



Colorado Department of Transportation
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Colorado Department of Transportation



Final Budget Allocation Plan *for* Fiscal Year 2018-19

Governor John Hickenlooper

March 15, 2018



Colorado Department of Transportation

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COLORADO DEPARTMENT OF TRANSPORTATION

Final Budget Allocation Plan for Fiscal Year 2018-19

John Hickenlooper, Governor

Michael P. Lewis, Executive Director

Transportation Commission

Sidny Zink, Chair, Durango, District 8

Shannon Gifford, Vice-Chair, Denver, District 1

Kathleen Gilliland, Livermore, District 5

Ed Peterson, Lakewood, District 2

Luella Chavez D'Angelo, Lone Tree, District 3

Karen Stuart, Broomfield, District 4

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 – 18-03-12 the Transportation Commission presents the Budget for the period July 1, 2018 through June 30, 2019 for approval by the Governor.

Approved: _____

Date: _____

Made pursuant to the provisions of Sections 43-1-106 and 43-1-113, C.R.S. (2017)

Resolution #TC-18-03-12

Resolution for the fiscal year 2018-19 annual budget.

Approved by the Transportation Commission on March 15, 2018.

WHEREAS, C.R.S. § 43-1-113 (2) requires the Transportation Commission to submit a draft budget allocation plan for moneys subject to its jurisdiction for the fiscal year beginning on July 1, 2018 to the Joint Budget Committee, the House Transportation and Energy Committee, the Senate Transportation Committee and the Governor on or before December 15, 2017 for their review and comments; and

WHEREAS, C.R.S. § 43-1-113(9)(c) requires the Transportation Commission adopt a final budget allocation plan, which shall upon approval by the Governor constitute the budget for the Department of Transportation for Fiscal Year 2018-19; and

WHEREAS, the chart below shows the baseline Fiscal Year 2018-19 budget recommendations for Asset Management:

Asset Class	FY 2018-19 (millions of \$)
Surface Treatment	\$225.4
Bridge, BE and Bridge Fixed Costs	\$142.5
MLOS	\$272.8
Buildings	\$20.2
Culverts	\$7.6
Tunnels	\$8.4
ITS	\$23.5
Road Equipment	\$26.8
Geohazards	\$8.4
Walls	\$4.6
Traffic Signals	\$14.8
TOTAL	\$755.0

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

WHEREAS, the Fiscal Year 2018-19 budget allocation plan contains funding requests from Colorado Department of Transportation Divisions to increase program allocations

from the Fiscal Year 2017-18 budget allocation plan; and

WHEREAS, these funding requests are included within the Fiscal Year 2018-19 budget allocation plan; and

WHEREAS, Senate Bill 17-267 is expected to create upwards of \$1.88 billion in funding for transportation beginning in FY 2018-19; and

WHEREAS, \$380.0 million of Senate Bill 17-267 proceeds are allocated to Strategic Projects in the FY 2018-19 budget; and

WHEREAS, the Transportation Commission has authorized a Program Reserve line item in the Fiscal Year 2018-19 budget allocation plan for future Division funding requests; and

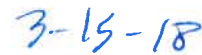
WHEREAS, Fiscal Year 2018-19 revenue forecasts are based on current federal appropriation guidelines, which may change by July 1, 2018; and

WHEREAS, the Transportation Commission has the statutory authority to alter the Fiscal Year 2018-19 proposed budget allocation plan before and/or after it is delivered to the Governor on April 15, 2018.

NOW THEREFORE BE IT RESOLVED, that the Colorado Department of Transportation's budget allocation plan for the period of July 1, 2018 through June 30, 2019, including \$755.0 million allocated to Asset Management Programs as indicated above, is approved by the Transportation Commission for submittal to the Governor on or before April 15, 2018.



Herman Stockinger, Secretary
Transportation Commission of Colorado



Date



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Table of Contents

Introduction	3
Revenue Overview	4
Program Management	6
Cash Management.....	6
Budget Layout.....	7
Organizational Chart	8
CDOT Boards & Commissions.....	10
The Colorado Transportation Commission	10
The Colorado Aeronautical Board	12
CDOT Revenue Overview.....	14
Highway Users Tax Fund (HUTF) Revenue.....	16
Miscellaneous State Highway Fund	18
Safety Education Funding.....	19
Capital Construction Fund Appropriations	21
Senate Bill 17-267 – General Fund Transfer (Strategic Projects)	22
Transit Revenue	23
Aeronautics Revenue	25
State Infrastructure Bank Interest Income.....	26
Federal Highway Revenue – The Highway Trust Fund (Highway Account).....	27
CDOT Program Allocation Fact Sheets.....	29
CDOT Program Summary	30
Maintenance.....	31
Surface Treatment	33
Structures On-System	34
Geohazards Program.....	35
Highway Safety Improvement Program.....	36
Railway-Highway Crossings Program	37
Hot Spots.....	38
Traffic Signal and Ramp Metering Program	39
FASTER Safety	41
Permanent Water Quality Program	42
Capital Expenditures.....	43
Transportation Systems Management & Operations: Performance Programs & Services	45
Transportation Systems Management & Operations: Intelligent Transportation Systems	46
Highway Safety Education.....	48
Transportation Systems Management & Operations: Congestion Relief.....	51



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Regional Priority Program	53
Road X	54
ADA Compliance.....	55
Strategic Projects	56
National Highway Freight Program	57
Project Support – Operations, Planning, and Research	58
Administration	60
Aeronautics	61
Safe Routes to School	63
Transportation Alternatives.....	64
Surface Transportation Program - Metro	65
Congestion Mitigation & Air Quality	66
Metropolitan Planning.....	68
Bridge Off-System	69
Transit and Rail.....	70
State Infrastructure Bank.....	72
Permanent Recovery	73
Contingency Funds	74
Debt Service & Certificates of Participation	75
Colorado Bridge Enterprise.....	77
The Colorado Bridge Enterprise Board.....	77
Bridge Enterprise Revenue Summary	78
Colorado Bridge Enterprise Revenue	79
Bridge Enterprise Program Allocation Summary.....	80
Colorado Bridge Enterprise Allocations	81
High Performance Transportation Enterprise	83
The High Performance Transportation Enterprise Board	83
HPTE Revenue Summary	84
High Performance Transportation Enterprise Revenue	85
HPTE Program Allocation Summary	86
High Performance Transportation Enterprise Allocations.....	87
Appendix A.....	89
Senate Bill 09-108 (FASTER) Overview	89
Appendix B.....	91
Open Project Funds	93
Appendix C.....	92
Project Indirect Costs & Construction Engineering	92



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Introduction

About the Department

The Colorado Department of Transportation (CDOT) is a 1.6 billion dollar per year, 3,068 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 30 billion vehicle miles of travel. Although the Interstate system accounts for only about 10%, or 952, 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 the 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 35,066 lane miles of roadway
- Utilized 188,403 tons of asphalt and 1.16 million gallons of liquid asphalt
- Striped more than 19,698 stripe miles and installed 300,992 square feet of pavement markings
- Snowplowed, sanded, and/or deiced 6 million miles of highway
- Managed 304 hours of road closures due to snow
- Applied 222,662 tons of solid deicer and 12 million gallons of liquid deicer
- Repaired/installed 136,488 feet of snow fence
- Disposed of 68,674 cubic yards of trash with help from 4,673 Adopt-A-Highway volunteers and another 8,218 bags of trash with the support of 265 corporate sponsors
- Replaced or repaired 52,000 signs and sign posts
- Repaired or installed over 14.2 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 inter-regional Express Bus service, and assists 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 the 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.

Spotlight on Asset Management

Federal legislation requires states to develop a risk-based asset management plan for pavement and bridges on the National Highway System (NHS), to improve or preserve the condition of the assets and performance of the highway system. States that do not develop and implement the asset management plan will see their federal transportation funding reduced by 35%. The plan must include: A summary list, including condition, of the state's pavement and bridges on the National Highway System; Asset management objectives and measures; Performance gap identification; Life-cycle cost and risk management analysis; a financial plan; and Investment strategies. CDOT's plan includes many more assets than required by federal legislation.

CDOT maintains more than 9,100 miles of highways and about 3,400 bridges statewide as part of its mission to provide the best multi-modal transportation system for Colorado that most effectively and safely moves people, goods and information. Due to increased demand and diminishing funding, previous approaches to maintaining the transportation system are no longer sufficient. As a result, CDOT's executive director and the Transportation Commission directed staff to develop the Risk-Based Asset Management



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Introduction (continued)

Plan to chronicle CDOT's history of asset management, and define a framework for implementing new asset management strategies. Currently, CDOT's asset management plan has received funding approval by the Transportation Commission through FY 2021-22 in 10 categories: Surface Treatment, Bridge Fixed Costs (including Bridge Enterprise), Maintenance Levels of Service (MLOS), Buildings, Culverts, Tunnels, Intelligent Transportation Services, Road Equipment, Geohazards, Walls, and Traffic Signals. For fiscal year 2018-19, a total of \$755.0 million in asset management funding has been approved.

Bridge Enterprise (BE) is one program that is helping CDOT achieve its Asset Management goals for bridges. Created in 2009 under the FASTER legislation, BE is tasked with the repair, rehabilitation, and replacement of bridges identified as “poor” per federal guidelines and has a status of either structurally deficient or functionally obsolete. As of June 2017, 201 FASTER-eligible bridges have been identified and 132 of these bridges have been replaced or repaired. According to the 2017 Transportation Deficit Report, this dedicated funding stream has greatly improved overall bridge condition around the state and has increased the total percentage of deck area on the state highway system rated Not Structurally Deficient to 95 percent in 2016.*

One of the most significant Bridge Enterprise projects that addresses poor bridge deck area is the Central 70 project. At the heart of the project is the removal of the 50-year-old viaduct and lowering of the interstate between Brighton and Colorado boulevards. Bridge Enterprise identified the viaduct as one of the 30 worst bridges in the state when the Enterprise was created in 2009, and is the last of the 30 worst bridges to be addressed. As of June 2017, the viaduct represents 56 percent of Colorado's total BE eligible bridge deck area. Addressing the viaduct as part of the Central 70 project will help CDOT meet the Transportation Commission's metric for maintaining a minimum goal of 90 percent or more of deck area rated Not Structurally Deficient on the state highway system.

In addition to the Bridge Enterprise, CDOT's Geohazards program has also contributed to CDOT's Asset Management goals. Geohazards include landslides, rockslides, rockfalls, debris flows, embankments, sinkholes and other geological related hazards that pose significant risks to CDOT assets on the Colorado highway system. The threat to CDOT asset performance from geohazards is measured and managed using the Geohazard Management Plan (GMP), which uses a risk based system to measure the threat these hazards have on areas of system performance including safety, mobility and maintenance. The risk from geohazards is reduced through a combination of critical corridor projects, event response and ongoing slope monitoring.

Past projects of the Geohazards program include two phases of rockfall and slope stability work on I-25 – Raton Pass in south-central Colorado. Another recent project involved the emergency response work in Glenwood Canyon following the February 2016 rockslide on I-70. This event caused a diversion on the

* <https://www.codot.gov/library/AnnualReports/2017-transportation-deficit-report/view>



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Introduction (continued)

corridor for multiple weeks, illustrating the impact that geohazards can create for the traveling public if not mitigated. Upcoming projects include corridor mitigation in: 1) Clear Creek Canyon; 2) US 6 between Golden and Idaho Springs; 3) the Ute Canyon; 4) US 24 west of Manitou Springs; and 5) Updating rockfall fences in Glenwood Canyon. CDOT is also in the process of studying the efficacy of a remote sensing program where regular photogrammetry and/or laser scans of geohazards corridors are used to create three dimensional models that can be compared to each other to identify locations of slope instability. The Geohazards program will be funded at \$8.4 million in FY 2018-19.

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 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.

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 Department's cash balance and works with the Office of Program Management to match available funding to projects that are phase-ready. Since it was implemented in FY 2014-15, the office has developed department-wide guidance for requesting and validating funding for construction projects. This practice has shown to maximize the ability to advance more dollars to construction projects.

The office has 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.

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 expenditure and revenue assumptions to include items such as: devolutions; payouts to



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Introduction (continued)

construction vendors; indirect and construction engineering costs; debt service and payroll; state revenues; federal reimbursements; and local agency contributions.

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 adoption by the Transportation Commission on March 15th, 2018 the Final Budget Allocation Plan will be available at <https://www.codot.gov/business/budget/cdot-budget>.



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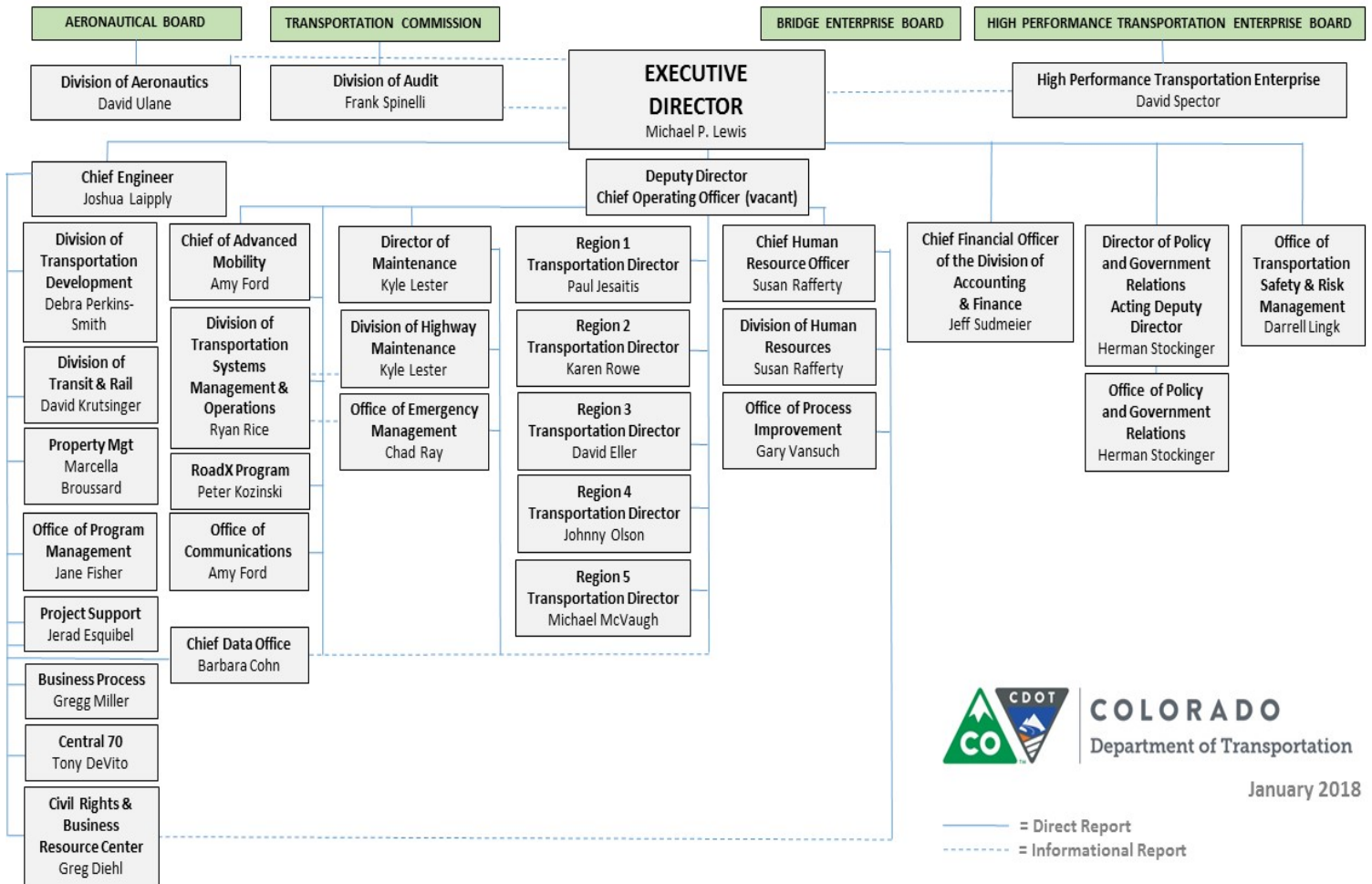
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Introduction (continued)

Organizational Chart

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



COLORADO
Department of Transportation

January 2018



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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. (2017). 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; reappointed July 2017, term expiring July 2021)

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: Ms. Luella Chavez D'Angelo; Commissioner.D'Angelo@state.co.us

(Arapahoe and Douglas counties; appointed July 2017, term expiring July 2021)

District Four: Ms. Karen Stuart Commissioner.Stuart@state.co.us

(Adams and Boulder counties and a portion of Broomfield County; appointed July 2017, term expiring July 2021)

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; reappointed July 2017, term expiring July 2021)

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; reappointed July 2017, term expiring July 2021)

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)

Ms. Sidney Zink is the Chair of the Transportation Commission and Ms. Kathy Gilliland 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.

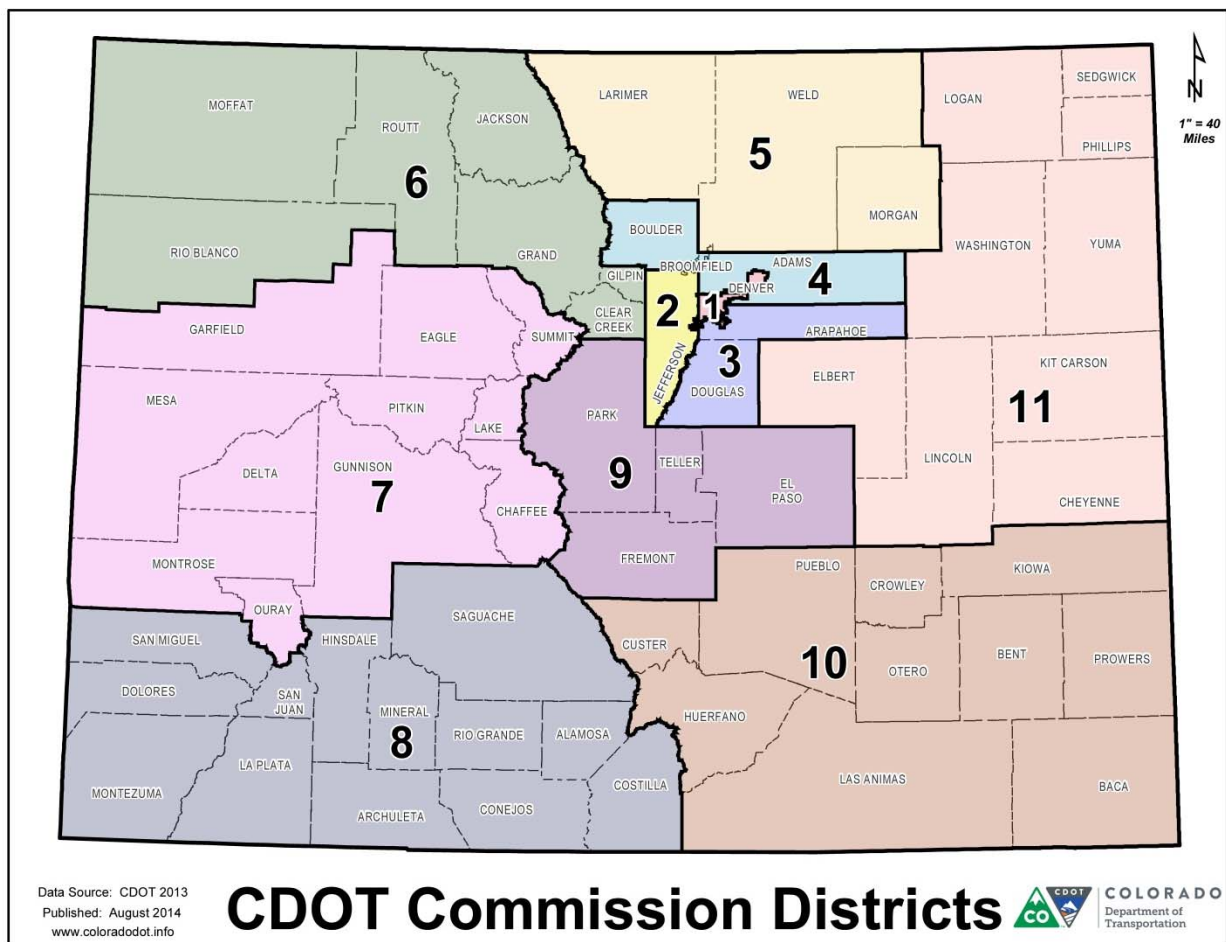


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CDOT Boards & Commissions (continued)

Transportation Commission District Map





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CDOT Boards & Commissions (continued)

The Colorado Aeronautical Board

Per Section 43-10-104, C.R.S. (2017), 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. Chic Meyers** Chic.Meyers@state.co.us
(Eastern Slope Governments; appointed November 2017, term expiring December 2020)
- **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 2020)
- **Mr. John Reams** John.Reams@state.co.us
(Western Slope Representative; appointed February 2012, term expiring December 2020)
- **Mr. Joe Rice** Joe.Rice@state.co.us
(Aviation Interests-at-Large; appointed December 2014, term expiring December 2020)
- **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 2020)

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. This ceased in FY 2017-18 with the passing of Senate Bill 09-267.
- Senate Bill 09-267 created an up-front funding stream for the Department in the form of Certificate of Participation (COP) proceeds. CDOT could receive up to \$1.88 billion in proceeds from the General Assembly from FY 2018-19 through FY 2021-22. At least 25% of the proceeds must be used in rural areas, while at least 10% of the proceeds must be used for transit projects. The statute, as it is currently written, mandates that \$50.0 million of the annual COP payback come from the State Highway Fund, while \$100.0 million come from the General Fund.

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.



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CDOT Revenue Overview (continued)

- 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.

Summary of CDOT Revenue Estimate	
Funding Category	Estimate FY 2018-19
Highway User Tax Fund (HUTF) Revenue	574,662,115
Miscellaneous State Highway Fund	26,556,000
Safety Education Funding	11,044,000
Capital Construction Fund Appropriations	500,000
Senate Bill 17-267 - General Fund transfer	380,000,000
Transit Revenue	47,250,469
Aeronautics Revenue	25,500,000
State Infrastructure Bank Interest Income	400,000
Federal Highway Revenue - The Highway Trust Fund (Highway Account)	558,168,654
Colorado Department of Transportation - Total Reve	1,624,081,238



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CDOT - Revenue Source Fact Sheet

Highway Users Tax Fund (HUTF) Revenue

Statutory Authorization: Section 43-4-201, C.R.S. (2017)

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)	
	Estimate
Funding Source	FY 2018-19
Motor Fuel Tax	618.0
Motor Vehicle Registration	226.0
Other Miscellaneous HUTF	34.1
SB 09-108 Road Safety Surcharges	137.0
SB 09-108 Late Registration Fees	21.5
SB 09-108 Daily Vehicle Rental Fees	36.0
SB 09-108 Oversize/Overweight Vehicle Surcharges	1.1
TOTAL	1,073.7

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. (2017) 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)	
	Estimate
Entity Type	FY 2018-19
Off the Top Deductions to Colorado State Patrol and Department of Revenue	127.1
CDOT	574.7
Counties	213.3
Municipalities	145.0
Distributed for Other Purposes	11.7
TOTAL	1,071.8



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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)	
<i>Funding Source</i>	Estimate FY 2018-19
Motor Fuel Tax	320.1
Motor Vehicle Registrations	114.3
Other HUTF Revenue	22.9
SB 09-108 Revenue Collections	117.4
TOTAL	574.7



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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)				
<i>Funding Source</i>	Actual FY 2015-16	Actual FY 2016-17	Budget FY 2017-18	Estimate FY 2018-19
Permits	7.2	6.9	7.5	7.4
Service Charges	3.0	6.5	2.5	3.3
Sales (bid plans & specs.)	1.4	1.5	1.5	1.4
Damage Awards	5.2	6.2	5.4	6.1
Interest Earned	8.5	7.5	7.5	7.2
Property (sales & rentals)	2.0	1.3	2.1	1.2
TOTAL	27.3	29.9	26.5	26.6



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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. (2017)
First Time Drunk Driving Offenders Account – Section 42-2-132, C.R.S. (2017)
Motorcycle Operator Safety Training Fund – Section 43-5-504, C.R.S. (2017)
Marijuana Tax Cash Fund: Section 39-28.8-501(1), C.R.S. (2017)
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.

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)				
<i>Funding Source</i>	Actual FY 2015-16	Actual FY 2016-17	Budget FY 2017-18	Estimate FY 2018-19
NHTSA	9.1	8.6	10.0	8.1
Motorcycle Operator Safety Training Fund	0.9	1.0	0.9	-
First Time Drunk Driving Fund	1.5	1.5	1.5	1.5
Law Enforcement Assistance Fund	0.5	0.4	0.5	0.5
Marijuana Tax Cash Fund	0.4	0.9	1.0	1.0
TOTAL	12.4	12.4	13.9	11.1



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CDOT - Revenue Source Fact Sheet

Capital Construction Fund Appropriations

Statutory Authorization: Section 43-1-113 (2.5), C.R.S. (2017)

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)				
	Actual	Actual	Budget	Estimate
<i>Funding Source</i>	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19
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 17-267 – General Fund Transfer (Strategic Projects)

Web Page: <https://leg.colorado.gov/bills/sb17-267>
Statutory Authorization: Section 24-82-1301, et seq., C.R.S. (2017)
Funding Type(s): General Purpose Revenue

Background

In 2017 the General Assembly enacted Senate Bill (SB) 17-267, which:

- Reallocates SB 09-228 General Fund transfers beginning in FY 2018-19 from CDOT to help supplement rural school districts.
- Allows the Department of Personnel and Administration (DPA) to enter into up to \$2.0 billion in lease-purchase agreements using government buildings, with \$1.88 billion of the proceeds going to CDOT and \$120.0 million going to the Capital Construction Fund (CCF). CDOT must repay \$50.0 million annually for 23 years to the state for partial repayment of the COPs. The General Assembly is expected to payback up to \$100.0 million annually.
- Requires that each state department (CDOT received an exemption) cut its FY 2018-19 budget by 2% compared to FY 2017-18.
- Creates an Enterprise for state and federal Hospital Provider Fee (HPF) revenue, with a smaller reduction in the state TABOR cap in FY 2017-18.

Contingent General Fund Transfers to Transportation

The bill authorizes four consecutive General Fund transfers to CDOT beginning in FY 2018-19 for up to \$1.88 billion, dependent on the following conditions (C.R.S. 43-4-206 (1) (b) (V)):

- Proceeds of the lease-purchase agreements that are credited to the State Highway Fund shall be used only for qualified federal aid highway projects that are included in the Strategic Transportation Project Investment Program of CDOT and that are designated for Tier 1 funding as Ten-Year Development Program projects on the department's Development Program list, with at least 25% of the money being used for projects that are located in rural counties.
- No more than 90% of the proceeds shall be expended for highway purposes or highway-related capital improvements, and at least 10% of the proceeds shall be expended for transit purposes or for transit-related capital improvements.
- CDOT must report annually to the legislature on proceed expenditures and the status of related projects.

Revenue History and Projection

The Governor's Office of State Planning & Budgeting presently projects the following SB 17-267 transfer:

Senate Bill 09-228 and 17-267 - General Fund transfers (in \$millions)				
	Actual	Actual	Budget	Estimate
Funding Source	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19
Projected Transfer	199.2	79.0	79.0	380.0
TOTAL	199.2	79.0	79.0	380.0



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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. (2017)
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)				
	Actual	Actual	Budget	Estimate
<i>Funding Source</i>	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19
Federal Transit Administration Funding	18.9	24.5	19.6	26.2
Federal Transit Administration Local Match	10.2	12.6	10.6	14.3
Rail and Transit - State Highways	5.0	5.0	5.0	5.0
TOTAL	34.1	42.1	35.2	45.5



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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 (2017)
Aviation Fuel Sales Tax – Section 39-26-106, C.R.S. (2017)

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 (2017), 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. (2017), 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. (2017), 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	Budget	Estimate
<i>Funding Source</i>	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19
State Aviation Funding	15.2	25.3	22.8	25.5
Federal Aviation Administration Funding	0.3	-	0.2	-
TOTAL	15.5	25.3	23.0	25.5



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CDOT - Revenue Source Fact Sheet

State Infrastructure Bank Interest Income

Web Page: <https://www.codot.gov/business/budget/colorado-state-infrastructure-bank-co-sib.html>

Statutory Authorization: Transportation Infrastructure Revolving Fund – Section 43-1-113.5, C.R.S. (2017)

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)				
<i>Funding Source</i>	Actual FY 2015-16	Actual FY 2016-17	Budget FY 2017-18	Estimate FY 2018-19
SIB Interest	0.4	0.5	0.4	0.4
TOTAL	0.4	0.5	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	Budget	Estimate
<i>Funding Source</i>	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19
Federal Highway Administration Funding	720.6	664.8	656.3	536.4
Federal Highway Administration Local Match	20.8	20.9	21.6	21.8
TOTAL	741.4	685.7	677.9	558.2

*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 its Snow and Ice Contingency. This section also includes debt service on outstanding bonds or similar debt programs.

Colorado Department of Transportation Attachment A: FY 2018 - 19 Final Annual Budget						
CDOT	Budget Category			Directed By	FY 2018-19 Budget	Funding Source
1	Maintain - Maintaining What We Have					
2		CDOT Performed Work				
3			Roadway Surface	TC	37,487,230	
4			Roadside Facilities	TC	25,002,562	
5			Roadside Appearance	TC	10,964,746	
6			Structure Maintenance	TC	6,311,352	
7			Tunnel Activities	TC	6,141,692	
8			Snow and Ice Control	TC	82,553,949	
9			Traffic Services	TC	68,365,868	
10			Planning and Scheduling	TC	17,761,243	
11			Material, Equipment and Buildings	TC	18,211,358	
12						
13					272,800,000	
14						
15		Contracted Out Work				
16			Surface Treatment /1 /2	TC	225,400,000	FHWA/ SH/ 09-108: \$0.98M
17			Structures On-System Construction /1 /2	TC	37,410,000	FHWA/ SH/ 09-108: \$16.12M
18			Structures Inspection and Management /1 /2	TC	9,450,000	SH
19			Geohazards Mitigation /1	TC	8,400,000	09-108: \$10.3M
20			Highway Safety Improvement Program	FR	43,054,370	FHWA / SH
21			Railway-Highway Crossings Program	FR	3,395,698	FHWA / SH
22			Hot Spots	TC	2,167,154	FHWA / SH
23			Traffic Signals /1 /2	TC	16,272,823	FHWA/ SH/ 09-108: \$12.6M
24			FASTER - Safety Projects	TC	67,360,121	09-108
25			Permanent Water Quality Mitigation	TC	6,500,000	FHWA / SH
26						
27					419,410,166	
28						
29		Capital Expenditure				
30			Road Equipment /1 /2	TC	26,800,000	SH
31			Capitalized Operating Equipment	TC	3,028,000	SH
32			Property /1 /2	TC	20,200,000	SH
33						
34					50,028,000	
35						
36				Total:	742,238,166	
37	Maximize - Safely Making the Most of What We Have					
38		CDOT Performed Work				
39			TSM&O: Performance Programs and Services	TC	2,794,487	SH
40			TSM&O: Traffic Incident Management	TC	4,102,288	SH
41			TSM&O: ITS Maintenance /1	TC	23,500,000	SH
42						
43					30,396,775	
44		Contracted Out Work				
45			Safety Education	Comb	11,537,720	NHTSA / SSE
46			TSM&O: Congestion Relief	TC	6,450,000	FHWA / SH
47			Regional Priority Program	TC	48,375,000	FHWA / SH
48			ROADX	TC	12,096,525	FHWA / SH
49			ADA Compliance		-	FHWA / SH
50						
51					78,459,245	
52		Capital Expenditure				
53			TSM&O: ITS Investments	TC	10,000,000	FHWA / SH
54						
55					10,000,000	
56						
57				Total:	118,856,020	
58	Expand - Increasing Capacity					
59		CDOT Performed Work				
60						
61						
62		Contracted Out Work				
63			Strategic Projects	SL	342,000,000	SB 17-267
64			National Freight Program	FR	20,791,883	FHWA/SH
65						
66					362,791,883	
67						
68				Total:	362,791,883	
69	Deliver - Program Delivery/Administration					
70						
71			Operations [including maintenance support]	TC	32,230,683	SH
72			Projects Initiatives	TC	2,605,000	FHWA/SH
73			DTD Planning and Research - SPR	FR	14,192,374	FHWA/SH
74			Administration (Appropriated)	SL	35,845,118	SH
75			HPTE FEE for Service	TC	5,169,500	SH
76						
77					90,042,675	
78						
79				Total:	90,042,675	
80	Pass-Through Funds/Multi-modal Grants					
81		Aeronautics				
82			Division of Aeronautics to Airports	AB	24,235,195	SA
83			Division of Aeronautics Administration	AB	1,264,805	SA
84						
85					25,500,000	
86		Highway				
87			Recreational Trails	FR	1,591,652	FHWA
88			Safe Routes to School	TC	2,500,000	FHWA
89			Transportation Alternatives Program	FR	12,319,570	FHWA/LOC
90			STP-Metro	FR	54,037,405	FHWA/LOC
91			Congestion Mitigation/Air Quality	FR	50,313,066	FHWA/LOC
92			Metropolitan Planning	FR	8,421,886	FHWA/FTA/LOC
93			Bridge-Off System - TC Directed	TC	3,164,139	FHWA/FSH/LOC
94			Bridge-Off System - Federal Program	FR	6,245,256	FHWA/FSH/LOC
95						
96					138,592,974	
97		Transit				
98			Federal Transit	FR	38,924,000	FTA/LOC
99			Strategic Projects - Transit	SL	38,000,000	SB 17-267
100			Transit and Rail Local Grants	SL	5,000,000	09-108
101			Transit and Rail Statewide Grants	TC	3,000,000	09-108
102			Bustang	TC	5,200,000	09-108
103			Outrider Rural Regional Opps	TC	2,500,000	
104			Transit Administration and Operations	TC	1,000,000	09-108
105						
106					93,624,000	
107		Infrastructure Bank				
108			Infrastructure Bank	TC	400,000	SIB
109						
110					400,000	
111						
112				Total:	258,116,974	
113	Transportation Commission Contingency/Debt Service					
114		Permanent Recovery				
115			Permanent Recovery		-	FHWA
116						
117					-	
118		Contingency				
119			TC Contingency	TC	-	FHWA / SH
120			TC Program Reserve	TC	759,009	FHWA / SH
121			Snow & Ice Reserve	TC	10,000,000	SH
122						
123					10,759,009	
124		Debt Service				
125			Senate Bill 267 - Debt Service	DS	28,500,000	FHWA / SH
126			Certificates of Participation - Property	DS	2,361,784	SH
127			Certificates of Participation - HQ/R2/R4	DS	9,368,100	
128			Certificates of Participation - Energy	DS	1,046,627	SH
129						
130					41,276,511	
131						
132				Total:	52,035,520	

Flexible Funds

/1 FASTER Safety funds (\$40.0M) were substituted for flexible funds in appropriate Asset Management Programs.

Key to acronyms:

LOC=Local Matching Funds
SIB=St. Infrastructure Bank Interest
TC=Transportation Commission

DS= Debt Service Covenants
AB=Aeronautics Board
FTA=Federal Transit Administration

SH=State Highway funding
FHWA=Federal Highway Administration
FR=Federal Requirements

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

Revenue

1,624,081,238

State Bridge Enterprise Attachment A: FY 2018 - 19 Final Annual Budget						
State Bridge	Budget Category		Program Area	Directed By	FY 2018-19 Budget	Funding Source
1	Maintain - Maintaining What We Have					
2		CDOT Performed Work				
3			Maintenance	BEB	300,000	09-108
4			Scoping Pools	BEB	350,000	09-108
5			Bridge Preservation		100,000	
6						
7					750,000	
8		Contracted Out Work				
9			Bridge Enterprise Projects	BEB	95,596,000	09-108
10					95,596,000	
11						
12				Total:	96,346,000	
13	Maximize - Safely Making the Most of What We Have					
14		CDOT Performed Work				
15						
16					-	
17		Contracted Out Work				
18						
19					-	
20						
21				Total:	-	
22	Expand - Increasing Capacity					
23		CDOT Performed Work				
24						
25					-	
26		Contracted Out Work			-	
27						
28					-	
29						
30				Total:	-	
31	Deliver - Program Delivery/Administration					
32						
33			Administration and Legal Fees		1,660,000	09-108
34						
35					1,660,000	
36						
37				Total:	1,660,000	
38	Pass-Through Funds/Multi-modal Grants					
39		Highway				
40						
41					-	
42						
43				Total:	-	
44	Bridge Enterprise Contingency / Debt Service					
45		Contingency				
46			Contingency	BEB		09-108
47					-	
48		Debt Service				
49			Debt Service	BEB	18,234,000	FHWA/SH
50						
51					18,234,000	
52						
53				Total:	18,234,000	
					116,240,000	
					Revenue	116,240,000
Key to acronyms:						
BEB= Bridge Enterprise Board		DS= Debt Service Covenants				

High Performance Transportation Enterprise Attachment A: FY 2018 - 19 Final Annual Budget						
HPTE	Budget Category		Program Area	Directed By	FY 2018-19 Budget	Funding Source
1	Maintain - Maintaining What We Have					
2		CDOT Performed Work				
3					-	
4		Contracted Out Work				
5					-	
6						
7				Total:	-	
8	Maximize - Safely Making the Most of What We Have					
9		CDOT Performed Work				
10						
11					-	
12		Contracted Out Work				
13						
14			Property		-	
15						
16				Total:	-	
17	Expand - Increasing Capacity					
18		CDOT Performed Work				
19			Maintenance	HPTEB		Tolls/Managed Lanes Revenue
20						
21					-	
22		Contracted Out Work				
23			Express Lanes Operations	HPTEB	10,942,648	Tolls/Managed Lanes Revenue
24						
25					10,942,648	
26						
27				Total:	10,942,648	
28	Deliver - Program Delivery/Administration					
29						
30			Administration and Legal Fees		5,194,500	Fee for Service
31						
32						
33					5,194,500	
34						
35				Total:	5,194,500	
36	Pass-Through Funds/Multi-modal Grants					
37		Highway				
38						
39						
40				Total:	-	
41	HPTE Contingency / Debt Service					
42		Contingency				
43					-	
44		Debt Service				
45					-	Fee for Service
46						
47				Total:	-	
					16,137,148	
					Revenue	16,137,148
Key to acronyms:						
HPTEB=High Performance Transportation Enterprise Board						
					HPTE Fee For Service Allocation Adjustment	(5,169,500)
					Total Consolidated Allocations	1,751,288,886
					Total Consolidated Revenue	1,751,288,886



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CDOT- Program Fact Sheet

Maintenance

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

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2017)

Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2017)

Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2017)

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 64 activities or system items. The measured items are then categorized into six MPAs, which are:

- Roadway Surface
- Roadside Facilities
- Roadside Appearance
- Traffic Services
- Structure Maintenance
- Snow and Ice Control

There are 13 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 2016-17, the Division of Maintenance:

- Repaired and maintained more than 35,066 lane miles of roadway
- Utilized 188,403 tons of asphalt and 1.16 million pounds of liquid asphalt
- Striped more than 19,698 stripe miles and installed 300,992 square feet of pavement markings
- Snowplowed, sanded, and/or deiced 5.2 million lane miles of highway
- Managed 304 hours of road closures due to snow
- Applied 222,662 tons of solid deicer and 12.0 million gallons of liquid deicer
- Repaired/installed 136,488 feet of snow fence
- Disposed of 68,674 cubic yards of trash with help from 4,673 Adopt-A-Highway volunteers and another 8,218 bags of trash with the support of 265 corporate sponsors
- Replaced or repaired 52,000 signs and sign posts
- Repaired or installed over 14.2 million linear feet of fencing



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CDOT- Program Fact Sheet

Maintenance (continued)

There are three operational MPA's that are funded through MLOS but are not measured and assigned a letter grade. The three MPA's are:

- Planning and Scheduling
- Equipment, Buildings and Grounds
- Tunnel Maintenance

Funding

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

Maintenance Program Budget Allocations (in \$millions)				
Allocations	Actual FY 2015-16	Actual FY 2016-17	Budget FY 2017-18	Proposed FY 2018-19
Maintenance Level of Service	254.4	262.6	263.5	272.8
TOTAL	254.4	262.6	263.5	272.8

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. (2017)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2017)
Primary Funding Sources: State Highway Fund, Section 43-10-109, C.R.S. (2017)
The Highway Trust Fund, 26 U.S.C. § 9503
Budget Category: Maintain – Maintaining What We Have

Background

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

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

Funding

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

- The State Highway Fund
- Federal reimbursement for eligible expenditures

Surface Treatment Program Budget Allocations (in \$millions)				
	Actual	Actual	Budget	Proposed
Allocations	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19
Surface Treatment Allocation	149.5	145.1	226.5	225.4
TOTAL	149.5	145.1	226.5	225.4

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. (2017)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2017)
Primary Funding Sources: State Highway Fund, Section 43-10-109, C.R.S. (2017);
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	Budget	Proposed
Allocations	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19
Structures On-System Construction Allocation	22.3	39.6	61.0	37.4
Structures Inspection and Management Allocation	8.4	4.5	9.1	9.5
TOTAL	30.7	44.1	70.1	46.9

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/copy2_of_drilling
Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2017)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2017)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2017)
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 “worst first” site selection. Remote sensing analysis is being used to increase the efficiency of the approach.

The Geohazards Program designs mitigation plans, reviews consultant designs, performs site inspections during construction, responds to rockfalls, 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 3,000.

Funding

The main source of revenue to the Geohazards program is the State Highway Fund, specifically the FASTER allocation of the Asset Management Program.

Geohazards Mitigation Program Budget Allocations (in \$millions)				
	Actual	Actual	Budget	Proposed
Allocations	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19
Geohazards Mitigation Allocation	5.1	10.0	10.3	8.4
TOTAL	5.1	10.0	10.3	8.4

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. (2017)
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)				
<i>Allocations</i>	Actual FY 2015-16	Actual FY 2016-17	Budget FY 2017-18	Proposed FY 2018-19
Highway Safety Improvement Program Allocation	8.4	6.4	42.5	43.1
TOTAL	8.4	6.4	42.5	43.1

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. (2017)
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)				
<i>Allocations</i>	Actual FY 2015-16	Actual FY 2016-17	Budget FY 2017-18	Proposed FY 2018-19
Railway-Highway Crossings Allocation	17.6	16.6	3.3	3.4
TOTAL	17.6	16.6	3.3	3.4

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. (2017)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2017)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2017)
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)				
<i>Allocations</i>	Actual FY 2015-16	Actual FY 2016-17	Budget FY 2017-18	Proposed FY 2018-19
Hot Spots Allocation	2.2	2.2	2.2	2.2
TOTAL	2.2	2.2	2.2	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. (2017)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2017)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2017)
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 for 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's 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	Budget	Proposed
Allocations	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19
Traffic Signals Allocation	2.9	16.9	15.5	16.3
TOTAL	2.9	16.9	15.5	16.3

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. (2017)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2017)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2017)
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. (2017), a "Road Safety Project" means construction, reconstruction, or maintenance projects that:

- The Transportation Commission determines are needed to enhance the safety of a state highway.
- A county determines are needed to enhance the safety of a county road.
- A municipality determines 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)				
<i>Allocations</i>	Actual FY 2015-16	Actual FY 2016-17	Budget FY 2017-18	Proposed FY 2018-19
FASTER - Safety Projects Allocation	57.3	56.8	62.5	67.4
TOTAL	57.3	56.8	62.5	67.4

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. (2017)

Governance: Colorado Department of Public Health, Colorado Transportation Commission, Section 43-1-106, C.R.S. (2017)

Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2017), 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 derived 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 for our permit to comply 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 the 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	Budget	Proposed
Allocations	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19
Permanent Water Quality Mitigation	0.0	6.5	6.5	6.5
TOTAL	0.0	6.5	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. (2017)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2017)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2017)
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. 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)				
<i>Allocations</i>	Actual FY 2015-16	Actual FY 2016-17	Budget FY 2017-18	Proposed FY 2018-19
Road Equipment Program	11.5	0.0	23.0	26.8
Capitalized Operating Equipment Program	3.4	3.8	3.8	3.0
Property Allocation Program	1.0	10.0	17.5	20.2
TOTAL	15.9	13.8	44.3	50.0

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Transportation Systems Management & Operations: Performance Programs & Services

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

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2017)

Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2017)

Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2017)

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."* The Division of TSM&O is comprised of the Intelligent Transportation Systems Branch, the Traffic and Safety Engineering Branch, the Traffic Management Branch, and the Planning, Performance, and TDM unit. The TSM&O Performance Programs and Services funds:

- Bottleneck Reduction Program Support and Administration
- TSM&O Evaluation on all projects
- Traffic Incident Management Program and Corridor Plans
- Travel Demand Management Program
- TSM&O Statewide and Regional Planning efforts
- Operations Performance Measures and Reporting

Funding

The main sources of funding for the program are:

- The State Highway Fund
- Federal reimbursement for qualifying expenditures

TSM&O: Performance Programs and Services (in \$millions)				
	Actual	Actual	Budget	Proposed
Allocations	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19
TSM&O: Performance Programs and Services	6.1	0.6	0.6	2.8
TOTAL	6.1	0.6	0.6	2.8

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. (2017)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2017)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2017)
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	Budget	Proposed
Allocations	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19
TSM&O ITS Maintenance Allocation	14.4	17.6	25.6	23.5
TOTAL	14.4	17.6	25.6	23.5

Source: CDOT Office of Financial Management & Budget

Intelligent Transportation Systems Investments Program Budget Allocations (in \$millions)				
	Actual	Actual	Budget	Proposed
Allocations	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19
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. (2017)
Primary Funding Sources: Law Enforcement Assistance Fund: Section 43-4-401, C.R.S. (2017)
First Time Drunk Driving Offenders Account: Section 42-2-132, C.R.S. (2017)
Motorcycle Operator Safety Training Fund: Section 43-5-504, C.R.S. (2017)
Marijuana Tax Cash Fund: Section 39-28.8-501(1), C.R.S. (2017)
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 states 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 enforcement of impaired driving laws during times of the year where impaired driving is highest and in areas of the state where a higher prevalence of impaired driving resulting in crashes and fatalities have been identified. 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 133,910 impaired driving arrests while participating in "The Heat is On" enforcement periods.

Motorcycle Operator Safety Training (MOST)

The HSO ceased administering the MOST program, effective January 1, 2018. The Colorado Department of Public Safety now administers the MOST program.

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 Impaired Driving 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 after that,



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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, an 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 2017-18 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	Budget	Proposed
<i>Allocations</i>	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19
Nat Hwy Traffic Safety Admin (NHTSA)*	9.1	8.6	10.0	8.6
Motorcycle Operator Safety Training (MOST)	0.9	1.0	0.9	0.0
Law Enforcement Assistance Fund (LEAF)	0.5	0.4	0.5	0.5
First Time Drunk Driver Fund	1.5	1.5	1.5	1.5
Marijuana Impaired Driving Program	0.4	0.9	1.0	1.0
TOTAL	12.4	12.4	13.9	11.5

*Includes State Match

Source: CDOT Office of Financial Management & Budget



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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. (2017)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2017)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2017)
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."* The four Branches within the Division of 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, connected vehicle systems, 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 Traffic Management Centers statewide, Corridor Operations Programs on I-70 and I-25, and the Statewide Traffic Incident Management Program. Traffic Management Centers help provide rapid response, coordination, communication, traveler information, and management of storms, incidents, and emergencies to optimize safety and mobility to CDOT Maintenance, Colorado State Patrol, and the public. Corridor Operations Programs for I-70 and I-25 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 CDOT-State Farm Sponsored Safety Patrol (25 contracted tow and service vehicles) which operates in the Denver metropolitan area during peak hours and storms; and the I-70 Mountain Corridor (Vail to C-470) Safety Patrol and Heavy Tow Programs (up to 6 tow and service vehicles and 5 heavy tow vehicles) which operate on weekends, special events, holidays, and storms. The Corridor Operations Program also operates CDOT Toll Lane Corridors in close coordination with HPTE and the CDOT Regions. The Statewide Traffic Incident Management Program delivers a statewide program focused on the safe and efficient quick clearance of incidents and management of major incident closures. This program work with CDOT Regions and Colorado State Patrol to build collaboration between disparate first responder agencies through joint training, multi-discipline corridor first responder management teams, and the



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CDOT- Program Fact Sheet

Transportation Systems Management & Operations: Congestion Relief (continued)

Background (continued)

development of Traffic Incident Management Plans for corridors. The Branch manages the Congestion Relief and Traffic Incident Management funding programs.

- (3) The Traffic and Safety Engineering 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/Bottleneck Reduction, and CDOT RAMP Operations), prioritizes projects for funding and tracks project completion. This Branch also oversees the TSM&O Evaluation process for all CDOT projects which is a holistic approach to identify and consider safety, operational, and technology elements/recommendations early in project development and throughout the project life-cycle.
- (4) The Planning, Performance, and 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 also 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 2015-16	Actual FY 2016-17	Budget FY 2017-18	Proposed FY 2018-19
TSM&O Congestion Relief	4.0	4.8	4.8	6.5
TOTAL	4.0	4.8	4.8	6.5

Source: CDOT Office of Financial Management & Budget

TSM&O Traffic Incident Management (in \$millions)				
Allocations	Actual FY 2015-16	Actual FY 2016-17	Budget FY 2017-18	Proposed FY 2018-19
TSM&O: Traffic Incident Management	0.0	2.0	2.0	4.1
TOTAL	0.0	2.0	2.0	4.1

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. (2017)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2017)
Primary Funding Sources: State Highway Fund, Section 43-10-109, C.R.S. (2017);
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)				
<i>Allocations</i>	Actual FY 2015-16	Actual FY 2016-17	Budget FY 2017-18	Proposed FY 2018-19
Regional Priority Program Allocation	50.0	48.6	48.4	48.4
TOTAL	50.0	48.6	48.4	48.4

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Road X

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

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2017)

Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2017)

Primary Funding Sources: State Highway Fund, Section 43-10-109, C.R.S. (2017);

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)				
Allocations	Actual FY 2015-16	Actual FY 2016-17	Budget FY 2017-18	Proposed FY 2018-19
Road X Allocation	0.0	12.1	12.1	12.1
TOTAL	0.0	12.1	12.1	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. (2017);
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 2016 and 2017 CDOT updated existing geometrics for 20,101 curb ramps statewide. A query was pulled from the CDOT ARCGis inventory database and currently shows CDOT having achieved **23%** compliance with functionally accessible criteria based on Public Right-of-Way Accessible Guidelines (PROWAG) standards.

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 five 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)				
Allocations	Actual FY 2015-16	Actual FY 2016-17	Budget FY 2017-18	Proposed FY 2018-19
ADA Compliance Allocation	0.0	3.5	10.5	0.0
TOTAL	0.0	3.5	10.5	0.0

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Strategic Projects

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2017)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2017)
Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2017)
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 ongoing 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. There are scheduled to be three annual Senate Bill 09-228 transfers from FY 2015-16 through FY 2017-18. Senate Bill 17-267 was passed in 2017, eliminating Senate Bill 09-228 transfers in FY 2018-19 and FY 2019-20 and creating \$1.88 billion in General Fund transfers from FY 2018-19 through FY 2021-22. The table below shows past and expected transfers as they stand currently.

Strategic Transportation Investment Project Program Budget Allocations (in \$millions)				
	Actual	Actual	Budget	Proposed
Allocations	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19
Strategic Transportation Investment Project Program	179.3	71.1	71.1	342.0
TOTAL	179.3	71.1	71.1	342.0

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. (2017)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2017)
Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2017)
The Highway Trust Fund 26 U.S.C. § 9503
Budget Category: Expand – Increasing Capacity

Background

The National Highway Freight Program (NHFP) is a 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	Budget	Proposed
Allocations	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19
National Highway Freight Program Allocation	18.1	16.9	18.5	20.8
TOTAL	18.1	16.9	18.5	20.8

Source: CDOT Office of Financial Management & Budget



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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. (2017)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2017)
Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2017)
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 under state and federal law. This involves a multitude of activities in preparation for 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	Budget	Proposed
Allocations	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19
Operations Allocation	31.1	32.7	32.2	32.2
Project Initiatives	1.9	1.9	2.5	2.6
State Planning and Research (SPR) Allocation	12.9	13.3	13.9	14.2
TOTAL	45.9	47.9	48.6	49.0

Source: CDOT Office of Financial Management & Budget

HPTE Fee for Service				
	Actual	Actual	Budget	Proposed
Allocations	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19
HPTE Fee for Service	0.0	0.0	4.8	5.2
TOTAL	0.0	0.0	4.8	5.2

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. (2017)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2017)
Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2017)
Budget Category: Deliver – Program Delivery/Administration

Background

The Department's Administration is composed of the staff of several CDOT offices meeting criteria outlined in Section 43-1-113 (2) (c) (III), C.R.S. (2017). 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)				
<i>Allocations</i>	Actual FY 2015-16	Actual FY 2016-17	Budget FY 2017-18	Proposed FY 2018-19
Administration (Appropriated) Allocation	29.0	30.0	31.2	35.8
TOTAL	29.0	30.0	31.2	35.8

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. (2017)
Governance: Colorado Aeronautical Board, Section 43-10-104, C.R.S. (2017)
Primary Funding Source: State Aviation Fund, Section 43-10-109, C.R.S. (2017)
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 improve Colorado’s 74 public use airports.
- Promote aviation safety and education.
- Promote economic development through the development, operation, and maintenance of the state aviation system.

Related Goals

Colorado Discretionary Aviation Grant (CDAG) Program

The Colorado Discretionary Aviation Grant (CDAG) Program was developed to maintain and improve the statewide aviation system. This is achieved by providing grants that help meet individual airport and statewide aviation goals and needs under [CRS 43-10-108.5](#)

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



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CDOT- Program Fact Sheet

Aeronautics (continued)

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>.

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 all jet fuels

Per C.R.S. 43-10-110, the Division disburses four of the six cents of avgas excise tax, and 65% of the jet fuel sales tax back to the airport where the fuel was sold, for use by the airport solely for aviation purposes. The remaining funds in the State Aviation Fund are used for the CDAG program, Division administrative expenses and CAB-approved statewide aviation initiatives.

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. (2017) continuously appropriates the State Aviation Fund to the Division and restricts administrative expenses to a maximum of 5.0 percent of prior year unadjusted gross revenues.

Division of Aeronautics Budget Allocation (in \$millions)				
	Actual	Actual	Budget	Proposed
Allocations	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19
Division of Aeronautics to Airports	14.6	16.7	21.9	24.2
Division of Aeronautics Administration	0.9	1.0	1.1	1.3
TOTAL	15.5	17.7	23.0	25.5

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. (2017)

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	Budget	Proposed
Allocations	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19
Safe Routes to Schools	0.0	2.5	2.5	2.5
TOTAL	0.0	2.5	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. (2017)
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 for the Transportation Alternatives program are:

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

Transportation Alternatives Budget Allocations (in \$millions)				
Allocations	Actual FY 2015-16	Actual FY 2016-17	Budget FY 2017-18	Proposed FY 2018-19
Recreational Trails Allocation	14.0	13.6	1.6	1.6
Transportation Alternatives Program Allocation	12.4	12.0	12.4	12.3
TOTAL	26.4	25.6	14.0	13.9

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	Budget	Proposed
Allocations	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19
STP-Metro Program Allocation	51.4	51.8	53.0	54.0
TOTAL	51.4	51.8	53.0	54.0

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



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CDOT- Program Fact Sheet

Congestion Mitigation & Air Quality (continued)

Funding (continued)

Congestion Mitigation & Air Quality (CMAQ) Improvement Program Budget Allocation (in \$millions)				
<i>Allocations</i>	Actual FY 2015-16	Actual FY 2016-17	Budget FY 2017-18	Proposed FY 2018-19
CMAQ - Program Allocation	47.3	47.4	48.3	50.3
TOTAL	47.3	47.4	48.3	50.3

Source: CDOT Office of Financial Management & Budget



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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	Budget	Proposed
<i>Allocations</i>	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19
Metropolitan Planning Program Allocation	8.2	8.3	8.4	8.4
TOTAL	8.2	8.3	8.4	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	Budget	Proposed
Allocations	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19
Bridge Off System Allocation	9.6	9.5	9.5	9.4
TOTAL	9.6	9.5	9.5	9.4

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. (2017)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2017)
Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2017);
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 inter-regional 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, FY 2016-17 and FY 2017-18, 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	Budget	Proposed
<i>Allocations</i>	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19
Federal Transit	26.6	28.7	27.5	38.9
Strategic Projects -Transit	19.9	7.9	7.9	38.0
State Transit (FASTER)	15.0	15.0	15.0	9.0
Bustang	0.0	0.0	0.0	5.2
Bustang Outrider	0.0	0.0	0.0	2.5
TOTAL	61.5	51.6	50.4	93.6

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. (2017)

Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2017)

Primary Funding Source: Transportation Infrastructure Revolving Fund, Section 43-1-113.5, C.R.S. (2017)

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 assist 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. Aviation is willing and able to ultimately pay for the full cost of its infrastructure improvements.

The fund has separate accounts for:

- Aeronautics
- Highways
- Transit
- Rail

Funding

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

State Infrastructure Bank (SIB) Allocation (in \$millions)				
	Actual	Actual	Budget	Proposed
Allocations	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19
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. (2017)

Primary Funding Source: FHWA Emergency Relief Program

Budget Category: Transportation Commission Contingency / Debt Service

Background

The Permanent Recovery program encompasses all permanent repair work 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 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. Note that the entire the entire amount approved for the 2013 flood has been allocated as of FY 2017-18, no federal funds for permanent recovery are anticipated in FY 2018-19.

Permanent Recovery Program Budget Allocations (in \$millions)				
<i>Allocations</i>	Actual FY 2015-16	Actual FY 2016-17	Budget FY 2017-18	Proposed FY 2018-19
Permanent Recovery Allocation	174.5	127.4	129.5	0.0
TOTAL	174.5	127.4	129.5	0.0

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Contingency Funds

Web Page: <https://www.codot.gov/business/budget/transportation-commission-reports-information/transportation-commission-current-reports-documents/TCCRF%20Study%20and%20Recommendations.pdf>

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2017)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2017)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2017)
Budget Category: Transportation Commission Contingency / Debt Service

Background

Every year, the Transportation Commission allocates funds to contingency and program reserves for the State Highway Fund to prepare 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

Some examples of when program reserves are necessary include:

- Required funding for existing programs based on updated information, such as a federal regulatory change
- Requests from divisions for flexible funding to meet desired program goals
- Right-of-way purchases

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 the contingency and/or program reserves 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	Budget	Proposed
Allocations	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19
TC Contingency Allocation	6.5	16.9	16.5	0.0
TC Program Reserve	0.0	0.0	9.7	0.8
Snow & Ice Reserve	10.0	10.0	10.0	10.0
TOTAL	16.5	26.9	36.2	10.8

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Debt Service & Certificates of Participation

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2017)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2017)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2017);
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	Budget	Proposed
Allocations	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19
CDOT Debt Service Program Allocation	167.8	128.9	0.0	28.5
Certificates of Participation-Property	2.4	2.4	2.4	2.4
Certificates of Participation-Energy	1.0	1.0	1.1	1.0
Certificates of Participation-New HQ/R2/R4	0.0	0.0	0.0	9.4
TOTAL	171.2	132.3	3.5	41.3

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. (2017), 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; reappointed July 2017, term expiring July 2021)

District Two: Mr. Edward J. Peterson; Commissioner.Peterson@state.co.us
(Jefferson County and a portion of Broomfield County; reappointed November 2015, term expiring July 2019)

District Three: Luella Chavez D'Angelo; Commissioner.D'Angelo@state.co.us
(Arapahoe and Douglas counties; appointed July 2017, term expiring July 2021)

District Four: Karen Stuart Commissioner.Stuart@state.co.us
(Adams and Boulder counties and a portion of Broomfield County; appointed July 2017, term expiring July 2021)

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. Sidny Zink; Commissioner.Zink@state.co.us
(Alamosa, Archuleta, Conejos, Costilla, Dolores, Hinsdale, La Plata, Mineral, Montezuma, Rio Grande, Saguache, San Juan, and San Miguel counties; reappointed July 2017, term expiring July 2021)

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; reappointed July 2017, term expiring July 2021)

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 2021)

Ms. Sidny Zink is the Chair of the Colorado Bridge Enterprise and Ms. Shannon Gifford is the Vice Chair. Mr. Michael P. Lewis, 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	
<i>Funding Category</i>	Estimate FY 2018-19
State Bridge Safety Surcharge	108,000,000
Miscellaneous Enterprise Revenue	2,340,000
Build America Bonds Credit	5,900,000
FHWA Obligation Authority	0
Bridge Enterprise - Total Revenue	116,240,000



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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. (2017)

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 bridge safety surcharge fee is the main source of revenue for the Enterprise and 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	Budget	Estimate
<i>Funding Source</i>	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19
Bridge Safety Registration Surcharge	100.9	104.0	104.6	108.0
Interest Income	2.4	2.7	1.7	2.3
Build America Bonds Credit	5.9	5.9	5.9	5.9
FHWA Obligation Authority	15.0	14.7	0.0	0.0
TOTAL	124.2	127.3	112.2	116.2



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Bridge Enterprise - Program Fact Sheet

Bridge Enterprise Program Allocation Summary

Summary of BE Program Allocations	
State Bridge Enterprise	
Fiscal Year 2018-19 Proposed Allocations	
Maintain - Maintaining What We Have	
CDOT Performed Work	
Maintenance	300,000
Scoping Pools	350,000
Bridge Preservation	100,000
Total CDOT Performed Work	750,000
Contracted Out Work	
Bridge Enterprise Projects	95,596,000
Total Contracted Out Work	95,596,000
Total Maintain - Maintaining What We Have	96,346,000
Deliver - Program Delivery/Administration	
Bridge Enterprise - Administration & Legal Fees	1,660,000
Total Deliver - Program Delivery/Administration	1,660,000
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	116,240,000



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Bridge Enterprise - Program Fact Sheet

Colorado Bridge Enterprise Allocations

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

Statutory Authorization: Section 43-4-805, C.R.S. (2017)

Governance: Statewide Bridge Enterprise Board, Section 43-4-805, C.R.S. (2017)

Primary Funding Source: Statewide Bridge Enterprise Special Revenue Fund, Section 43-4-805(g), C.R.S. (2017)

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. Since the inception of the Bridge Enterprise in July 2009, 201 FASTER-eligible bridges have been identified. As of June 2017, 132 of these bridges have been replaced or repaired, 10 are in construction, 14 are in design or the design is complete, with 45 bridges remaining. In December of 2010 the Enterprise issued \$300 million in bonds to accelerate the replacement and/or reconstruction of poor bridges. As of June 2016, all bond funds have been expended and Enterprise is in the repayment phase of the bond program.

Allocations

The majority of Bridge Enterprise funds are allocated to the repair and replacement of eligible bridges through its construction program. In addition, the Enterprise also annually allocates funds to overall program administration and operations, maintenance costs for all bridges transferred to its ownership, bridge preservation work and debt service repayment.

Bridge Enterprise (BE) Operating Budget Allocations (in \$millions)				
Allocations	Actual FY 2015-16	Actual FY 2016-17	Budget FY 2017-18	Proposed FY 2018-19
BE - Maintenance Allocation	0.3	0.3	0.3	0.3
BE - Administration Allocation	1.9	1.9	1.8	1.7
BE - Scoping Pools	0.8	0.3	0.4	0.4
BE - Bridge Preservation	0.0	0.0	0.1	0.1
BE - Contingency Allocation	0.0	0.0	0.0	0.0
BE - Debt Service Allocation	18.2	18.2	18.2	18.2
TOTAL	21.2	20.7	20.8	20.7

Source: CDOT Office of Financial Management & Budget

Bridge Enterprise (BE) Construction Program Allocations (in \$millions)				
Allocations	Actual FY 2015-16	Actual FY 2016-17	Budget FY 2017-18	Proposed FY 2018-19
BE - Projects Allocation	103.0	104.5	91.1	95.6
TOTAL	103.0	104.5	91.1	95.6

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: Vacant;

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. Rocky Scott; Commissioner.Scott@state.co.us

(Appointed September 2015, term expiring July 2019)

Pikes Peak Area: Vacant;

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.



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HPTE Revenue Summary

Summary of HPTE Revenue Estimate	
<i>Funding Category</i>	Estimate FY 2018-19
Tolling and Managed Lanes Revenue	10,742,648
Interest Income	225,000
Fee For Service	5,169,500
High Performance Transportation Enterprise - Total Revenue	16,137,148



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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. (2017)

Funding Type(s): User Fees

Background

In 2009 the General Assembly enacted Senate Bill 09-108, the Funding Advancement for Surface Transportation and Economic Recovery legislation, otherwise known as FASTER. This bill created the High Performance Transportation Enterprise (HPTE) as a government-owned business within the Colorado Department of Transportation (CDOT). The HPTE has the legal responsibility to seek out opportunities for innovative and efficient means of financing and delivering important surface transportation infrastructure projects in the State that will:

- Improve the safety, capacity, and accessibility of the surface transportation system
- Allow more efficient movement of people, goods, and information throughout the state
- Accelerate the delivery of critical transportation projects that improve mobility

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

- Public-private partnerships
- User fee-based project financing
- Availability payment concession agreements
- Toll risk concession agreements
- Design-build contracting

Revenue History and Projection

The main sources of revenue to the Enterprise are:

- User Fees
- Fees for Services

High Performance Transportation Enterprise Revenue (in \$millions)				
	Actual	Actual	Budget	Estimate
<i>Funding Source</i>	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19
Tolling and Managed Lanes Revenue	2.4	10.8	13.8	10.7
Interest Income	0.3	0.4	0.2	0.2
Fee for Service	2.0	2.4	4.8	5.2
TOTAL	4.7	13.6	18.8	16.1



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HPTE Program Allocation Summary

Summary of HPTE Program Allocations	
High Performance Transportation Enterprise	
Fiscal Year 2018-19 Proposed Allocations	
Expand - Increasing Capacity	
CDOT Performed Work	
High Performance Transportation Enterprise--Maintenance	-
Total CDOT Performed Work	-
Contracted Out Work	
Express Lanes Operations and Maintenance	10,942,648
Total Contracted Out Work	10,942,648.0
Total Expand - Increasing Capacity	10,942,648.0
Deliver - Program Delivery/Administration	
High Performance Transportation Enterprise--Administration & Legal Fees	5,194,500
Total Deliver - Program Delivery/Administration	5,194,500
Debt Service	
High Performance Transportation Enterprise - Debt Service	-
Total Debt Service	-
Total Transportation Commission Contingency / Debt Service	5,194,500
Total HPTE Program Allocations	16,137,148



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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. (2017)

Governance: HPTE Board, Section 43-4-806 (2) (a), C.R.S. (2017)

Primary Funding Source: Statewide Transportation Enterprise Special Revenue Fund, Section 43-4-806 (3) (a), C.R.S. (2017)

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. Current program focus areas for HPTE include:

- Managing operations of existing Express Lanes including the eastbound I-70 Mountain Express Lane and I-25 North Express Lanes from US36 to 120th Ave
- Coordination with CDOT on Express Lane projects under construction including the C-470 Express Lanes Project and the Central 70 Project
- Development and planning for future Express Lane projects including I-25 South between Monument and Castle Rock, I-25 North from Johnstown to Fort Collins and I-70 Westbound.

Allocations

The majority of HPTE funds are allocated to the ongoing operations and maintenance of existing Express Lanes. In addition, the Enterprise also annually allocates funds to overall program administration and program development.

High Performance Transportation Enterprise (HPTE) Operating Budget Allocations (in \$millions)				
	Actual	Actual	Budget	Proposed
Allocations	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19
HPTE - Express Lanes Operations and Maintenance	0.6	3.6	13.9	10.9
HPTE - Administration Allocation	1.2	2.1	4.8	5.2
HPTE - Debt Service	0.8	0.0	0.0	0.0
TOTAL	2.6	5.7	18.7	16.1

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. (2017)

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

For more information, see section above on Colorado Bridge Enterprise or visit

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

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

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

Source: Senate Bill 09-108



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

Transit-Related Funding in Senate Bill 09-108

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

The Transportation Deficit Report

The Department submits an annual deficit report that separately addresses the goals of repairing deficient highways and bridges, sustaining existing transportation system performance levels, and achieving the corridor visions described by regional transportation plans and public preferences. See <https://www.codot.gov/library/AnnualReports/2017-transportation-deficit-report/view>

The High Performance Transportation Enterprise

For more information, see section above on the High Performance Transportation Enterprise or visit <https://www.codot.gov/programs/high-performance-transportation-enterprise-hpte>.

Revenue History and Projection

Senate Bill 09-108 Overview (in \$millions)				
<i>Funding Source</i>	Actual FY 2015-16	Actual FY 2016-17	Estimate FY 2017-18	Estimate FY 2018-19
Road Safety Surcharges	127.3	127.3	132.0	137.0
Late Registration Fees	18.7	18.7	19.4	21.5
Daily Vehicle Rental Fees	31.7	31.7	34.0	36.0
Oversize/Overweight Vehicle Surcharges	1.2	1.2	1.2	1.1
Local Transit and Rail	5.0	5.0	5.0	5.0
Bridge Safety Registration Surcharge	100.9	104.0	104.6	108.0
TOTAL	284.8	287.9	296.2	308.6

Sources: Department of the Treasury, Colorado Financial Reporting System



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Appendix B

Open Project Funds

As required by Section 43-1-113(6)(a), C.R.S. Appendix B serves as an addendum to the FY 2016-17 budget allocation plan and contains a complete list of all projects budgeted in prior years which have not been deleted or progressed to completion, including the balance of all funds carried over from the budget of previous years, whether resulting from construction or operation for less than the budgeted figure or from incomplete or deleted projects. A complete list of all projects and individual budgets can be found at the following link: <https://www.codot.gov/business/budget/cdot-budget>

Open Balance and Unexpended Project Funds

CDOT	
Project Count	Total Budget Rolled Forward (in \$millions)
1611	1,825,403,490

Bridge Enterprise	
Project Count	Remaining Budget Rolled Forward (in \$millions)
39	122,881,758
High Performance Transportation Enterprise	
Project Count	Remaining Budget Rolled Forward (in \$millions)
5	21,714,863

As of July 3, 2017



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Appendix C

Project Indirect Costs & Construction Engineering

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2017)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2017)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2017)
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 2018-19 Budget Allocations Net of Indirect / Construction Engineering (CE)			
Program Area	Indirect Cost		Total Allocation
	Allocation	CE Allocation	
Surface Treatment Program	20.4	15.7	36.1
Structures On-System Program	4.2	3.3	7.5
Geohazards Mitigation Program	0.8	0.6	1.4
Highway Safety Improvement Program	3.9	3.0	6.9
Railway-Highway Crossings Program	0.3	0.2	0.5
Hot Spots Program	0.2	0.2	0.4
Traffic Signals Program	1.5	1.1	2.6
FASTER - Safety Projects	6.1	4.7	10.8
Permanent Water Quality Mitigation	0.6	0.5	1.1
Safety Education Program	0.0	0.0	0.0
Congestion Relief Program	0.6	0.4	1.0
Regional Priority Program	4.4	3.4	7.8
RoadX	1.1	0.8	1.9
ADA Compliance	0.0	0.0	0.0
Strategic Transportation Investment Project Program	31.0	23.8	54.8
National Highway Freight Program	1.9	1.4	3.3
Permanent Recovery	0.0	0.0	0.0
Bridge Enterprise Projects	8.7	6.6	15.3
HPTE - Projects	0.0	0.0	0.0

Source: CDOT Office of Financial Management & Budget



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