O ITS Investments Program	10.0	10.0	10.0	10.0
TOTAL	10.0	10.0	10.0	10.0

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Highway Safety Education

Web Page: <https://www.codot.gov/safety>

Statutory Authorization: CDOT Office of Transportation Safety: Section 24-42-101, C.R.S. (2016)

Primary Funding Sources: Law Enforcement Assistance Fund: Section 43-4-401, C.R.S. (2016)

First Time Drunk Driving Offenders Account: Section 42-2-132, C.R.S. (2016)

Motorcycle Operator Safety Training Fund: Section 43-5-504, C.R.S. (2016)

Marijuana Tax Cash Fund: Section 39-28.8-501(1), C.R.S. (2016)

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 multiple 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 121,406 impaired driving arrests while participating in "The Heat is On" enforcement periods.

Motorcycle Operator Safety Training (MOST)

To promote basic rider training of motorcyclists in Colorado, the HSO administers the MOST program. In FY 2015-16 7,462 motorcyclists were trained by MOST approved vendors.

Marijuana-Impaired Driving Program

CDOT manages statewide public awareness campaigns to prevent impaired driving in Colorado, paired with heightened enforcement by the Colorado State Patrol and local law enforcement agencies. CDOT engages in marijuana-impaired driving prevention efforts, including a public education campaign, data collection, Drug Recognition Expert training, and DUI enforcement under section 405(d) of the federal transportation authorization bill FAST Act.

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 FY 2013-14 and each fiscal year thereafter,



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CDOT- Program Fact Sheet

Highway Safety Education (continued)

Background (continued)

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.

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

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 FY 2016-17 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
- Tax revenue from the retail sale of marijuana
- Fees for driver license reinstatements
- Surcharges on driver license fees for motorcycle endorsements and motorcycle registrations



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CDOT- Program Fact Sheet

Highway Safety Education (continued)

Funding (continued)

Highway Safety Education Program Budget Allocations (in \$millions)				
	Actual	Actual	Proposed	Proposed
Allocations	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
Nat Hwy Traffic Safety Admin (NHTSA)	6.6	8.1	7.2	8.6
Motorcycle Operator Safety Training (MOST)	0.7	0.7	0.9	0.9
Law Enforcement Assistance Fund (LEAF)	0.5	0.4	0.9	0.5
First Time Drunk Driver Fund	1.2	1.3	2.0	1.5
Marijuana Impaired Driving Program	0.0	0.0	0.5	1.0
Indirect Cost Allocation	1.4	1.2	0.9	1.2
Construction Engineering Allocation	0.9	0.7	0.5	0.7
TOTAL	11.3	12.4	12.9	14.4

Source: CDOT Office of Financial Management & Budget

Note: This amount includes \$501,960 of NHTSA required State match.



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CDOT- Program Fact Sheet

Transportation Systems Management & Operations: Congestion Relief

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2016)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2016)
Budget Category: Maximize – Making the Most of What We Have

Background

The Division of Transportation Systems Management and Operations (TSM&O) is responsible for the planning, development, administration, and operations of a statewide program designed to reduce congestion and improve the safety, security, reliability, mobility, and efficient utilization of Colorado's existing highway system. TSM&O is formed on the belief and commitment that CDOT can do more to operate Colorado's existing surface transportation system so that it performs better to meet customer expectations through activities other than building new capacity. The Mission of TSM&O is to *"Reduce congestion and improve safety through innovative TSM&O strategies that enable the Colorado Department of Transportation to make the best use of available transportation funding."* Five programs within TSM&O are below.

- (1) The Intelligent Transportation Systems (ITS) Branch is responsible for developing, designing, implementing, operating, and maintaining smart operational tools, computer software, computer hardware and electronic equipment such as traffic signals, variable message sign boards, fiber optic network, ramp metering, roadway weather information systems, cameras, and intelligent technology to support Colorado Traffic Management Centers and to support the future of autonomous and connected vehicles utilizing CDOT's transportation network. The ITS branch also develops and manages public-public and public-private partnerships to expand and manage the fiber optic communication network.
- (2) The Traffic Management Branch oversees the four Colorado Transportation Management Centers statewide, including the Golden Traffic Operations Center; the Joint Operations Area with Region 1, Region 3, and the Eisenhower Johnson Memorial Tunnel; the Pueblo Region 2 Traffic Operations Center; and the Hanging Lakes Tunnel Operations Center. The Branch Manager oversees the staff operators at the traffic management center who provide rapid response, coordination, communication, and management of storms, incidents, and emergencies to optimize safety and mobility to CDOT Maintenance, Colorado State Patrol, and the public. For example, they manage the 511 public information system. This branch supports the Corridor Management Program for I-70 Mountain Corridor and I-25 Corridor, Maintenance Operations, and the CDOT Office of Emergency Management.
- (3) Corridor Management Program manages the holistic operations of congested corridors through Traffic Incident Management (TIM) staff. These staff include the CDOT Highway Incident Commanders and the operational programs include the Mile High Courtesy Patrol (up to 18 contracted tow vehicles plus two on US 36) which operates in the Denver metropolitan area during weekday morning and afternoon rush hours; and the I-70 Mountain Corridor (Vail to C-470) Courtesy Patrol and Heavy Tow Programs (up to 6 standard tows and 5 heavy tow vehicles) which operate on weekends, special events, and holidays. The Corridor Operations Managers also



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CDOT- Program Fact Sheet

Transportation Systems Management & Operations: Congestion Relief (continued)

Background (continued)

execute multiple four-hour training courses for TIM and conduct Train the Trainer in TIM classes. Colorado State Patrol, local law enforcement, public works officials, fire, emergency medical services, and tow/recovery companies all participate in the training. The Corridor Management Program also operates CDOT Toll Lane Corridors, supports the CDOT Office of Emergency Management, and works closely with State and local law enforcement and first responders.

- (4) The Staff Traffic and Safety Branch oversees several programs for data analysis and policy development: Safety, Crash Data Analysis, Traffic Engineering, Systems Operations, and Policy. It also manages various federal and state funding programs (HSIP, FASTER Safety, Hot Spot/Congestion Relief/Bottleneck Reduction, Traffic Incident Management, and CDOT RAMP Operations), prioritizes projects for funding and tracks project completion. This Branch has also implemented the TSM&O Evaluation process which is a holistic approach that reinforces that stakeholders should consider safety, operational, and technology elements/recommendations early and throughout the project life-cycle.
- (5) The Planning and Performance Transportation Demand Management Branch contributes to the statewide planning effort, plans the TSMO budget, applies for grants, reports on performance measures, manages operational plans and studies, and manages the Transportation Demand Management program to reduce the congestion through programs such as vanpool/carpools, tolled express lanes, improved traveler information, connected vehicle technology, and diversifying transportation mode share. This branch provides planning support to the Road X program.

Funding

The main sources of revenue for the Department's congestion relief efforts are the State Highway Fund and the federal Congestion Mitigation Air Quality (CMAQ) funds.

Congestion Relief Program Budget Allocations (in \$millions)				
Allocations	Actual FY 2014-15	Actual FY 2015-16	Proposed FY 2016-17	Proposed FY 2017-18
TSM&O Congestion Relief	3.2	3.4	3.9	3.9
Indirect Cost Allocation	0.5	0.4	0.7	0.6
Construction Engineering Allocation	0.3	0.2	0.3	0.3
TOTAL	4.0	4.0	4.9	4.8

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

**Transportation Systems Management & Operations:
Congestion Relief (continued)**

Funding (continued)

TSM&O Traffic Incident Management (in \$millions)				
	Actual	Actual	Proposed	Proposed
<i>Allocations</i>	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
TSM&O: Traffic Incident Management	0.0	0.0	2.0	2.0
TOTAL	0.0	0.0	2.0	2.0

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Regional Priority Program

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2016)

Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)

Primary Funding Sources: State Highway Fund, Section 43-10-109, C.R.S. (2016);

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 (RPP) 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.

Regional Priority Program Budget Allocations (in \$millions)				
	Actual	Actual	Proposed	Proposed
Allocations	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
Regional Priority Program Allocation	39.7	42.2	39.5	39.9
Indirect Cost Allocation	6.3	4.8	5.8	5.2
Construction Engineering Allocation	4.0	3.0	3.4	3.3
TOTAL	50.0	50.0	48.7	48.4

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Road X

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2016)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)
Primary Funding Sources: State Highway Fund, Section 43-10-109, C.R.S. (2016);
The Highway Trust Fund 26 U.S.C. § 9503
Budget Category: Maximize – Making the Most of What We Have

Background

Road X is a new program intended to carry out CDOT's vision to transform Colorado's transportation system into one of the safest and most reliable in the nation by harnessing emerging technology. Through partnerships with public and private industry partners, this program will fulfill CDOT's mission to become a leader in safety and reliability with one of the most technologically advanced transportation systems in the nation. The current 5-year Draft Work Plan will allocate \$90 million into the following categories:

- Projects - \$54 million
- Infrastructure - \$30 million
- Planning and Policy - \$6 million

Current plans and projects include:

- Developing peak demand managed corridors that will use precise, real time data to relieve congestion.
- Implementing smartphone mobile application technologies to warn motorists of hazards, road closures, weather advisories, etc.
- Integrating connected vehicles and vehicle-to-infrastructure technologies into the existing state transportation system to promote economic growth and reduce fatalities.

Funding

Road X is funded through annual Transportation Commission allocations of state highway funds with federal reimbursement for eligible expenditures.

Road X Budget Allocations (in \$millions)				
	Actual	Actual	Proposed	Proposed
Allocations	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
Road X Allocation	0.0	0.0	9.8	10.0
Indirect Cost Allocation	0.0	0.0	1.4	1.3
Construction Engineering Allocation	0.0	0.0	0.8	0.8
TOTAL	0.0	0.0	12.0	12.1

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

ADA Compliance

Statutory Authorization: American with Disabilities Act (ADA) of 1990;
Rehabilitation Act of 1973, Sec. 504, 29 U.S.C. § 794 (2006);
§ 504 (as amended); 49 CFR Part 27; 28 CFR Part 35

Governance: Colorado Transportation Commission;
American with Disabilities Act (ADA) of 1990;
Rehabilitation Act of 1973, Sec. 504, 29 U.S.C. § 794 (2006); § 504 (as
amended); 49 CFR Part 27; 28 CFR Part 35

Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2016);
The Highway Trust Fund 26 U.S.C. § 9503

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

Background

The landmark Americans with Disabilities Act (ADA), enacted on July 26, 1990, provides comprehensive civil rights protections to persons with disabilities in the areas of employment, state and local government services, and accessibility to public accommodations, transportation, and telecommunications. The ADA is a companion civil rights legislation to Section 504 of the Rehabilitation Act of 1973. This legislation mandates that qualified individuals with disabilities shall not be excluded from participation in, denied the benefit of, or be subjected to discrimination under any program or activity.

For CDOT and its sub-recipients, the services or activities are any that are transportation-related. These can include but are not limited to: roadways, contiguous walkways, intersections, rest areas, roadside emergency telephones, public conveyances such as buses and light rail, and literature related to any of these.

In 2013 CDOT collected existing geometrics for 19,632 curb ramps statewide. The query was pulled from the data collected from “ArcGIS Data 2013” and currently shows CDOT having achieved **13%** compliance with the PROWAG standards that are based on the ADA requirements that became law in 1990.

CDOT is pursuing an aggressive strategy of upgrading curb ramps through regular program delivery as well as committing dedicated funding toward curb ramp upgrading to achieve ADA compliance within 5 years.

Funding

ADA Compliance is funded through annual Transportation Commission allocations of state highway funds with federal reimbursement for eligible expenditures.

ADA Compliance Allocations (in \$millions)				
	Actual	Actual	Proposed	Proposed
Allocations	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
ADA Compliance Allocation	0.0	0.0	2.8	8.7
Indirect Cost Allocation	0.0	0.0	0.4	1.1
Construction Engineering Allocation	0.0	0.0	0.2	0.7
TOTAL	0.0	0.0	3.4	10.5

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Strategic Projects

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2016)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)
Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2016)
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. Since the repeal of Senate Bill 97-001 in 2009, there has been no source of funding specifically dedicated to the remaining six strategic projects.

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. The Bill requires five percent growth in personal income before triggering a transfer of General Funds to CDOT. The table below shows the current expected transfers.

Strategic Transportation Investment Project Program Budget Allocations (in \$millions)				
	Actual	Actual	Proposed	Proposed
Allocations	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
Strategic Transportation Investment Project Program	0.0	151.4	57.8	58.5
Indirect Cost Allocation	0.0	17.2	8.4	7.7
Construction Engineering Allocation	0.0	10.7	4.9	4.9
TOTAL	0.0	179.3	71.1	71.1

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

National Highway Freight Program

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2016)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)
Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2016)
The Highway Trust Fund 26 U.S.C. § 9503
Budget Category: Expand – Increasing Capacity

Background

The National Highway Freight Program (NHFP) is a new formula-based program with the purpose of improving the efficient movement of freight on the National Highway Freight Network (NHFN). The NHFN includes the interstates, several small segments of other corridors important to freight movement, and approximately 240 miles of Critical Urban and Critical Rural Freight Corridors to be designated by the state. A project is eligible for funding if it:

- Contributes to the efficient movement of freight on the NHFN
- Is identified in a freight investment plan included in a freight plan
- Is an intermodal or freight rail project (a State can obligate up to 10% of its total freight apportionment to these projects)

The NHFP provides a wide range of eligibility, including but not limited to:

- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities.
- Construction, reconstruction, rehabilitation, acquisition of real property (including land relating to the project and improvements to land), construction contingencies, acquisition of equipment, and operational improvements directly relating to improving system performance.
- Other activities supporting freight movement including ITS, truck parking, highway ramp metering, truck-only lanes, climbing and runaway truck lanes, traffic signal optimization, etc.

Funding

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

- The State Highway Fund
- Federal reimbursement for eligible expenditures

National Highway Freight Program				
	Actual	Actual	Proposed	Proposed
Allocations	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
National Highway Freight Program Allocation	0.0	15.3	13.8	15.2
Indirect Cost Allocation	0.0	1.7	2.0	2.0
Construction Engineering Allocation	0.0	1.0	1.2	1.3
TOTAL	0.0	18.0	17.0	18.5



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CDOT- Program Fact Sheet

Project Support – Operations, Planning, and Research

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2016)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)
Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2016)
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.
- Providing engineering estimates for every construction project.

State Planning and Research (SPR) funds support statewide planning and research activities. The funds are used to establish a cooperative, continuous, and comprehensive framework for making transportation investment decisions and to carry out transportation research activities throughout the State. Activities include but are not limited to:

- Providing leadership for the transportation planning process, including the development and implementation of plans, programs, and resources to support and deliver an integrated multi-modal transportation system.
- Leading the CDOT asset management program by providing tools to effectively measure, analyze, forecast, and communicate the performance of CDOT's asset programs, processes, and investment decisions.



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CDOT- Program Fact Sheet

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

Background (continued)

- Information and data dissemination functions that contribute to the development of projects, transportation plans, and state/federal reports including data analysis, integration and dissemination, planning information, GIS applications, mapping services, and database programming and maintenance.
- Supporting project development and other activities by collaboratively developing, managing, and implementing policies, programs, and processes that facilitate environmental compliance, stewardship, and leadership.
- Conducting applied research and identifying implementation opportunities in the areas of environmental research, structures, geotechnical, hydraulics, pavement, materials, safety, operations, and planning.

Funding

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

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

Operations, Planning and Research Budget Allocations (in \$millions)				
	Actual	Actual	Proposed	Proposed
<i>Allocations</i>	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
Operations Allocation	13.3	23.7	23.1	23.6
Project Initiatives	2.9	1.9	1.9	2.5
Maintenance HQ Support	6.8	7.5	9.6	8.6
State Planning and Research (SPR) Allocation	12.7	12.9	13.3	13.9
TOTAL	35.7	46.0	47.9	48.7

Source: CDOT Office of Financial Management & Budget

HPTE Fee for Service				
	Actual	Actual	Proposed	Proposed
<i>Allocations</i>	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
HPTE Fee for Service	0.0	2.0	2.1	4.8
TOTAL	0.0	2.0	2.1	4.8

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Administration

Statutory Authorization: Section 43-1-113 (2) (c) (III), C.R.S. (2016)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)
Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2016)
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. (2016). Unlike the majority of CDOT's budget, funding for Administration is appropriated annually by the Colorado General Assembly and may not exceed 5.0% of the Department's total 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 can be spent on administering the department. CDOT Administration includes the following offices, in whole or in part:

- The Transportation Commission
- The Office of the Executive Director
- The Office of the Deputy Executive Director
- The Office of the CFO and Division of Accounting & Finance
- The Office of Program Management
- The Office of Emergency Management
- The Division of Audit
- The Office of the Chief Highway Engineer
- The Division of Human Resources
- The Division of Property Management
- The Office of Civil Rights
- The Office of Policy and Government Relations
- The Office of Communications
- The Offices of the Regional Transportation Directors
- The Interagency Fleet Vehicle Garage

Funding

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.

Appropriated Program Budget Allocation (in \$millions)				
	Actual	Actual	Proposed	Proposed
Allocations	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
Administration (Appropriated) Allocation	30.0	29.0	30.0	31.2
TOTAL	30.0	29.0	30.0	31.2

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Aeronautics

Web Page: <https://www.codot.gov/programs/aeronautics>
Statutory Authorization: Section 43-10-103, C.R.S. (2016)
Governance: Colorado Aeronautical Board, Section 43-10-104, C.R.S. (2016)
Primary Funding Source: State Aviation Fund, Section 43-10-109, C.R.S. (2016)
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, in accordance with its mission statement: “In support of the Colorado Department of Transportation’s development of a forward-looking multi-modal transportation system in the 21st century, the Colorado Division of Aeronautics shall promote partnering with its public and private constituents to enhance aviation safety, aviation education, and the development of an effective air transportation system through the efficient administration of the Aviation Fund.” 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
- Enhance aviation safety through education.
- Promote economic development through the development, operation, and maintenance of the state aviation system.

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.

Automated Weather Observing Systems (AWOS)

During its 2000 session, the Colorado General Assembly acknowledged the need for improved aviation weather reporting in the mountainous terrain along the Continental Divide. With shared funding from the Legislature and the Colorado Aviation Fund, twelve (12) Automated Weather Observing System (AWOS) sites were installed. These were sited at those critical mountain passes most vulnerable to weather-related aircraft accidents. The AWOS generates real time weather reports every minute, providing continuous, real-time weather reports for pilots, airport operators, weather data collectors, and the local community. The AWOS weather reports are made available to pilots via high quality, digitalized voice transmissions using a VHF frequency. They are also available by telephone for flight planning and can be sent to the FAA’s Weather Network for critical flight planning purposes. For more information about the Division’s AWOS systems, please visit: <https://www.codot.gov/programs/aeronautics/Periodicals/AnnualReport>.



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CDOT- Program Fact Sheet

Aeronautics (continued)

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 gasoline (avgas) sales
- A sales tax of 2.9 percent on the sale of commercial jet 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. (2016) 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	Proposed	Proposed
<i>Allocations</i>	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
Division of Aeronautics to Airports	30.7	14.6	18.5	21.9
Division of Aeronautics Administration	0.9	0.9	0.9	1.1
TOTAL	31.6	15.5	19.4	23.0

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Safe Routes to School

Web Page: <https://www.codot.gov/programs/bikeped/safe-routes>

Statutory Authorization: 23 USC Section 213

Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)

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

Budget Category: Pass-Through Funds / Multimodal Grants

Background

The Safe Routes to School (SRTS) program was established in Colorado in 2004 to distribute federal moneys received by the state or state moneys to eligible projects to improve safety for pedestrians and bicyclists in school areas and encourage children in kindergarten through 8th grade to safely bicycle and walk to and from school. Successful SRTS programs are designed around the 5 “E’s” – engineering, education, encouragement, enforcement, and evaluation – to achieve the greatest gains. SRTS equitably supports the diverse transportation needs of Colorado youth of all abilities, income levels, races, and national origins in rural, suburban, and urban communities. The programs contribute to Colorado’s quality of life through healthier lifestyles, expanded commuting options, and easier access to schools and neighborhoods.

Eligible activities include but are not limited to:

- Planning, design, and construction of safe school routes for children to walk and bike to and from school
- Planning, design, and construction of facilities for pedestrians and bicyclists to travel to and from school
- Educating children, parents, and communities about safe walking and bicycling practices and the health benefits that result from walking and bicycling to and from school

Funding

Funds are awarded through a statewide competitive process for construction and education projects chosen by an advisory committee appointed by CDOT’s executive director. \$2.0 million is committed to fund infrastructure projects and \$0.5 million for non-infrastructure projects annually. More information about the committee and SRTS can be found at:

<https://www.sos.state.co.us/CCR/GenerateRulePdf.do?ruleVersionId=6092&fileName=2%20CCR%20601-19>

Safe Routes to Schools (in \$millions)				
	Actual	Actual	Proposed	Proposed
Allocations	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
Safe Routes to Schools	0.0	0.0	2.5	2.5
TOTAL	0.0	0.0	2.5	2.5

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Transportation Alternatives

Web Page: <https://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.cfm>

Statutory Authorization: 23 USC Section 213

Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)

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 and continued as a set-aside under Section 1109 of the FAST Act. The TAP provides funding for bicycle, pedestrian, historic, scenic, and environmental mitigation transportation projects. The TAP replaces the funding from pre-MAP-21 programs including Transportation Enhancements, Scenic Byways, Safe Routes to School, and Recreational Trails by wrapping some elements of those programs 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	Proposed	Proposed
Allocations	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
Recreational Trails Allocation	1.6	1.6	1.6	1.6
Transportation Alternatives Program Allocation	11.9	12.4	12.0	12.4
TOTAL	13.5	14.0	13.6	14.0

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Surface Transportation Program - Metro

Web Page: <https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.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. 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	Proposed	Proposed
Allocations	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
STP-Metro Program Allocation	47.5	51.4	51.8	53.0
TOTAL	47.5	51.4	51.8	53.0

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Congestion Mitigation & Air Quality

Web Page: <https://www.fhwa.dot.gov/fastact/factsheets/cmaqfs.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

Congestion Mitigation & Air Quality (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 national ambient air quality standards (NAAQS), 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
- Development of alternative fueling infrastructure and assistance in the conversion of public and private fleets to alternative fuel vehicles such as compressed natural gas (CNG), propane, or electric vehicles
- 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



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CDOT- Program Fact Sheet

Congestion Mitigation & Air Quality (continued)

Funding (continued)

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

Congestion Mitigation & Air Quality (CMAQ) Improvement Program Budget Allocation (in \$millions)				
	Actual	Actual	Proposed	Proposed
<i>Allocations</i>	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
CMAQ - Program Allocation	46.0	47.3	47.4	48.3
TOTAL	46.0	47.3	47.4	48.3

Source: CDOT Office of Financial Management & Budget



Colorado Department of Transportation

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CDOT- Program Fact Sheet

Metropolitan Planning

Web Page: <https://www.fhwa.dot.gov/fastact/factsheets/metropolitanplanningfs.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. The MPOs in Colorado are the Denver Regional Council of Governments (DRCOG), the Pikes Peak Area Council of Governments (PPACG), the North Front Range Metropolitan Planning Organization (NFRMPO), the Pueblo Area Council of Governments, and the Grand Valley MPO (GVMPO).

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	Proposed	Proposed
Allocations	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
Metropolitan Planning Program Allocation	7.7	8.2	8.3	8.4
TOTAL	7.7	8.2	8.3	8.4

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Bridge Off-System

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

Background

CDOT administers the Bridge Off-System local agency bridge program. This program provides bridge inspection and inventory services to cities and counties, as well as grants for bridge replacement or bridge rehabilitation projects. CDOT maintains a select list of local agency bridges to determine eligibility for bridge replacement and major rehabilitation grants. The grants are authorized by the Special Highway Committee.

The Code of Federal Regulations (CFR) stipulates that at least 15% 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	Proposed	Proposed
Allocations	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
Bridge Off System Allocation	9.5	9.6	9.5	9.5
TOTAL	9.5	9.6	9.5	9.5

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Transit and Rail

Web Page: <https://www.codot.gov/programs/transitandrail>
Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2016)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)
Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2016);
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
- Operating the Bustang interregional bus service connecting local transit providers along the I-25 and I-70 corridors
- 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 and/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)
- Federal grants and apportionments
- Local matching funds

In FY 2015-16 and FY 2016-17, General Fund transfers were triggered per S.B. 09-228, increasing allocations to the Division through the Strategic Projects Program.



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CDOT- Program Fact Sheet

Transit and Rail (continued)

Funding (continued)

Transit Program Budget Allocation (in \$millions)				
	Actual	Actual	Proposed	Proposed
<i>Allocations</i>	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
Federal Transit	27.1	26.6	28.7	27.5
Strategic Projects -Transit	0.0	19.9	7.9	7.9
State Transit (FASTER)	15.0	15.0	15.0	15.0
TOTAL	42.1	61.5	51.6	50.4

Source: CDOT Office of Financial Management & Budget



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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. (2016)

Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)

Primary Funding Source: Transportation Infrastructure Revolving Fund, Section 43-1-113.5, C.R.S. (2016)

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.



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State Infrastructure Bank (SIB) Allocation (in \$millions)				
	Actual	Actual	Proposed	Proposed
<i>Allocations</i>	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
SIB Allocation	0.4	0.4	0.4	0.4
TOTAL	0.4	0.4	0.4	0.4

Source: CDOT Office of Financial Management & Budget



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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. (2016)

Primary Funding Source: FHWA Emergency Relief Program

Budget Category: Transportation Commission Contingency / Debt Service

Background

The Permanent Recovery 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. 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 Recovery program is now responsible for managing the long term permanent recovery phase that is projected to take 3-5 years. The program oversees flood related activities between CDOT Regions, the Flood Recovery Office in Greeley, and the Flood Recovery Business Office in Denver at CDOT Headquarters.

The main objectives of the Permanent Recovery program are:

- 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 work in partnership with the local counties and municipalities to complete necessary local agency roadway repairs

Funding

Permanent recovery is funded 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 federally owned highways.

Permanent Recovery Program Budget Allocations (in \$millions)				
	Actual	Actual	Proposed	Proposed
Allocations	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
Permanent Recovery Allocation	0.0	147.4	103.6	106.7
Indirect Cost Allocation	0.0	16.7	15.1	14.0
Construction Engineering Allocation	0.0	10.4	8.7	8.8
TOTAL	0.0	174.5	127.4	129.5

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Contingency Funds

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2016)

Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)

Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2016)

Budget Category: Transportation Commission Contingency / Debt Service

Background

Every year, the Transportation Commission allocates funds to contingency reserves for the State Highway Fund in order 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 rock fall or landslide 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.

Contingency Program Allocation (in \$millions)				
	Actual	Actual	Proposed	Proposed
Allocations	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
TC Contingency Allocation	20.8	6.5	16.9	16.5
EMT Project Initiatives	0.0	0.0	0.0	9.7
Snow & Ice Reserve	10.0	10.0	10.0	10.0
TOTAL	30.8	16.5	26.9	36.2

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Debt Service & Certificates of Participation

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2016)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2016);
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. The amount listed below for FY 2016-17 represents the final payments for TRANs.

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	Proposed	Proposed
<i>Allocations</i>	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
CDOT Debt Service Program Allocation	167.8	167.8	128.9	0.0
Certificates of Participation-Property	2.4	2.4	2.3	2.4
Certificates of Participation-Energy	1.1	1.0	1.0	1.0
TOTAL	171.3	171.2	132.2	3.4

Source: CDOT Office of Financial Management & Budget



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Colorado Bridge Enterprise



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Colorado Bridge Enterprise

The Colorado Bridge Enterprise 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. (2016), 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 November 2011, term expiring July 2019)

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

District Four: Vacant
(Adams and Boulder counties and a portion of Broomfield County)

District Five: Ms. Kathy Gilliland; Commissioner.Gilliland@state.co.us
(Larimer, Morgan, and Weld counties and a portion of Broomfield County; appointed June 2011, term expiring July 2019)

District Six: Ms. Kathy Connell; Commissioner.Connell@state.co.us
(Clear Creek, Gilpin, Grand, Jackson, Moffat, Rio Blanco, and Routt counties; appointed June 2011, term expiring July 2019)

District Seven: Ms. Kathryn Hall; Commissioner.Hall@state.co.us
(Chaffee, Delta, Eagle, Garfield, Gunnison, Lake, Mesa, Montrose, Ouray, Pitkin, and Summit counties; appointed September 2015, term expiring July 2019)

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. Rocky Scott; Commissioner.Scott@state.co.us
(El Paso, Fremont, Park, and Teller counties; appointed September 2015, term expiring July 2019)

District Ten: Mr. William 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 2019)

Mr. Gary M. Reiff is the Chair of the Transportation Commission and Ms. Sidney Zink is the Vice Chair. 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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Bridge Enterprise Revenue Summary

Summary of BE Revenue Estimate	
Funding Category	FY 2017-18
State Bridge Safety Surcharge	104,630,664
Miscellaneous Enterprise Revenue	1,711,000
Build America Bonds Credit	5,900,000
Transfer from CDOT	0
Bridge Enterprise - Total Revenue	112,241,665



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Bridge Enterprise - Revenue Source Fact Sheet

Colorado Bridge Enterprise Revenue

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

Statutory Authorization: Section 43-4-802, et seq., C.R.S. (2016)

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 created the Colorado 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 Enterprise is empowered to finance the design, repair, or reconstruction of designated bridges on the state highway system using revenues from an annual bridge safety surcharge that is collected from vehicle registrations. The vehicle registration fee is based on vehicle weight and ranges from \$13 to \$32 per vehicle.

Revenue History and Projection

State Bridge Enterprise Revenue (in \$millions)				
	Actual	Actual	Estimate	Estimate
<i>Funding Source</i>	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
Bridge Safety Registration Surcharge	98.0	100.9	102.1	104.6
Other Enterprise Charges	0.0	0.0	0.0	0.0
Interest Income	3.1	2.4	3.5	1.7
Build America Bonds Credit	5.9	5.9	6.0	5.9
Transfer from CDOT	15.0	15.0	15.0	0.0
TOTAL	122.0	124.2	126.6	112.2



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Bridge Enterprise - Program Fact Sheet

Bridge Enterprise Program Allocation Summary

Summary of BE Program Allocations	
State Bridge Enterprise Fiscal Year 2017 - 2018 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	76,095,761
BE Transfer from CDOT for Projects	15,000,000
Total Contracted Out Work	91,095,761
Total Maintain - Maintaining What We Have	92,095,761
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	112,241,665



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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. (2016)

Governance: Statewide Bridge Enterprise Board, Section 43-4-805, C.R.S. (2016)

Primary Funding Source: Statewide Bridge Enterprise Special Revenue Fund, Section 43-4-805(g), C.R.S. (2016)

Budget Category: Maintain – Maintaining What We Have

Background

Senate Bill 09-108 (FASTER) created Colorado Bridge Enterprise (BE), a government-owned business entity within the Department. To qualify for the Bridge Enterprise funding, a bridge must be either structurally deficient or functionally obsolete, and rated below 50 according to federal bridge sufficiency guidelines. 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, 194 FASTER-eligible bridges have been identified. As of June 2016, 124 of these bridges have been replaced or repaired, 17 are in construction, 16 are in design or the design is complete, with 37 bridges remaining. In December of 2010 the Enterprise issued \$300 million in bonds to accelerate the replacement and/or reconstruction of poor bridges; 89 of the FASTER-eligible bridges were partially or fully funded with bond proceeds. The number of bridges funded with bond proceeds was revised in 2015 to account for only bridges that were budgeted. Previous counts included bridges that had been programmed with bond funds but ultimately were budgeted with other funds. As of June 2016, all bond funds have been expended.

Funding

The main source of revenue to the Enterprise is the Bridge Safety Surcharge with the bond proceeds having been expended.

Bridge Enterprise (BE) Operating Budget Allocations (in \$millions)				
	Actual	Actual	Proposed	Proposed
Allocations	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
BE - Maintenance Allocation	1.0	1.0	0.6	1.0
BE - Administration Allocation	1.9	1.9	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	21.1	21.1	20.7	21.1

Source: CDOT Office of Financial Management & Budget



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Bridge Enterprise - Program Fact Sheet

Colorado Bridge Enterprise (continued)

Funding (continued)

Bridge Enterprise (BE) Construction Program Allocations (in \$millions)				
	Actual	Actual	Proposed	Proposed
<i>Allocations</i>	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
BE - Projects Allocation	80.2	87.0	87.9	75.1
Indirect Cost Allocation	12.7	9.9	11.4	9.8
Construction Engineering Allocation	7.9	6.1	6.6	6.2
TOTAL	100.8	103.0	105.9	91.1

Source: CDOT Office of Financial Management & Budget



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High Performance Transportation Enterprise



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High Performance Transportation Enterprise

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

(Appointed 2015, 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. Jan Martin;

Jan@martinbusinessgroup.com

(Appointed January 2016, term expiring October 2017)

North Front Range Area: Mr. Don Marostica;

Don@donmarostica.com

(Appointed November 2015, term expiring October 2018)

I-70 Mountain Corridor: Mr. Thad Noll;

Thad.Noll@summitcountyco.gov

(Appointed November 2015, term expiring October 2018)

Ms. Kathy Gilliland is Chair of the board, Mr. Don Marostica is Vice Chair. Mr. David Spector is the Director of the Enterprise.



Colorado Department of Transportation

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HPTE Revenue Summary

Summary of HPTE Revenue Estimate	
Funding Category	FY 2017-18
Tolling and Managed Lanes Revenue	13,754,350
Interest Income	200,000
Transfer from CDOT	0
Fee For Service	4,774,500
High Performance Transportation Enterprise - Total Revenue	18,728,850



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HPTE - Revenue Source Fact Sheet

High Performance Transportation Enterprise Revenue

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

Statutory Authorization: Section 43-4-806, C.R.S. (2016)

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
Funding Source	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
Tolling and Managed Lanes Revenue	4.0	2.4	3.4	13.8
Interest Income	0.6	0.3	0.2	0.2
Transfer from CDOT	1.0	0.0	0.0	0.0
Fee for Service	0.0	2.0	2.1	4.8
TOTAL	5.6	4.7	5.7	18.8



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HPTE Program Allocation Summary

Summary of HPTE Program Allocations	
High Performance Transportation Enterprise Fiscal Year 2017 - 2018 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	13,954,350
Total Contracted Out Work	13,954,350
Total Expand - Increasing Capacity	13,954,350
Deliver - Program Delivery/Administration	
High Performance Transportation Enterprise--Administration & Legal Fees	4,774,500
Total Deliver - Program Delivery/Administration	4,774,500
Debt Service	
High Performance Transportation Enterprise - Debt Service	-
Total Debt Service	-
Total Transportation Commission Contingency / Debt Service	-
Total HPTE Program Allocations	18,728,850



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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. (2016)

Governance: HPTE Board, Section 43-4-806 (2) (a), C.R.S. (2016)

Primary Funding Source: Statewide Transportation Enterprise Special Revenue Fund, Section 43-4-806 (3) (a), C.R.S. (2016)

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 payment concession agreements
- Toll risk concession agreements
- Design-build contracting

Funding

The main sources of revenue to the Enterprise are:

- Fees earned for consulting services
- User fees

High Performance Transportation Enterprise (HPTE) Operating Budget Allocations (in \$millions)				
	Actual	Actual	Proposed	Proposed
Allocations	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
HPTE - Maintenance Allocation	0.0	0.0	0.0	0.0
HPTE - Administration Allocation	1.4	1.2	2.1	4.8
HTPE - Debt Service	0.0	0.8	0.0	0.0
TOTAL	1.4	2.0	2.1	4.8

Source: CDOT Office of Financial Management & Budget



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HPTE - Program Fact Sheet

High Performance Transportation Enterprise Allocations (continued)

Funding (continued)

High Performance Transportation Enterprise (HPTE) Construction Program Allocations (in \$millions)				
	Actual	Actual	Proposed	Proposed
Allocations	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
HPTE - Projects Allocation	3.4	0.5	2.9	14.0
Indirect Cost Allocation	0.5	0.1	0.4	0.0
Construction Engineering Allocation	0.3	0.0	0.2	0.0
TOTAL	4.2	0.6	3.5	14.0

Source: CDOT Office of Financial Management & Budget



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Appendices



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Appendix A

Senate Bill 09-108 (FASTER) Overview

Funding Advancement for Surface Transportation and Economic Recovery (FASTER)

Statutory Authorization: Section 43-4-801, et seq., C.R.S. (2016)

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://hermes.cde.state.co.us/drupal/islandora/object/co%3A2038>), 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 https://www.fhwa.dot.gov/ipd/fact_sheets/babs.aspx) in December 2010. For more information, (see <https://www.codot.gov/programs/BridgeEnterprise>).



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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	https://www.fhwa.dot.gov/ipd/p3/default.aspx
Operating concession agreements	https://www.fhwa.dot.gov/ipd/p3/resources/primer_high_way_concessions_p3.aspx
User fee-based project financing	http://bit.ly/tollfinance
Availability payments	http://bit.ly/availabilitypayments
Design-build contracting	https://www.fhwa.dot.gov/ipd/p3/defined/design_build_operate.aspx

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>).



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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 2014-15	Actual FY 2015-16	Estimate FY 2016-17	Estimate FY 2017-18
Road Safety Surcharges	123.7	127.3	129.6	132.0
Late Registration Fees	17.9	18.7	18.6	19.5
Daily Vehicle Rental Fees	30.5	31.7	30.3	34.7
Oversize/Overweight Vehicle Surcharges	1.4	1.2	1.4	1.3
Local Transit and Rail	5.0	5.0	5.0	5.0
Bridge Safety Registration Surcharge	98.0	100.9	102.1	104.6
TOTAL	276.5	284.8	287.0	297.1

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. (2016)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2016)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2016)
Budget Category: Maintain -Maintaining What We Have
Maximize - Making the Most of What We Have
Expand – Increasing Capacity

Background

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

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

- Construction oversight
- Materials testing
- Design services under construction

Funding

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

- The State Highway Fund
- Federal reimbursement for eligible expenditures



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Project Indirect Costs & Construction Engineering (continued)

Funding (continued)

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

FY 2017-18 Budget Allocations Net of Indirect / Construction Engineering (CE)				
Program Area	Net		Indirect Cost Allocation	Total Allocation
	Budgeted Fund	CE Allocation		
Surface Treatment Program	186.6	24.4	15.5	226.5
Structures On-System Program	57.7	7.6	4.8	70.1
Geohazards Mitigation Program	8.5	1.1	0.7	10.3
Highway Safety Improvement Program	35.0	4.6	2.9	42.5
Railway-Highway Crossings Program	2.8	0.3	0.2	3.3
Hot Spots Program	1.8	0.3	0.1	2.2
Traffic Signals Program	12.8	1.7	1.1	15.6
FASTER - Safety Projects	51.5	6.7	4.3	62.5
Permanent Water Quality Mitigation	5.4	0.7	0.5	6.5
Safety Education Program	12.5	1.2	0.7	14.4
Congestion Relief Program	3.9	0.6	0.3	4.8
Regional Priority Program	39.9	5.2	3.3	48.4
RoadX	10.0	1.3	0.9	12.1
ADA Compliance	8.7	1.1	0.8	10.5
Strategic Transportation Investment Project Program	58.6	7.7	4.9	71.1
National Highway Freight Program	15.2	2.0	1.3	18.5
Permanent Recovery	106.7	14.0	8.8	129.5
Bridge Enterprise Projects	75.1	9.8	6.2	91.1
HPTE - Projects	14.0	0.0	0.0	14.0

Source: CDOT Office of Financial Management & Budget



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