

Colorado Department of Transportation



Award Winning 4th Street Bridge, Pueblo; Longest Bridge Span on the Colorado State Highway System

Colorado Transportation Commission Proposed Budget Allocation Plan

for

Fiscal Year 2012-13

Governor John Hickenlooper

December 15, 2011



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Resolution #TC-2039
Draft FY 2012-2013 BUDGET

Approved by the Transportation Commission on: November 17, 2011

WHEREAS, Section 43-1-113 (2), C.R.S. (2011) 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, 2012 to the Joint Budget Committee, the House Transportation Committee, the Senate Transportation Committee and the Governor on or before December 15, 2011 for their review and comment; and

NOW THEREFORE BE IT RESOLVED, that the Colorado Department of Transportation's draft budget allocation plan for the period of July 1, 2012 through June 30, 2013 is approved by the Transportation Commission and forwarded to the Joint Budget Committee, the House Transportation and Energy Committee, the Senate Transportation Committee and the Governor on or before December 15, 2011 for their review and comment.


Herman Stockinger, Secretary
Transportation Commission of Colorado

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FY 2012-13 Draft Budget Allocation Plan

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The Colorado Department of Transportation

About the Department

The Colorado Department of Transportation (CDOT) is a billion-dollar, 3,500 employee organization dedicated to providing the best multi-modal transportation system for Colorado that most effectively and safely moves people, goods, and information.

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

The Department is responsible for a 9,146 mile highway system, including 3,447 bridges. Each year, this system handles over 27.4 billion vehicle miles of travel. Although the Interstate system accounts for only about 10 percent (914 miles) of the total mileage on the state system, 40 percent of all travel takes place on our Interstate highways.

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

CDOT maintenance forces take care of the highway system, plowing snow and repairing pavement. Last winter, these men and women plowed 6.8 million miles of highway. They also repaired road damage and potholes, using more than 220,571 tons of asphalt and 1.7 million gallons of liquid asphalt in preservation activities.

CDOT is more than roads and bridges. The Division of Aeronautics supports aviation interests statewide, including grants to help improve local airports. CDOT's Division of Transit and Rail provides assistance to numerous transit systems in the state. And the Office of Transportation Safety helps local law enforcement agencies with special funds to apprehend drunk drivers and increase use of safety belts.

New Budget Layout

This Budget Allocation Plan is organized as a compendium of one and two-page fact sheets about each of the Department's revenue sources and programs. Summary information about each program's statutory authorization and governance is displayed at the top of each fact sheet as well as a link to additional information wherever possible. The revenue source fact sheets contain background information, tax rates / fee schedules, and tables containing historical revenue data and projections; the program fact sheets contain background information, funding histories, and performance measure information as applicable.

(Upon adoption by the Transportation Commission) This budget allocation plan is available for viewing at <http://www.coloradodot.info/business/budget/cdot-budget>.



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CDOT Fiscal Year 2012-13 Budget Fact Sheet

Introduction

The FY 2012-13 Budget Allocation Plan for the Colorado Department of Transportation (CDOT) incorporates several new measures to convey the Department's budgetary information in a user-friendly manner.

A Public - Friendly Budget

State transportation departments are inherently complex operations, managing multi-year, multi-billion dollar capital budgets in a time of policy and funding uncertainty at the statehouse and in Congress. However, because the transportation system affects every aspect of public policy, private business, and the quality of life in Colorado, it is critically important that policymakers, transportation stakeholders, and taxpayers be as well informed about CDOT as possible. Therefore, this budget is designed as an educational tool for all who are interested in transportation.

New Program Groupings

The Department's programs are now organized into six general categories to better convey to transportation stakeholders and the public the Transportation Commission's budgetary priorities and constraints. The categories are:

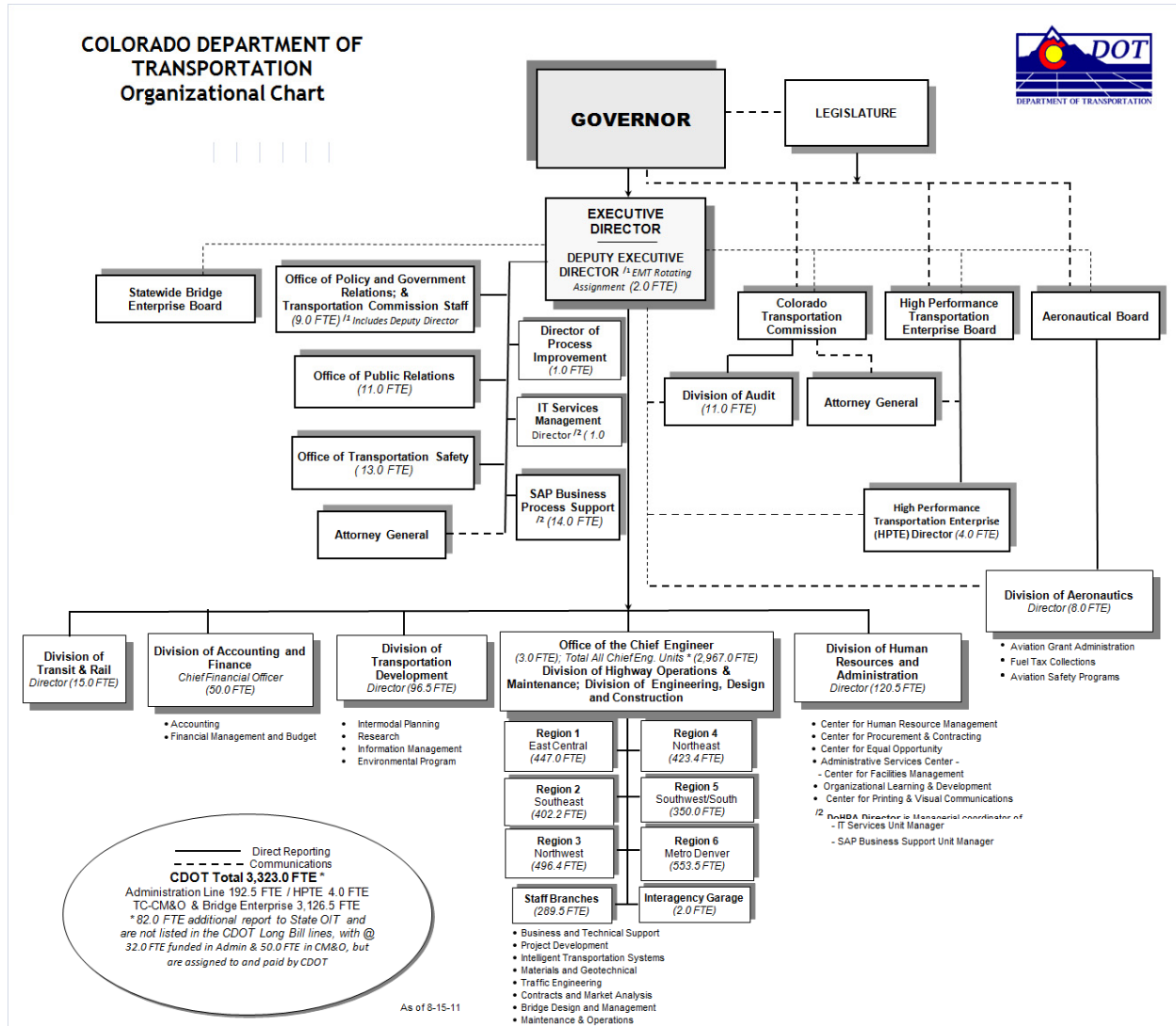
- 1.) Maintain – Maintaining What We Have:** Includes projects that take care of our existing system such as resurfacing and reconstruction of existing pavement and bridges, and maintenance activities such as snow removal;
- 2.) Maximize – Making the Most of What We Have:** Includes operational upgrades 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 like adding new lanes to highways.
- 4.) Deliver – Program Delivery / Administration:** Includes costs to manage and deliver projects including research, planning, contracting, etc.
- 5.) Pass-through Funds / Multimodal Grants:** Includes grant funding and funds mandated to go to specific programs or projects. CDOT may administer these funds for compliance of federal rules or requirements but the actual work is performed by an entity outside of CDOT such as a nonprofit group, transit agency or local government.
- 6.) Contingency / Debt Service & Certificates of Participation:** Includes funds the Transportation Commission (TC) utilizes for various emergencies and to pay debt service on outstanding bonds or similar debt programs.



CDOT Fiscal Year 2012-13 Budget Fact Sheet

Organizational Chart

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





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CDOT Fiscal Year 2012-13 Boards & Commissions Fact Sheet

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. (2011). The Commission consists of eleven appointees of the Governor, each representing a specific geographic portion of the state and each appointed to a four-year term on a staggered schedule. The appointees are subject to confirmation by the Colorado Senate.

The members of the Transportation Commission are:

- **District One: Mr. Trey Rogers;** Commissioner.Rogers@dot.state.co.us;
(Denver County; appointed April 2010, term expiring July 2013)
- **District Two: Mr. Ed Peterson;** Commissioner.Peterson@dot.state.co.us;
(Jefferson County and a portion of Broomfield County, appointed October 2011, term expiring July 2015)
- **District Three: Mr. Gary Reiff;** Commissioner.Reiff@dot.state.co.us;
(Arapahoe and Douglas counties, appointed August 2009, term expiring July 2013)
- **District Four: Ms. Heather Barry;** Commissioner.Barry@dot.state.co.us;
(Adams and Boulder counties and a portion of Broomfield County; appointed July 2007, term expiring July 2015)
- **District Five: Ms. Kathy Gilliland;** Commissioner.Gilliland@dot.state.co.us;
(Larimer, Morgan, and Weld counties and a portion of Broomfield County; appointed July 2011, term expiring July 2015)
- **District Six: Ms. Kathy Connell;** Commissioner.Connell@dot.state.co.us;
(Clear Creek, Gilpin, Grand, Jackson, Moffat, Rio Blanco, and Routt counties; appointed July 2011, term expiring July 2015)
- **District Seven: Mr. Doug Aden;** Commissioner.Aden@dot.state.co.us;
(Chaffee, Delta, Eagle, Garfield, Gunnison, Lake, Mesa, Montrose, Ouray, Pitkin, and Summit counties; appointed July 1997, term expiring July 2013)
- **District Eight: Mr. Steve Parker;** Commissioner.Parker@dot.state.co.us;
(Alamosa, Archuleta, Conejos, Costilla, Dolores, Hinsdale, La Plata, Mineral, Montezuma, Rio Grande, Saguache, San Juan, and San Miguel counties; appointed August 2001, term expiring July 2013)
- **District Nine: Mr. Les Gruen;** Commissioner.Gruen@dot.state.co.us;
(El Paso, Fremont, Park, and Teller counties; appointed July 2007, term expiring July 2015)
- **District Ten: Mr. Gilbert Ortiz;** Commissioner.Ortiz@dot.state.co.us;
(Baca, Bent, Crowley, Custer, Huerfano, Kiowa, Las Animas, Otero, Prowers, and Pueblo counties; appointed April 2009, term expiring July 2013); and
- **District Eleven: Ms. Kimbra Killin;** Commissioner.Killin@dot.state.co.us;
(Cheyenne, Elbert, Kit Carson, Lincoln, Logan, Phillips, Sedgwick, Washington, and Yuma counties; appointed January 2005, term expiring July 2015)

Mr. Steve Parker is the chairman of the Transportation Commission and Mr. Gary Reiff is the vice chairman. Mr. Herman Stockinger, Director of the CDOT Office of Policy and Government Relations and CDOT Deputy Director, serves as the Secretary of the Transportation Commission.

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



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CDOT Fiscal Year 2012-13 Boards & Commissions Fact Sheet

The Colorado Transportation Commission (continued)

Exhibit 1: Transportation Commission District Map





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CDOT Fiscal Year 2012-13 Boards & Commissions Fact Sheet

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. (2011), the Transportation Commission serves as the Colorado Bridge Enterprise Board. The members are:

- **District One: Mr. Trey Rogers;** Commissioner.Rogers@dot.state.co.us;
(Denver County; appointed April 2010, term expiring July 2013)
- **District Two: Mr. Ed Peterson;** Commissioner.Peterson@dot.state.co.us;
(Jefferson County and a portion of Broomfield County, appointed October 2011, term expiring July 2015)
- **District Three: Mr. Gary Reiff;** Commissioner.Reiff@dot.state.co.us;
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- **District Six: Ms. Kathy Connell;** Commissioner.Connell@dot.state.co.us;
(Clear Creek, Gilpin, Grand, Jackson, Moffat, Rio Blanco, and Routt counties; appointed July 2011, term expiring July 2015)
- **District Seven: Mr. Doug Aden;** Commissioner.Aden@dot.state.co.us;
(Chaffee, Delta, Eagle, Garfield, Gunnison, Lake, Mesa, Montrose, Ouray, Pitkin, and Summit counties; appointed July 1997, term expiring July 2013)
- **District Eight: Mr. Steve Parker;** Commissioner.Parker@dot.state.co.us;
(Alamosa, Archuleta, Conejos, Costilla, Dolores, Hinsdale, La Plata, Mineral, Montezuma, Rio Grande, Saguache, San Juan, and San Miguel counties; appointed August 2001, term expiring July 2013)
- **District Nine: Mr. Les Gruen;** Commissioner.Gruen@dot.state.co.us;
(El Paso, Fremont, Park, and Teller counties; appointed July 2007, term expiring July 2015)
- **District Ten: Mr. Gilbert Ortiz;** Commissioner.Ortiz@dot.state.co.us;
(Baca, Bent, Crowley, Custer, Huerfano, Kiowa, Las Animas, Otero, Prowers, and Pueblo counties; appointed April 2009, term expiring July 2013); and
- **District Eleven: Ms. Kimbra Killin;** Commissioner.Killin@dot.state.co.us;
(Cheyenne, Elbert, Kit Carson, Lincoln, Logan, Phillips, Sedgwick, Washington, and Yuma counties; appointed January 2005, term expiring July 2015)

Mr. Steve Parker is the chairman of the board, and Mr. Gary Reiff is the vice chairman. Mr. Don Hunt, Executive Director of the Department, is also the Director of the Enterprise.



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CDOT Fiscal Year 2012-13 Boards & Commissions Fact Sheet

The High Performance Transportation Enterprise Board

The High Performance Transportation Enterprise (HPTE) was created pursuant to Senate Bill 09-108. Of the seven HPTE Board members, three are from the Transportation Commission and four are selected by the Governor, each of whom shall have professional expertise in one or more of the following areas:

- 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, and
- 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:

- **Ms. Charlotte Robinson** *Denver Metropolitan Area Appointee;*
- **Mr. Doug Aden** *Transportation Commissioner;*
- **Ms. Kathy Gilliland** *Transportation Commissioner;*
- **Mr. Trey Rogers** *Transportation Commissioner;*
- **Mr. Dan Cleveland** *Pikes Peak Area Appointee;*
- **Mr. Stan Matsunaka** *North Front Range Area Appointee; and*
- **Mr. Tim Gagen** *Interstate 70 Corridor Appointee.*

Ms. Charlotte Robinson is the chairwoman of the board and Mr. Trey Rogers is the vice chairman.

Mr. Michael Cheroutes is the Executive Director of the Enterprise.



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CDOT Fiscal Year 2012-13 Boards & Commissions Fact Sheet

The Colorado Aeronautical Board

Per Section 43-10-104, C.R.S. (2011), the seven-member Colorado Aeronautical Board provides oversight, policy direction, and resource allocation decisions for the CDOT Division of Aeronautics. The members of the board are Governor appointees and are chosen as follows:

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

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

The members of the Colorado Aeronautical Board are:

- **Mr. Harold Patton**
(Chairman) Harold@asherassociates.net
- **Mr. Dale Hancock**
(Western Slope Government) dhancock@garfield-county.com
- **Mr. Joseph Thibodeau**
(Pilot Organization) jt@taxlit.com
- **Mr. Dave Ubell**
(Western Slope Representative) dubell@starband.net
- **Ms. Debra Wilcox**
(Aviation Interests-at-Large) wilcox@steelonline.com
- **Mr. Louis Spera**
(East Slope Governments) spera@ris.net
- **Mr. Dennis Heap**
(Airport Management Representative) dheap@ftg-airport.com

Mr. David Gordon, A.A. E. is the Director of the Division of Aeronautics.



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CDOT Fiscal Year 2012-13 Revenue Source Fact Sheet

Revenue Overview

Background

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

Motor Fuel Taxes

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

Registration Fees

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

Other Taxes

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

Other User Fees

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

General Purpose Revenue

- General Funds generated by state income, sales, liquor, and tobacco taxes comprise \$500,000 (0.05 percent) of the Department's \$1.1 billion FY 2012-13 budget. Current law allows for a series of five years of conditional transfers of up to 2.0 percent of gross General Fund revenues to the Department; those transfers are not projected to occur in FY 2012-13.

See the table on the following page for a summary of the Department's expected FY 2012-13 revenues. Please note that to maximize the usefulness of each of the revenue fact sheets, some funding sources appear in more than one fact sheet. Therefore, the revenue amounts in each of the fact sheets below do not sum to the total reflected on the table on page 9.



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CDOT Fiscal Year 2012-13 Revenue Source Fact Sheet

Revenue Overview (continued)

Table 1: FY 2012-13 CDOT Budget Revenue Assumptions

HUTF Revenue to CDOT	
Regular HUTF	400,000,000
S.B. 09-108 FASTER Safety HUTF*	99,435,602
Total HUTF Revenue to CDOT	\$499,435,602
CDOT Miscellaneous Revenue	\$29,500,000
State Infrastructure Bank	
Interest on Loans	400,000
Interest on Deposits	100,000
Total State Infrastructure Bank	\$500,000
Local Matching Highway Funds	\$17,000,152
Federal Highway Administration Apportionments Available to CDOT	\$398,680,838
Transit and Rail Revenue*	
Federal Transit Administration Funding	10,567,459
Federal Transit Administration Local Match	4,891,520
Rail and Transit - State Highways	5,000,000
Total Transit and Rail Revenue*	\$20,458,979
Aeronautics Funds	
Fuel Tax Revenue	38,700,000
Interest on deposits	600,000
Federal Grant	200,000
Miscellaneous Aviation	0
Total Aeronautics Funds	\$39,500,000
Safety Education Funds	
National Highway Transportation Safety Administration Funding	1,300,000
State Safety Education Funds	3,855,301
Total Safety Education Funds	\$5,155,301
High Performance Transportation Enterprise	\$2,500,000
State Bridge Enterprise	\$93,000,000
Total CDOT Revenue	\$1,105,730,872

Note: \$10.0 million in annual FASTER Safety HUTF revenue earmarked by statute for "transit-like" improvements are included in the FASTER Safety HUTF category rather than the Transit and Rail Revenue category.



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CDOT Fiscal Year 2012-13 Revenue Source Fact Sheet

Highway Users Tax Fund (HUTF) Revenue

Statutory Authorization: Section 43-4-201, C.R.S. (2011)
 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

The principal funding sources to the Highway Users Tax Fund are:

- Motor fuel excise taxes (\$557.2 million in FY 2010-11);
- Licensing and registration fees (\$185.0 million in FY 2010-11);
- Motor vehicle penalty assessments (\$12.6 million in FY 2010-11);
- S.B. 09-108 road safety surcharges (\$113.5 million in FY 2010-11);
- S.B. 09-108 daily vehicle rental fees (\$24.0 million in FY 2010-11);
- S.B. 09-108 late vehicle registration fees (\$21.5 million in FY 2010-11); and
- S.B. 09-108 oversize/overweight surcharges (\$1.4 million in FY 2010-11)

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. (2011) restricts annual HUTF appropriations to grow by no more than 6.0 percent regardless of the growth rate of the HUTF, up to 23.0 percent of the fund's total income from the previous fiscal year.

Recent Net HUTF Distributions (\$millions)

Fiscal year	06-07	07-08	08-09	09-10	10-11
"Off the top" Appropriations	90.6	97.1	102.4	108.3	111.6
CDOT	422.1	433.1	411.0	494.1	506.1
Counties	159.8	163.7	155.4	182.9	185.4
Municipalities	103.1	106.7	101.1	125.0	127.3
Other distributions	4.4	3.5	4.7	10.5	7.8
Total	780.0	804.1	774.6	920.8	938.2

Source: CDOT Office of Financial Management & Budget

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; and
- Interest earnings.



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CDOT Fiscal Year 2012-13 Revenue Source Fact Sheet

Highway Users Tax Fund (HUTF) Revenue (continued)

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.

Funding History

Table 2: Recent HUTF Revenue to CDOT (\$millions)

Fiscal year	06-07	07-08	08-09	09-10	10-11
Fuel Taxes	298.2	311.0	286.3	284.3	290.0
Registration Fees	101.1	99.8	95.9	96.3	96.3
S.B. 09-108 proceeds	0.0	0.0	2.1	93.2	101.2
All other revenues	22.8	22.3	26.7	20.3	18.6
Total	422.1	433.1	411.0	494.1	506.1

Source: CDOT Office of Financial Management & Budget

Revenue Projection

Table 3: HUTF Revenue Projection to CDOT (\$millions)

Fiscal year	11-12	12-13	13-14	14-15	15-16
Fuel Taxes	302.4	288.8	365.2	378.0	382.8
License & Registration Fees	94.1	87.9	92.0	93.1	93.0
S.B. 09-108 proceeds	97.2	104.4	115.1	118.7	120.8
All other revenues	24.8	23.3	22.4	22.9	22.9
Total	518.5	504.4	594.7	612.7	619.5

Source: CDOT Office of Financial Management & Budget



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CDOT Fiscal Year 2012-13 Revenue Source Fact Sheet

Miscellaneous State Highway Fund Revenue

Funding Type(s): Sales, Fees, Interest Earnings

Background

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

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

Revenue History and Projection

Table 4: History and Projection of Miscellaneous State Highway Fund Revenues

(\$millions)

Fiscal Year	2009-10	2010-11	2011-12	2012-13
Sales of Bid Plans & Specifications	0.6	1.7	0.1	0.1
Damage Awards	2.1	2.4	0.2	0.2
Interest Earned	26.4	22.6	33.8	24.5
Permits	1.4	2.0	1.5	4.7
Property Sales	1.0	1.0	0.0	0.0
Service Charges	0.0	0.2	0.0	0.0
Total Miscellaneous SHF Revenue	31.5	29.9	35.6	29.5



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CDOT Fiscal Year 2012-13 Revenue Source Fact Sheet

Senate Bill 09-108 (Gibbs / Rice) Overview

Funding Advancement for Surface Transportation and Economic Recovery (FASTER)

Statutory Authorization: Section 43-4-801, et seq., C.R.S. (2011)

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

Background

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

- Authorized several new funding sources for road and bridge safety on state and local highways;
- Created the High Performance Transportation Enterprise and the Statewide Bridge Enterprise;
- Enhanced the department's authority with respect to bonding and highway demand management;
- Requires an annual report regarding the department's structural funding deficit; and
- 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://bit.ly/TFIPFinalReport>), 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.

New Funding Sources for Transportation

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

- A road safety surcharge and a bridge safety surcharge, each of which vary by vehicle weight and are collected through the same mechanism used for 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; and
- An increased unregistered vehicle fine.

The High Performance Transportation Enterprise

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

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

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



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CDOT Fiscal Year 2012-13 Revenue Source Fact Sheet

Senate Bill 09-108 (Gibbs / Rice) Overview (continued)

The Statewide Bridge Enterprise

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

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

The Transportation Deficit Report

The Department submits an annual deficit report that separately addresses the goals of repairing deficient highways and bridges, sustaining existing transportation system performance levels, and achieving the corridor visions described by regional transportation plans and public preferences. See <http://www.coloradodot.info/library/AnnualReports/TransportationDeficitReport2011.pdf/view>.

Table 5: Funding History and Projection of S.B. 09-108 Road Safety Funding to CDOT

(Millions)

Fiscal Year	2009-10	2010-11	2011-12	2012-13
Daily Rental Fee	\$11.7	\$14.4	\$9.8	\$15.0
Road Safety Surcharge	\$65.8	\$68.1	\$69.3	\$70.1
Late Registration Fee	\$15.2	\$12.9	\$12.5	\$13.4
Oversize/Overweight Surcharge	\$0.6	\$0.8	\$0.5	\$0.8
Total CDOT FASTER HUTF Revenue	\$93.2	\$96.2	\$92.2	\$99.4
Bridge Safety Surcharge Revenues	\$44.1	\$72.2	\$93.0	\$93.0
Total CDOT FASTER Revenue	\$137.3	\$168.4	\$185.2	\$192.4

Sources: Department of the Treasury, Colorado Financial Reporting System



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CDOT Fiscal Year 2012-13 Revenue Source Fact Sheet

S.B. 09-108 Road Safety Funding

Statutory Authorization: Sections 43-4-804, C.R.S. (2011)
 Funding Type(s): Fees

Background

The General Assembly created several new sources of revenue to enhance the safety of public highways in Colorado, including:

- A road safety surcharge varying by vehicle weight and collected through the payment of registration fees and specific ownership taxes; (see Table 1 below);
- A daily fee for the use of a rented motor vehicle (\$2.00 per day);
- A supplemental oversize / overweight vehicle surcharge; (\$15.00 - \$70.00 per year); and
- An increased fee for the late registration of a motor vehicle (\$25 per month up to \$100).

By law, the proceeds of these revenue sources are distributed 60% to CDOT, 22% to counties, and 18% to municipalities.

Table 6: Road Safety Surcharge Schedule

Vehicle Curb Weight	Annual Surcharge
Less than 2,000 lbs.	\$16.00
Between 2,000 and 5,000 lbs.	\$23.00
Between 5,000 and 10,000 lbs.	\$28.00
Between 10,000 and 16,000 lbs.	\$37.00
Greater than 16,000 lbs.	\$39.00

Source: Senate Bill 09-108

Revenue Projection

Table 7: Funding History and Projection of S.B. 09-108 Road Safety Funding to CDOT
 (\$millions)

Fiscal Year	2009-10	2010-11	2011-12	2012-13
Daily Rental Fee	\$11.7	\$14.4	\$9.8	\$15.0
Road Safety Surcharge	\$65.8	\$68.1	\$69.3	\$70.1
Late Registration Fee	\$15.2	\$12.9	\$12.5	\$13.4
Oversize/Overweight Surcharge	\$0.6	\$0.8	\$0.5	\$0.8
Total CDOT Road Safety Revenues	\$93.2	\$96.2	\$92.2	\$99.4

Source: CDOT Office of Financial Management & Budget



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CDOT Fiscal Year 2012-13 Revenue Source Fact Sheet

S.B. 09-108 Bridge Safety Funding

Statutory Authorization: Section 43-4-805 (1) (b) (II), C.R.S. (2011)
 Funding Type(s): Fees

Background

One of the components of Senate Bill 09-108 is the Bridge Safety Surcharge, which is collected upon the registration or re-registration of a motor vehicle in Colorado. Surcharge revenues are credited to the Statewide Bridge Enterprise for the repair and rehabilitation of bridges rated as “poor”, i.e. functionally obsolete and structurally deficient.

Table 8: Bridge Safety Surcharge Schedule

Vehicle Curb Weight	Annual Surcharge
Less than 2,000 lbs.	\$13.00
Between 2,000 and 5,000 lbs.	\$18.00
Between 5,000 and 10,000 lbs.	\$23.00
Between 10,000 and 16,000 lbs.	\$29.00
Greater than 16,000 lbs.	\$32.00

Revenue Projection

In the first and second years of the surcharge, the surcharge rates were set by the General Assembly at one half and two thirds of the full amounts reflected in Table 1 above, respectively.

Table 9: Bridge Safety Surcharge Revenue History and Projection (\$millions)

Fiscal Year	2009-10	2010-11	2011-12	2012-13
Bridge Safety Surcharge Revenue	\$44.1	\$72.2	\$93.0	\$93.0



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S.B. 09-108 Transit-Related Funding

Statutory Authorization: Sections 43-4-206 (3) and 43-4-811, C.R.S. (2011)

Funding Type(s): Fees

Background

When the General Assembly enacted Senate Bill 09-108, it 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 activities include:

- Planning;
- Design;
- Engineering;
- Acquisition;
- Installation;
- Construction;
- Repair;
- Reconstruction;
- Maintenance;
- Operation; and
- Administration.

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. These funds are ineligible for use in condemning land for the purposes of relocating rail lines or rail corridors.

Revenue Projection

Table 10: Senate Bill 09-108 Transit-Related Revenue History and Projection

(Millions)

Fiscal Year	2009-10	2010-11	2011-12	2012-13
S.B. 09-108 Transit Revenue	\$15.0	\$15.0	\$15.0	\$15.0



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Safety Education Funding

Statutory Authorization: Law Enforcement Assistance Fund: Section 43-4-401, C.R.S. (2011)
 First Time Drunk Driving Offenders Account: Section 42-2-132, C.R.S. (2011)
 Motorcycle Operator Safety Training Fund: Section 43-5-504, C.R.S. (2011)
 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 the 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. The General Assembly makes appropriations to the Department of Public Health and Environment for laboratory services and implied consent specialists. 80% of remaining funds are appropriated to CDOT for enhanced drunk driving enforcement activities.

First Time Drunk Driving Offenders Account

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

Motorcycle Operator Safety Training (MOST) Fund

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

National Highway Transportation Safety Administration (NHTSA) Funding

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

Funding History and Projection

Table 11: Safety Education Funding History and Projection (\$millions)

Fiscal Year	2009-10	2010-11	2011-12	2012-13	2013-14
NHTSA apportionments	\$4.1	\$1.6	\$2.8	\$1.3	\$2.2
Law Enforcement Assistance Fund	\$0.0	\$0.0	\$0.0	\$0.8	\$0.0
Fund Transfer from Dept. of Public Safety*	\$0.9	\$0.8	\$1.0	\$1.1	\$0.0
First Time Drunk Driving Offenders Account	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0
Motorcycle Operator Safety Training Fund	\$0.7	\$0.8	\$0.7	\$0.8	\$0.8
Total State Highway Safety Education Revenues	\$6.7	\$4.2	\$5.5	\$5.0	\$4.0

*Note: In FY 2009-10 through FY 2011-12, CDOT activities typically funded by LEAF have instead been supported by a transfer of funds from the Department of Public Safety. Source: CDOT Office of Financial Management & Budget



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CDOT Fiscal Year 2012-13 Revenue Source Fact Sheet

Capital Construction Fund Appropriations

Statutory Authorization: Section 43-1-113 (2.5), C.R.S. (2011)
 Funding Type(s): State General Funds

Background

In 1995 the General Assembly enacted House Bill 95-1174 (Faatz/Mutzebaugh), 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; and
- 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;

Funding History and Projection

Table 12: Capital Construction Appropriations History and Projection
 (\$millions)

Fiscal Year	09-10	10-11	11-12	12-13
Transfers/Appropriations	\$0.0	\$0.5	\$0.5	\$0.0

Source: CDOT Office of Financial Management & Budget



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Senate Bill 09-228 (Morse / Marostica)

Concerning an Increase in the Flexibility of the General Assembly to Determine the Appropriate Use of State Revenues; <http://bit.ly/ColoradoSenateBill09-228>

Statutory Authorization: Section 24-75-219, et seq., C.R.S. (2011)

Funding Type(s): General Purpose Revenue

Background

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

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

Contingent General Fund Transfers to Transportation

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

- Transfers do not begin until the first fiscal year after the first calendar year in which statewide personal income grows by at least 5.0%, as measured by the U.S. Bureau of Labor Statistics;
- In the event of a tax refund pursuant to Article X, Section 20 of the Colorado Constitution:
 - The General Fund transfer is reduced to 1% of gross General Fund Revenue if the tax refund is between 1% and 3% of gross General Fund revenues; and
 - The General Fund transfer is eliminated if the tax refund exceeds 3% of gross General Fund revenues.

Revenue Projection

Table 13: Senate Bill 09-228 Funding History and Projection

(\$millions)

Fiscal Year	09-10	10-11	11-12	12-13
Projected Transfer	\$0.0	\$0.0	\$0.0	\$0.0

Source: CDOT Office of Financial Management & Budget

The Governor's Office of State Planning & Budgeting presently projects that the first year of S.B. 09-228 transfers will be FY 2014-15.



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CDOT Fiscal Year 2012-13 Revenue Source Fact Sheet

Transit Revenue

Statutory Authorization: 26 U.S.C. § 9503 (e) – The Mass Transit Account of the Highway Trust Fund
 Section 43-4-811, C.R.S. (2011) – State Funding for Local Transit Grants
 Funding Type(s): Taxes, Fees

Background

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

User Taxes

The following federal user taxes fund the Mass Transit Account:

Table 14: 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

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

Revenue History and Projection

Under the current authorization, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), 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.

Table 15: Transit Funding History and Projection

(Millions)

Fiscal year	09-10	10-11	11-12	12-13
Senate Bill 09-108 Transit Grants	5.0	5.0	5.0	5.0
Federal Transit Administration Funding	13.3	13.3	10.4	10.6
Federal Transit Administration Local Match	7.8	7.9	6.1	6.2
Total	26.1	26.2	21.5	21.8

Source: CDOT Office of Financial Management & Budget



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CDOT Fiscal Year 2012-13 Revenue Source Fact Sheet

Aeronautics Revenue

<http://www.coloradodot.info/programs/aeronautics>

Statutory Authorization: Aviation Fuel Excise Taxes: Section 39-27-102 (1) (a) (IV) (A), C.R.S (2011)
 Aviation Fuel Sales Tax: Section 39-26-106, C.R.S. (2011)
 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 Tax – Fuel for Non-turbo-propeller and Non-jet Aircraft

Pursuant to Section 39-27-102 (1) (a) (IV) (A), C.R.S (2011), the state collects a tax of \$0.06 per gallon of gasoline used to propel non-turbo-propeller and non-jet aircraft.

Gasoline Excise Tax – Fuel for Turbo-propeller and Jet Aircraft

Pursuant to Section 39-27-102 (1) (a) (IV) (A), C.R.S (2011), the state collects 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. (2011), the state assesses a sales tax of 2.9 percent of the value of all aviation fuel sold in Colorado.

Funding History and Projection

Table 16: History and Projection of CDOT Aeronautics Revenue

(\$millions)

Fiscal year	09-10	10-11	11-12	12-13
State Aviation Funding	25.3	36.6	27.5	39.3
FAA Funding	0.3	0.3	0.2	0.2
Total	25.6	36.9	27.7	39.5

Source: CDOT Office of Financial Management and Budget

Pursuant to Section 43-10-110, C.R.S. (2011), 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-engined aircraft. These formula allocations are made monthly by the CDOT Division of Aeronautics; remaining funds support a discretionary grant program for airport improvements.



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CDOT Fiscal Year 2012-13 Revenue Source Fact Sheet

State Infrastructure Bank Interest Income

Statutory Authorization: Transportation Infrastructure Revolving Fund, Section 43-1-113.5, C.R.S. (2011)
 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.

Funding Sources

The fund’s principal sources of income are:

- Interest income from the fund’s loan portfolio; and
- Interest income from the fund’s cash balance.

Table 17: State Infrastructure Bank Income History and Projection

(Millions)

Fiscal year	09-10	10-11	11-12	12-13
Interest on Loans	0.6	0.5	0.8	0.4
Interest on Deposits	0.1	0.2	0.1	0.1
Total	0.7	0.7	0.9	0.5



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CDOT Fiscal Year 2012-13 Revenue Source Fact Sheet

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

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.

User Taxes

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

Table 18: Excise and Sales Taxes Supporting the Federal Aid Highway Program

Tax Type	Tax Rate (<i>net of statutory allocations to Mass Transit Account</i>)
Gasoline	15.54 cents per gallon
Diesel	21.54 cents per gallon
Gasohol (10% ethanol)	10.14 cents per gallon
Special Fuels:	
General rate	15.54 cents per gallon
Liquefied petroleum gas	11.47 cents per gallon
Liquefied natural gas	10.04 cents per gallon
M85 (from natural gas)	7.82 cents per gallon
Compressed natural gas	38.83 cents per thousand cubic feet
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 pounds gross vehicle weight (GVW) and trailers over 26,000 pounds GVW
Heavy Vehicle Use	Annual tax: Trucks 55,000 pounds and over GVW, \$100 plus \$22 for each 1,000 pounds (or fraction thereof) in excess of 55,000 pounds (maximum tax of \$550)

Source: The Federal Highway Administration



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CDOT Fiscal Year 2012-13 Revenue Source Fact Sheet

Federal Highway Revenue – The Highway Trust Fund (continued)

Revenue History and Projection

Under the current authorization, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Colorado receives approximately 1.2 percent of all highway apportionments. These apportionments support construction activities on the state highway system, including interstate highways, through funding for over fifty specific federal programs.

Table 19: Federal Highway Apportionments and Local Matching Funds to CDOT
(Millions)

Fiscal year	09-10	10-11	11-12	12-13
Apportionments Available to CDOT	568.9	526.3	390.7	439.1
Local Matching Funds	\$21.9	\$22.5	\$14.9	\$17.0
Total	590.8	548.8	405.6	456.1

Federal transportation funds have historically been authorized under multiple-year authorizing legislation. The immediately prior legislative authorization was provided by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, as amended (SAFETEA-LU), which went into effect on August 10, 2005 and expired on September 30, 2009. New multi-year authorization has not been enacted.

The current continuing resolution, H.R. 662, the Surface Transportation Extension Act of 2011 (STEA 2011) was signed into law by the President on March 4, 2011, and is seen as an interim reauthorization for such purpose. STEA 11 extended the authorization of the Federal Aid Highway Program for a period ending September 30, 2011. The Department cannot predict when federal reauthorization legislation may be enacted, funding levels, or the substantive provisions that may be included in such legislation.



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CDOT Fiscal Year 2012-13 Budget Fact Sheet

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 better explain to transportation stakeholders and the public how the Department is organized and funded, the Department has adopted a new budget with six logical categorical groupings:

1.) *Maintain – Maintaining What We Have*

This category includes work performed by CDOT staff and its contracting partners to repair and reconstruct the state highway system and to keep it in safe working order.

2.) *Maximize – Making the Most of What We Have*

This category includes safety education, flexible funding for the Department's six engineering regions for regional priority projects, investments in Intelligent Transportation Systems, and the Mile High Courtesy Patrol

3.) *Expand – Increasing Capacity*

This category contains the Department's self-funded High Performance Transportation Enterprise (HPTE), strategic projects of statewide importance, and congressional earmarks. The HPTE is currently the only funded program in this category.

4.) *Deliver – Program Delivery / Administration*

This category includes the Department's Administration, project support, and planning and research programs.

5.) *Pass-through Funds / Multimodal Grants*

This category includes a variety of programs that principally pass funding through to other governmental units such as airports, local governments, and transit providers as formula or discretionary grants.

6.) *Contingency / Debt Service & Certificates of Participation*

This category contains the Department's contingency reserves, annual debt service for highway and bridge projects, and lease payments on certain of the Department's properties.



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CDOT Fiscal Year 2012-13 Budget Fact Sheet

Program Summary (continued)

Table 20: Summary of FY 2012-13 CDOT Budget Program Allocations

Maintain - Maintaining What We Have		Deliver - Program Delivery/Administration	
<i>CDOT Performed Work</i>		Operations	28,466,479
Roadway Surface	52,000,000	DTD Planning and Research - SPR	10,728,120
Roadside Facilities	16,399,332	Administration (Appropriated)	23,376,290
Roadside Appearance	7,000,000	Total Deliver	62,570,889
Structure Maintenance	12,000,000	Pass-Through Funds/Multi-modal Grants	
Tunnel Activities	6,100,000	Aeronautics	
Snow and Ice Control	64,300,000	Division of Aeronautics to Airports	38,780,000
Traffic Services	58,000,000	Division of Aeronautics Administration	720,000
Planning and Scheduling	12,630,000	Subtotal Aeronautics	39,500,000
Material, Equipment and Buildings	14,000,000	Highway	
Subtotal CDOT Performed Work	242,429,332	Total Enhancement	11,448,134
<i>Contracted Out Work</i>		STP-Metro	41,181,424
Surface Treatment	83,325,839	Congestion Mitigation/Air Quality	38,513,014
Safety Surface Treatment	3,614,906	Recreational Trails	1,136,672
Bridge On-System - TC Directed	7,524,561	Metropolitan Planning	5,975,432
Bridge On-System - Federal Program	22,041,555	Bridge Off-System - TC Directed	3,164,139
State Bridge Enterprise	47,650,596	Bridge Off-System - Federal Program	5,343,945
Rockfall Mitigation	3,766,108	Railroad Crossings	2,224,409
Hazard Elimination	11,959,427	Safe Routes to Schools	1,767,905
Hot Spots	1,577,402	Subtotal Highway	110,755,074
Traffic Signals	1,072,020	Transit	
FASTER - Safety Projects	65,097,298	Total Federal Transit	15,458,979
Tunnel Inspection	129,870	Strategic Projects - Transit	-
Indirect Costs / Overhead*	74,006,773	Transit and Rail Local Grants	5,000,000
CDOT Construction Engineering**	18,624,535	Transit and Rail Statewide Grants	6,651,577
Subtotal Contracted Out Work	340,390,890	Transit Administration and Operations	3,348,423
<i>Capital Expenditure</i>		Subtotal Transit	30,458,979
Road Equipment	14,191,591	Infrastructure Bank	
Capitalized Operating Equipment	5,530,258	Infrastructure Bank	500,000
Property	6,932,699	Subtotal Infrastructure Bank	500,000
Subtotal Capital Expenditure	26,654,548	Total Pass-through / Multimodal	181,214,053
Total Maintain	609,474,770	Contingency / Debt Service	
Maximize - Making the Most of What We Have		Contingency	
<i>Contracted Out Work</i>		TC Contingency	10,000,000
Safety Education	3,752,378	Snow & Ice Reserve	10,000,000
ITS Maintenance	6,685,668	Contingent Earmarks Match	-
Congestion Relief	2,911,471	Bridge Enterprise - Contingency	9,300,000
Total Regional Priority Allocation	7,278,678	Subtotal Contingency	29,300,000
Indirect Costs / Overhead*	6,161,724	Debt Service	
CDOT Construction Engineering**	1,550,659	Strategic Projects - Debt Service	167,993,575
Subtotal Contracted out Work	28,340,579	Bridge Enterprise - Debt Service	18,234,000
<i>Capital Expenditure</i>		Certificates of Participation	1,103,006
ITS Investments	5,000,000	Subtotal Debt Service	187,330,581
Subtotal Capital Expenditure	5,000,000	Total Contingency / Debt Service	216,630,581
Total Maximize	33,340,579	Total FY 2012-13 CDOT Budget	
Expand - Increasing Capacity		\$1,105,730,872	
<i>CDOT Performed Work</i>		*Total Project Indirect Costs / Overhead	
HPTE Administration	2,500,000	\$80,168,497	
Total Expand	2,500,000	**Total Construction Engineering	
		\$20,175,194	



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CDOT Fiscal Year 2012-13 Budget Fact Sheet

Maintenance

Statutory Authorization:	Section 43-1-106 (8) (h), C.R.S. (2011)
Governance:	Colorado Transportation Commission, Section 43-1-106, C.R.S. (2011)
Primary Funding Source:	State Highway Fund, Section 43-10-109, C.R.S. (2011)
Budget Category:	Maintain – Maintaining What We Have

Background

The Maintenance Program is designed to keep the 9,200 centerline-mile (27,110 lane mile) State highway system open and safe for the traveling public. This involves all activities from the centerline of the highway to the right-of-way fence on both sides of the highway, including:

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

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

- Planning, scheduling, inspection, and training;
- Roadway surface;
- Roadside facilities;
- Roadside appearance;
- Traffic services;
- Bridge;
- Snow and ice;
- Buildings, grounds, rest areas and equipment;
- And major tunnels.

There are nine 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.



CDOT Fiscal Year 2012-13 Budget Fact Sheet

Maintenance (continued)

Funding

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

Table 21: Maintenance Program Funding History (\$millions)

Fiscal Year	2009-10	2010-11	2011-12	2012-13
Cash Funds	\$237.8	\$239.8	\$242.4	\$242.4
Total Funds	\$237.8	\$239.8	\$242.4	\$242.4

Source: CDOT Office of Financial Management & Budget

Related Goals

Table 22: Overall Maintenance Levels of Service

FY2010	FY2011	FY2012	FY2013	FY2014
Actual	Actual	Estimate	Target/Forecast	Target/Forecast
B-	B-	C	B-	Not Available

Source: CDOT Division of Transportation Development

Related Performance Measures / Workload Indicators

Table 23: Level of Service by Fiscal Year

Maintenance Program Area	2010-11	2011-12 ¹	2012-13 ²
Planning & Training	C	C	tbd
Road Surface	B+	B-	tbd
Roadside Facilities	B+	C	tbd
Roadside Appearance	B	C	tbd
Traffic	B-	C	tbd
Structures	B-	C+	tbd
Snow & Ice Control	C+	B	tbd
Equipment, Buildings, & Grounds	C+	C	tbd
Tunnels	C+	C +	tbd
Total Maintenance Program	B-	B-	tbd

1. Budgeted; 2. Proposed; Source: CDOT Office of Financial Management & Budget



CDOT Fiscal Year 2012-13 Budget Fact Sheet

Surface Treatment

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2011)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2011)
 Primary Funding Sources: State Highway Fund, Section 43-10-109, C.R.S. (2011)
 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.

Department staff utilizes exhaustive data collection and pavement management software 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; and
- Federal reimbursement for eligible expenditures.

Table 24: Surface Treatment Funding History (*\$millions*)

Fiscal Year	2009-10	2010-11	2011-12	2012-13
Net Budgeted Funds				\$83.3
<i>Indirect Cost Allocation</i>				\$24.9
<i>Construction Engineering Allocation</i>				\$6.3
Total Allocated Funds	\$93.2	\$102.0	\$147.2	\$114.5

Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations. See page 75.
 Source: CDOT Office of Financial Management & Budget

Related Performance Measures / Workload Indicators

Table 25: Percent of Pavement in Good or Fair Condition

FY2010	FY2011	FY2012	FY2013	FY2014
actual	actual	estimate	target/forecast	target/forecast
48%	48%	45%	43%	41 %

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Safety Surface Treatment

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2011)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2011)
 Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2011)
 Budget Category: Maintain – Maintaining What We Have

Background

The purpose of the Department’s Safety Surface Treatment program is to supplement Surface Treatment funds when safety issues are discovered during the project process. It is financially efficient for these safety issues to be addressed as part of a current resurfacing project rather than to create a standalone project for the safety issue. Using these funds to supplement projects for safety issues ensures that surface treatment funds may be dedicated to enhancing the remaining service life of the pavement.

Funding

The main sources of revenue for the Safety Surface Treatment program are:

- The State Highway Fund; and
- Federal reimbursement for eligible expenditures

Table 26: Safety Surface Treatment Funding History (\$millions)

Fiscal Year	2009-10	2010-11	2011-12	2012-13
Net Budgeted Funds				\$3.6
<i>Indirect Cost Allocation</i>				<i>\$1.1</i>
<i>Construction Engineering Allocation</i>				<i>\$0.3</i>
Total Allocated Funds	\$4.9	\$4.9	\$5.0	\$5.0

Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations. See page 75.
 Source: CDOT Office of Financial Management & Budget



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Bridge Program

<http://www.coloradodot.info/library/bridge>

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2011)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2011)
 Primary Funding Sources: State Highway Fund, Section 43-10-109, C.R.S. (2011);
 The Highway Trust Fund, 26 U.S.C. § 9503
 Budget Category: Maintain – Maintaining What We Have

Background

The Bridge Program provides:

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

Funding

Bridge Program funds for replacement and major rehabilitation are used for bridges that are on the “Federal Select List of Bridges”. CDOT conducts inspections of all state, city, and county bridges within the state in accordance with the National Bridge Inspection Standards (NBIS) and reports the conditions of the bridges annually to the Federal Highway Administration (FHWA). From that information, those bridges that are either structurally deficient or functionally obsolete and have a Sufficiency Rating of eighty or less are placed on the Select List.

The main sources of funding for the Bridge program are:

- The State Highway Fund
- Federal reimbursement for eligible expenditures

Table 27: Bridge On-System Funding History (*\$millions*)

Fiscal Year	2009-10	2010-11	2011-12	2012-13
Net Budgeted Funds				\$29.5
<i>Indirect Cost Allocation</i>				\$8.9
<i>Construction Engineering Allocation</i>				\$2.2
Total Allocated Funds	\$49.8	\$57.8	\$40.7	\$40.6
Cash Funds	\$23.6	\$25.9	\$24.0	\$16.4
Federal Spending Authority	\$26.2	\$31.9	\$16.7	\$24.2

Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations. See page 75.
 Source: CDOT Office of Financial Management & Budget



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Bridge Program (continued)

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

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

Table 28: Bridge Off-System Funding History (\$millions)

Fiscal Year	2009-10	2010-11	2011-12	2012-13
Cash Funds	\$6.0	\$5.9	\$5.6	\$4.2
Federal Spending Authority	\$5.9	\$5.6	\$2.9	\$4.3
Total Funds	\$11.9	\$11.5	\$8.5	\$8.5

Source: CDOT Office of Financial Management & Budget

The Transportation Commission annually transfers funds from the Bridge program to the Statewide Bridge Enterprise program for culvert repair.

Related Performance Measures / Workload Indicators

Table 29: Percent of Deck Area in Good/Fair Condition

FY2010	FY2011	FY2012	FY2013	FY2014
Actual	Actual	Estimate	Target/forecast	Target/forecast
95%	95%	~95.0%	~95.0%	95.5%

Source: CDOT Division of Transportation Development



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The Statewide Bridge Enterprise

<http://www.coloradodot.info/programs/BridgeEnterprise>

Statutory Authorization: Section 43-4-805, C.R.S. (2011)
 Governance: Statewide Bridge Enterprise Board, Section 43-10-104, C.R.S. (2011)
 Primary Funding Source: Statewide Bridge Enterprise Special Revenue Fund, Section 43-10-109, C.R.S. (2011)
 Budget Category: Maintain – Maintaining What We Have

Background

Senate Bill 09-108 created Statewide Bridge Enterprise, a government-owned business entity within the Department. The Enterprise is empowered to finance the design, repair or reconstruction of bridges on the state highway system using revenues from an annual bridge safety surcharge on vehicle registrations. To qualify for the Bridge Enterprise, the bridges must be either structurally deficient or functionally obsolete, and rated below 50/100 according to federal bridge sufficiency guidelines to be selected by the Enterprise Board for funding. In addition to repair and replacement, the Enterprise funds future maintenance costs for all bridges transferred to its ownership.

Since the inception of the Bridge Enterprise in July 2009, 155 FASTER eligible bridges have been identified as structurally deficient or functionally obsolete with a “poor” sufficiency rating that may be programmed for replacement or reconstruction by the Bridge Enterprise. As of October 2011, 41 of these bridges have been replaced, 19 are in construction, 59 are in design or the design is complete, and 36 bridges are yet to be programmed. In December of 2010 the Enterprise issued \$300 million in bonds to accelerate the replacement and/or reconstruction of poor bridges; 73 of the FASTER eligible bridges are currently partially or fully funded with bond proceeds.

Funding

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

Table 30: Bridge Enterprise Funding History (\$millions)

Fiscal Year	2009-10	2010-11	2011-12	2012-13
Net Budgeted Funds				\$75.2
<i>Indirect Cost Allocation</i>				\$14.2
<i>Construction Engineering Allocation</i>				\$3.6
Total Allocated Funds	\$44.1	\$72.1	\$93.0	\$93.0
Cash Funds	\$44.1	\$72.1	\$93.0	\$93.0

Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations. See page 75.
 Source: CDOT Office of Financial Management & Budget

Related Performance Measures / Workload Indicators

Table 31: Poor Bridges

FY2010	FY2011	FY2012	FY2013	FY2014
Actual	Actual	Estimate	Target/forecast	Target/forecast
127	125	tbd	tbd	tbd

Source: CDOT Division of Transportation Development



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Rockfall Mitigation

<http://www.coloradodot.info/programs/geotech/rockfall>

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2011)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2011)
 Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2011)
 Budget Category: Maintain – Maintaining What We Have

Background

Rockfall is a significant natural hazard that affects the highway system. There are over 750 locations statewide recognized as having chronic rockfall hazards. The Rockfall Program uses the Colorado Rockfall Hazard Rating System (CRHRS) to evaluate and prioritize these locations for mitigation. The CRHRS combines geologic and climate information with traffic and slope data to rank rockfall hazards according to the severity of the rockfall risk. CDOT prioritizes sites for mitigation based on this system.

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

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

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

Funding

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

Table 32: Rockfall Mitigation Funding History (\$millions)

Fiscal Year	2009-10	2010-11	2011-12	2012-13
Net Budgeted Funds				\$3.8
<i>Indirect Cost Allocation</i>				\$1.1
<i>Construction Engineering Allocation</i>				\$0.3
Total Allocated Funds	\$4.2	\$4.2	\$5.2	\$5.2

Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations. See page 75.
 Source: CDOT Office of Financial Management & Budget



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Hazard Elimination

http://safety.fhwa.dot.gov/hsip/policy_guide/memo021500.cfm

Statutory Authorization: 23 U.S.C. § 152; 23 U.S.C. §133 (d)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2011)
 Primary Funding Source: The Highway Trust Fund; 26 U.S.C. § 9503
 Budget Category: Maintain – Maintaining What We Have

Background

The Federal Hazard Elimination Program provides a blend of federal and state/local funds for projects that seek to improve safety at high accident locations. This State-managed program operates on a three-year schedule and directs funds to eligible safety improvement projects that satisfy a competitive screening process.

The projects are selected and prioritized following the CDOT Traffic Engineering Branch's nationally recognized and FHWA approved methodology. State highway improvement projects as well as local county and city projects are eligible to receive these funds. In addition to a detailed statistical analysis of accident history, the screening procedure incorporates a benefit/cost evaluation which aids in normalizing cost impact, thus allowing projects of divergent budgets to compete for the limited funding resources on a fair basis. Typical projects involve:

- Intersection improvements;
- Guardrail installation;
- Lighting upgrades;
- Pedestrian and bicycle improvements associated with roadways;
- Shoulder and lane widening for safety;
- Intelligent transportation systems (ITS);
- Curve flattening and other geometric modifications; and
- Sign and pavement marking upgrades.

Funding

The main sources of revenue to the Hazard Elimination program are:

- The State Highway Fund; and
- Federal reimbursement for eligible expenditures

Table 33: Hazard Elimination Funding History (\$millions)

Fiscal Year	2009-10	2010-11	2011-12	2012-13
Net Budgeted Funds				\$12.0
<i>Indirect Cost Allocation</i>				\$3.5
<i>Construction Engineering Allocation</i>				\$0.9
Total Allocated Funds	\$22.5	\$21.7	\$16.8	\$16.4
Cash Funds	\$2.1	\$2.2	\$1.7	\$1.6
Federal Spending Authority	\$20.4	\$19.5	\$15.1	\$14.8

Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations. See page 75.
 Source: CDOT Office of Financial Management & Budget



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Hazard Elimination (continued)

Related Performance Measures / Workload Indicators

Table 34: Fatal Crashes per 100 Million Vehicle Miles Traveled

FY2010	FY2011	FY2012	FY2013	FY2014
CY2009	CY 2010	Estimate	Target/forecast	Target/forecast
0.94	0.87	<1.00	<1.00	<1.00

Source: CDOT Division of Transportation Development

Table 35: Severe Injuries per 100 Million Vehicle Miles Traveled

FY2010	FY2011	FY2012	FY2013	FY2014
CY2009	CY2010	Estimate	Target/forecast	Target/forecast
23.09	21.09	N/A	N/A	N/A

Source: CDOT Division of Transportation Development



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Hot Spots

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2011)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2011)
 Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2011)
 Budget Category: Maintain - Maintaining What We Have

Background

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

- To mitigate small unforeseen safety issues that need immediate attention; and
- 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; and
- Federal reimbursement for eligible expenditures.

Table 36: Hot Spots Funding History (*Millions*)

Fiscal Year	2009-10	2010-11	2011-12	2012-13
Net Budgeted Funds				\$1.6
<i>Indirect Cost Allocation</i>				\$0.5
<i>Construction Engineering Allocation</i>				\$0.1
Total Allocated Funds	\$1.6	\$1.6	\$2.2	\$1.6

Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations. See page 75.
 Source: CDOT Office of Financial Management & Budget



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CDOT Fiscal Year 2012-13 Budget Fact Sheet

Traffic Signals

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2011)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2011)
 Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2011)
 Budget Category: Maintain – Maintaining What We Have

Background

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

Funding

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

Table 37: Traffic Signals Funding History (*Millions*)

Fiscal Year	2009-10	2010-11	2011-12	2012-13
Net Budgeted Funds				\$1.1
<i>Indirect Cost Allocation</i>				<i>\$0.2</i>
<i>Construction Engineering Allocation</i>				<i>\$0.1</i>
Total Allocated Funds	\$1.1	\$1.1	\$1.5	\$1.4

Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations. See page 75.
 Source: CDOT Office of Financial Management & Budget



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CDOT Fiscal Year 2012-13 Budget Fact Sheet

S.B. 09-108 Road Safety Projects

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2011)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2011)
 Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2011)
 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. (2011), a "road safety project" means a construction, reconstruction, or maintenance project that:

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

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

Funding

The main sources of funding to the Road Safety Projects are

- Distributions of revenue generated by S.B. 09-108 and credited to the Highway Users Tax Fund;
- Supplementary funding from non-S.B. 09-108 State Highway Fund revenues;
- Federal reimbursement for qualifying expenditures

Table 38: FASTER Safety Funding History (*\$millions*)

Fiscal Year	2009-10	2010-11	2011-12	2012-13
Net Budgeted Funds				\$65.1
<i>Indirect Cost Allocation</i>				<i>\$19.4</i>
<i>Construction Engineering Allocation</i>				<i>\$4.9</i>
Total Allocated Funds	\$83.2	\$86.2	\$82.2	\$89.4
Cash Funds	\$83.2	\$86.2	\$82.2	\$89.4

Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations. See page 75.
 Source: CDOT Office of Financial Management & Budget



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CDOT Fiscal Year 2012-13 Budget Fact Sheet

Tunnel Inspection

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2011)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2011)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2011)
Budget Category: Maintain – Maintaining What We Have

Background

The Tunnel Inspection program is a CDOT program. The purpose of the Tunnel Inspection program is to proactively, on a scheduled basis, inspect the Johnson-Eisenhower and Hanging Lake tunnels, which are Colorado's largest tunnels. The funding is rotated yearly between the two CDOT Engineering regions in which these two tunnels are located.

Funding

The main source of revenue to the Tunnel Inspection Program is the State Highway Fund.

Table 39: Tunnel Inspection Funding History (*Millions*)

Fiscal Year	2009-10	2010-11	2011-12	2012-13
Cash Funds	\$0.1	\$0.1	\$0.2	\$0.2
Total Funds	\$0.1	\$0.1	\$0.2	\$0.2

Source: CDOT Office of Financial Management & Budget



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CDOT Fiscal Year 2012-13 Budget Fact Sheet

Capital Expenditures

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2011)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2011)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2011)
Budget Category: Maintain – Maintaining What We Have

Background

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

- Road equipment;
- Capitalized Operating Equipment;
- Property; and
- Investments in Intelligent Transportation Systems

Funding

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

- The State Highway Fund; and
- Federal reimbursement for qualifying expenditures

Table 40: Capital Expenditure Funding History (*Millions*)

Fiscal Year	2009-10	2010-11	2011-12	2012-13
Cash Funds	\$27.2	\$31.3	\$26.7	\$26.7
Total Funds	\$27.2	\$31.3	\$26.7	\$26.7

Source: CDOT Office of Financial Management & Budget



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CDOT Fiscal Year 2012-13 Budget Fact Sheet

Highway Safety Education

Enhanced Drunk Driving Enforcement: <http://apps.coloradodot.info/TrafficSafety/HEAT/index.cfm>

Motorcycle Operator Safety: <http://www.coloradodot.info/programs/live-to-ride>

Statutory Authorization: National Highway Transportation Safety Administration: 49 U.S.C. § 105
CDOT Office of Transportation Safety: Section 24-42-101, C.R.S. (2011)

Primary Funding Sources: Law Enforcement Assistance Fund: Section 43-4-401, C.R.S. (2011)
First Time Drunk Driving Offenders Account: Section 42-2-132, C.R.S. (2011)
Motorcycle Operator Safety Training Fund: Section 43-5-504, C.R.S. (2011)

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

Background

The Department oversees several state and federally funded programs to reduce the incidence and severity of motor vehicle crashes and associated economic losses.

Enhanced Drunk Driving Enforcement

The Department's "The Heat is On!" campaign is collaboration with law enforcement agencies to increase efforts to combat driving under the influence (DUI) during times of the year when the incidence of intoxicated drivers is known to be high. The Department reimburses law enforcement agencies for qualifying expenses from the following sources:

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

Since its inception, law enforcement agencies in Colorado have made 78,166 DUI arrests while participating in The Heat is On enforcement periods.

Motorcycle Operator Safety Training (MOST)

To promote the safe operation of motorcycles in Colorado, the MOST program provides a \$70 per-student subsidy to take motorcycle safety courses at private motorcycle safety training schools around the state. Contractors received subsidies for about 9,100 individuals in Fiscal Year 2011.

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

Section 402 funds are used for the implementation of programs that address a wide range of highway safety problems that are related to human factors and the roadway environment and that contribute to the reduction of crashes, deaths, and injuries resulting thereof.

State Traffic Safety Information System Improvements (23 U.S.C. § 408)

Section 408 encourages States to adopt, implement, and evaluate effective programs to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of State data that is needed to identify priorities for national, State, and local highway and traffic safety programs;

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

Section 410 encourages States to adopt and implement effective programs to reduce traffic safety problems resulting from individuals driving while under the influence of alcohol.



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CDOT Fiscal Year 2012-13 Budget Fact Sheet

Highway Safety Education (continued)

Section 2010 – Motorcyclist Safety Grants (P. L. 109-59, Section 2010)

Section 2010 encourages States to adopt and implement effective programs to reduce the number of single and multi-vehicle crashes involving motorcyclists. A State may use these grants funds only for motorcyclist safety training and motorcyclist awareness programs, including improvement of training curricula, delivery of training, recruitment or retention of motorcyclist safety instructors, and public awareness and outreach programs.

Funding

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

- Federal funding from the National Highway Transportation Safety Administration (NHTSA);
- penalties for DUI convictions and guilty pleas;
- fees for drivers’ license reinstatement; and
- surcharges on driver’s license fees for licenses with motorcycle qualifications.

Table 41: Safety Education Funding History (\$millions)

Fiscal Year	2009-10	2010-11	2011-12	2012-13
Net Budgeted Funds				\$3.8
<i>Indirect Cost Allocation</i>				\$1.1
<i>Construction Engineering Allocation</i>				\$0.3
Total Allocated Funds	\$6.7	\$4.2	\$5.9	\$5.2
Cash Funds	\$2.6	\$2.6	\$3.1	\$3.9
Federal Spending Authority	\$4.1	\$1.6	\$2.8	\$1.3

Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations. See page 69.
 Source: CDOT Office of Financial Management & Budget

Related Performance Measures / Workload Indicators

Table 42: Number of fatal and injury crashes involving motorcycles investigated by the Colorado State Patrol during the grant period

FFY2010	FFY2011	FFY2012	FFY2013	FFY2014
Actual	Actual	Estimate	Target/forecast	Target/forecast
904	773	758	743	728

Source: CDOT Division of Transportation Development

Table 43: Number of Alcohol-Related Fatalities

CY 2009	CY 2010	CY 2011	CY 2012	CY 2013
Actual	Actual	Estimate	Target/forecast	Target/forecast
158	150	<150	<150	<150

Source: CDOT Division of Transportation Development



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CDOT Fiscal Year 2012-13 Budget Fact Sheet

Intelligent Transportation Systems

<http://www.cotrip.org/its/>

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2011)

Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2011)

Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2011)

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

Background

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

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

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

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

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

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



CDOT Fiscal Year 2012-13 Budget Fact Sheet

Intelligent Transportation Systems (continued)

In calendar year 2010, 16 million persons visited the COTrip web site requesting 258 million pages of information and the web site transmitted 18 terabytes of information. Additionally, the 511 IVR System took 2.3 million calls. These numbers represent significant increases over the past year, and attest to both the demand for information and the value that travelers place on it. The ITS Branch is committed to providing the most up-to-date, accurate and timely traveler information to improve and enhance traveler's ability to make informed decisions regarding their travel choices and to improve the overall mobility and safety of Colorado's transportation system.

Funding

The main sources of funding for Intelligent Transportation Systems are:

- The State Highway Fund
- Federal reimbursement for eligible expenditures

Table 44: Intelligent Transportation Systems Funding History (*Millions*)

Fiscal Year	2009-10	2010-11	2011-12	2012-13
Net Budgeted Funds				\$11.7
<i>Indirect Cost Allocation</i>				\$2.0
<i>Construction Engineering Allocation</i>				\$0.5
Total Allocated Funds	\$9.8	\$9.8	\$14.7	\$14.2

Source: CDOT Office of Financial Management & Budget

Related Performance Measures / Workload Indicators

Table 45: Percent of Corridors with ITS Plan or Device

FY2010	FY2011	FY2012	FY2013	FY2014
Actual	Actual	estimate	Target/forecast	Target/forecast
0.75	0.78	N/A	N/A	N/A

Source: CDOT Division of Transportation Development

Table 46: Hits to <http://www.cotrip.org>

(CY2009)	(CY2010)	FY2011	CY2012	CY2013
Actual	Actual	estimate	Target/forecast	Target/forecast
1,306,386,886	2,023,233,401	N/A	N/A	N/A

Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations. See page 69.

Source: CDOT Division of Transportation Development



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CDOT Fiscal Year 2012-13 Budget Fact Sheet

Congestion Relief

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2011)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2011)
 Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2011)
 Budget Category: Maximize – Making the Most of What We Have

Background

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

The Department contracts with private towing services to patrol the following highway segments:

- I-25 from 104th Avenue to Alameda;
- US 36 from I-25 to Wadsworth;
- I-70 from Sheridan Boulevard to Pena Boulevard;
- I-225 from I-70 to Parker Road;
- US 6 (6th Avenue) from I-25 to Kipling Street;
- C-470 from I-25 to Wadsworth Boulevard; and
- I-270.

To remove disabled vehicles from heavily traveled segments of the state highway system in the Denver metropolitan area, improving mobility and safety for all travelers.

Funding

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

Table 47: Congestion Relief Funding History (\$millions)

Fiscal Year	2009-10	2010-11	2011-12	2012-13
Net Budgeted Funds				\$2.9
Indirect Cost Allocation				\$0.9
Construction Engineering Allocation				\$0.2
Total Allocated Funds	\$5.8	\$5.8	\$4.0	\$4.0

Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations. See page 69.
 Source: CDOT Office of Financial Management & Budget

Related Performance Measures / Workload Indicators

Table 48: Average Minutes of Travel Delay in Congested Corridors during Peak Travel Times

CY2009	CY2010	CY2011	CY2012	CY2013
Actual	Actual	estimate	Target/forecast	Target/forecast
17	17.3	18.4	19.4	20.5

Source: CDOT Division of Transportation Development



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Regional Priority Program (RPP)

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2011)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2011)
 Primary Funding Sources: State Highway Fund, Section 43-10-109, C.R.S. (2011);
 The Highway Trust Fund 26 U.S.C. § 9503
 Budget Category: Maximize – Making the Most of What We Have

Background

The objective of the Regional Priority Program is to supplement the formula-driven funding allocations to the six 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 through the transportation planning process.

Funding

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

Table 49: Regional Priority Program Funding History (\$millions)

Fiscal Year	2009-10	2010-11	2011-12	2012-13
Net Budgeted Funds	\$0.0	\$0.0	\$10.0	\$7.3
<i>Indirect Cost Allocation</i>				\$2.2
<i>Construction Engineering Allocation</i>				\$0.5
Total Allocated Funds	\$0.0	\$0.0	\$10.0	\$10.0

Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations. See page 69.
 Source: CDOT Office of Financial Management & Budget



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The High Performance Transportation Enterprise (HPTE)

<http://www.coloradodot.info/about/high-performance-transportation-enterprise-hpte>

Statutory Authorization: Section 43-4-806, C.R.S. (2011)
 Governance: HPTE Board, Section 43-4-806 (2) (a), C.R.S. (2011)
 Primary Funding Source: Statewide Transportation Enterprise Special Revenue Fund, Section 43-4-806 (3) (a), C.R.S. (2011)
 Budget Category: Expand – Increasing Capacity

Background

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

- Improve the safety, capacity, and accessibility of the surface transportation system,
- Can feasibly be commenced in a reasonable amount of time,
- Will allow more efficient movement of people, goods, and information throughout the state, and
- Will accelerate the economic recovery of the state.

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

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

Funding

The main sources of revenue to the Enterprise are:

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

Table 50: HPTE Funding History (*\$millions*)

Fiscal Year	2009-10	2010-11	2011-12	2012-13
Cash Funds	\$2.6	\$2.6	\$2.5	\$2.5
Total Funds	\$2.6	\$2.6	\$2.5	\$2.5

Source: CDOT Office of Financial Management & Budget



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CDOT Fiscal Year 2012-13 Budget Fact Sheet

Strategic Projects

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2011)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2011)
 Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2011)
 Budget Category: Expand – Increasing Capacity

Background

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

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

Funding

When revenues for this program were halted due to the loss of Senate Bill 97-001, remaining projects were unable to be funded on an ongoing basis. Although funds are budgeted into these projects occasionally, the primary focus of the program is to make debt service payments on the Transportation Revenue Anticipation Notes (TRANS).

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

Table 51: Strategic Projects Funding History (\$millions)

Fiscal Year	2009-10	2010-11	2011-12	2012-13
General Funds	\$0.0	\$0.0	\$0.0	\$0.0
Cash Funds	\$0.0	\$0.0	\$0.0	\$0.0
Federal Spending Authority	\$0.0	\$0.0	\$0.0	\$0.0
Total Funds	\$0.0	\$0.0	\$0.0	\$0.0

Source: CDOT Office of Financial Management & Budget



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Project Support – Engineering, Planning, and Research

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2011)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2011)
 Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2011)
 Budget Category: Deliver – Program Delivery/Administration

Background

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

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

Funding

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

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

Table 52: Planning, Research, and Maintenance Support Funding History

(Millions)

Fiscal Year	2009-10	2010-11	2011-12	2012-13
Cash Funds	\$8.2	\$8.2	\$7.5	\$7.8
Federal Spending Authority	\$10.3	\$10.8	\$7.7	\$8.6
Total Funds	\$18.5	\$19.0	\$15.2	\$16.4

Source: CDOT Office of Financial Management & Budget

Table 53: Operations - Program Support Funding History
 (Millions)

Fiscal Year	2009-10	2010-11	2011-12	2012-13
Cash Funds	\$34.2	\$30.7	\$20.1	\$22.6
Total Funds	\$34.2	\$30.7	\$20.1	\$22.6

Source: CDOT Office of Financial Management & Budget



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Administration

Statutory Authorization: Section 43-1-113 (2) (c) (III), C.R.S. (2011)
 Governance: Colorado Transportation Commission, Section 43-10-106, C.R.S. (2011)
 Primary Funding Source: State Highway Fund, Section 43-1-219, C.R.S. (2011)
 Budget Category: Deliver – Program Delivery/Administration

Background

The Department's Administration is composed of the staff of several CDOT offices meeting criteria set forth in Section 43-1-113 (2) (c) (III), C.R.S. (2011). Unlike the majority of CDOT's budget, funding for Administration is appropriated annually and may not exceed 5.0 percent of the Department's budget. This appropriation of funds is not generally an increase in funding to CDOT, but rather a ceiling set by the legislature on how much of the funding CDOT receives that can be spent on administering the department. The CDOT Administration includes the following offices, in whole or in part:

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

Funding

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

Table 54: Administration Funding History (\$millions)

Fiscal Year	2009-10	2010-11	2011-12	2012-13
Cash Funds	\$20.9	\$20.1	\$22.6	\$23.4
Reappropriated Funds	\$1.4	\$1.5	\$1.9	\$1.9
Total Funds	\$22.3	\$21.6	\$24.5	\$25.3

Source: CDOT Office of Financial Management & Budget

Recent Legislation

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



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Division of Aeronautics

<http://www.coloradodot.info/programs/aeronautics>

Statutory Authorization: Section 43-10-103, C.R.S. (2011)
 Governance: Colorado Aeronautical Board, Section 43-10-104, C.R.S. (2011)
 Primary Funding Source: State Aviation Fund, Section 43-10-109, C.R.S. (2011)
 Budget Category: Pass-through funds / multimodal grants

Background

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

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

Funding

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

- An excise tax of \$0.04 per gallon on wholesale non-commercial jet fuel transactions;
- An excise tax of \$0.06 per gallon on aviation fuel sales; and
- A sales tax of 2.9 percent on the sale of all aviation fuels.

Table 55: Aeronautics Funding History and Projection (*\$millions*)

Fiscal Year	2009-10	2010-11	2011-12	2012-13
Cash Funds	\$32.2	\$31.8	\$27.5	\$39.2
Federal Funds	\$0.2	\$0.3	\$0.3	\$0.3
Total Funds	\$32.4	\$32.1	\$27.8	\$39.5

Source: CDOT Office of Financial Management and Budget

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. (2011) continuously appropriates the State Aviation Fund to the Division and restricts administrative expenses to a maximum of **5.0 percent** of prior year revenues. Actual administrative expenses in FY 2010-11 were **1.9 percent** of FY 2009-10 revenues.



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Division of Aeronautics (continued)

Recent Legislation

H.B. 09-1066 (Vaad / Gibbs) “Concerning the Codification of Existing Practices of the Division of Aeronautics” clarified the authority of the Division. The bill:

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

Related Goals

Pavement Condition Indexing (PCI): The Division conducts an inspection and analysis of airport pavements that is required by the Federal Aviation Administration (FAA) for airports to be eligible for federal funds. PCI results are an important planning tool for each airport’s pavement maintenance and capital improvement programs. This information is used by the Division and the FAA to determine priority distribution of state and federal pavement maintenance funds. The Division’s goal is to maintain Colorado’s primary airport pavements at an average PCI score at or above 75/100. For more information about pavement condition indexing, please refer to page 8 of the Division’s 2010 Annual Report: http://www.coloradodot.info/programs/aeronautics/PDF_Files/AnnualReports/10AnnualReport.

Related Performance Measures / Workload Indicators

Table 56: Colorado Airport Pavement Condition

Calendar Year	2006	2007	2008	2009
Good	79%	79%	81%	81%
Fair	14%	15%	13%	12%
Poor	7%	6%	6%	7%

Source: CDOT Division of Aeronautics Annual Reports



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Transportation Enhancements

Statutory Authorization: 23 U.S.C. § 101 (a) (35)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2011)
 Primary Funding Source: The federal Highway Trust Fund; 26 U.S.C. § 9503
 Budget Category: Pass-through Funds/Multimodal Grants

Background

The Transportation Enhancement program is a federally mandated program. The objective of the Transportation Enhancement program is to strengthen the cultural, aesthetic, and environmental aspects of the intermodal transportation system. Eligible activities include but are not limited to:

- Provision of facilities for pedestrians and bicycles;
- Provision of safety and educational activities for pedestrians and bicyclists;
- Acquisition of scenic easements and scenic or historic sites (including historic battlefields);
- Scenic or historic highway programs and historic preservation;
- Landscaping and other scenic beautification;
- Rehabilitation and operation of historic transportation buildings, structures, or facilities;
- Preservation of abandoned railway corridors and conversion to bike/pedestrian paths;
- Inventory, control, and removal of outdoor advertising;
- Archaeological planning and research;
- Transportation-related environmental mitigation; and
- Establishment of transportation museums.

Funding

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

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

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.

Table 57: Enhancement Funding History (\$millions)

Fiscal Year	2009-10	2010-11	2011-12	2012-13
Cash Funds	\$3.2	\$3.0	\$2.2	\$2.3
Federal Spending Authority	\$12.6	\$12.1	\$8.6	\$9.2
Total Funds	\$15.8	\$15.1	\$10.8	\$11.5

Source: CDOT Office of Financial Management & Budget



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Surface Transportation Program - Metropolitan Areas (STP-Metro)

<http://www.fhwa.dot.gov/safetealu/factsheets/stp.htm>

Statutory Authorization: 23 U.S.C. §133 (d) (3)
 Governance: Transportation Management Areas (TMAs) in Colorado
 Primary Funding Source: Federal Highway Trust Fund, Highways Account, 23 USC § 104 (b) (3)
 Budget Category: Pass-Through Funds / Multimodal Grants

Background

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

Funding

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

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

Table 58: STP-Metro Funding History (*\$millions*)

Fiscal Year	2009-10	2010-11	2011-12	2012-13
Cash Funds	\$9.2	\$9.2	\$6.6	\$7.1
Federal Spending Authority	\$44.4	\$44.2	\$31.8	\$34.1
Total Funds	\$53.6	\$53.4	\$38.4	\$41.2

Source: CDOT Office of Financial Management & Budget



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Congestion Mitigation & Air Quality (CMAQ)

<http://www.fhwa.dot.gov/safetealu/factsheets/cmaq.htm>

Statutory Authorization: 23 U.S.C. § 149
 Governance: Metropolitan Planning Organizations (MPOs) in Colorado
 Primary Funding Source: Federal Highway Trust Fund, 23 U.S.C. 104 (b) (2)
 Budget Category: Pass-Through Funds / Multimodal Grants

Background

CMAQ is a federally mandated program. Its objective is to improve air quality in nonattainment and maintenance areas for ozone, carbon monoxide, and particulate matter. Priority is given to diesel retrofits and other cost-effective emission reduction activities including programs and projects that:

- Establish or operate advanced truck stop electrification systems;
- Improve transportation systems management and operations that mitigate congestion and improve air quality;
- Involve the purchase of integrated, interoperable emergency communications equipment;
- Involve the purchase of diesel retrofits that are for motor vehicles or non-road vehicles and non-road engines used in construction projects located in ozone or particulate matter non-attainment or maintenance areas and funded under 23 U.S.C.; and
- Conduct outreach activities that provide assistance to diesel equipment and vehicle owners and operators regarding the purchase and installation of diesel retrofits.

Funding

The main sources of revenue to the CMAQ program are:

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

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

Table 59: CMAQ Funding History (*\$millions*)

Fiscal Year	2009-10	2010-11	2011-12	2012-13
Cash Funds	\$8.6	\$8.6	\$5.4	\$6.6
Federal Spending Authority	\$41.6	\$41.3	\$25.8	\$31.9
Total Funds	\$50.2	\$49.9	\$31.2	\$38.5

Source: CDOT Office of Financial Management & Budget



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Recreational Trails

<http://www.fhwa.dot.gov/safetealu/factsheets/rectrails.htm>

Statutory Authorization: 23 U.S.C. § 206
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2011)
 Primary Funding Source: The Highway Trust Fund; 26 U.S.C. § 9503
 Budget Category: Pass-Through Funds / Multimodal Grants

Background

Recreational Trails is a federally mandated program. Its objective is to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Eligible activities include but are not limited to:

- Maintenance and restoration of trails;
- Development and rehabilitation of trailside and trailhead facilities;
- Purchase and lease of trail construction and maintenance equipment;
- Construction of new trails (with some limits on federal lands);
- Acquisition of easements and fee simple title to property;
- Assessment of trail conditions for accessibility and maintenance; and
- Development and dissemination of publications and operation of trail safety and trail environmental protection programs.

Funding

Federal funds for the Recreational Trails program are distributed to the States by formula as follows:

- 50% of the amount will be apportioned equally among eligible States;
- 50% of the amount will be apportioned among eligible States proportionate to the amount of non-highway recreational fuel used in each State during the preceding year.

The main sources of revenue to the Recreational Trails program are:

- Federal highway funds (82.79%);
- Required local match (17.21%);
- Additional local funds in excess of the required matching amounts

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.

Table 60: Recreational Trails Funding History (*Millions*)

Fiscal Year	2009-10	2010-11	2011-12	2012-13
Federal Spending Authority	\$0.0	\$0.0	\$1.1	\$1.1
Total Funds	\$0.0	\$0.0	\$1.1	\$1.1

Source: CDOT Office of Financial Management & Budget



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Metropolitan Planning

<http://www.fhwa.dot.gov/safetealu/factsheets/mp.htm>

Statutory Authorization: 23 U.S.C. §134
 Governance: Metropolitan Planning Organizations (MPOs) in Colorado
 Primary Funding Source: Federal Highway Trust Fund; 23 USC § 104 (f)
 Budget Category: Pass-Through Funds / Multimodal Grants

Background

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

Funding

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

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

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

Table 61: Metropolitan Planning Funding History (\$millions)

Fiscal Year	2009-10	2010-11	2011-12	2012-13
Cash Funds	\$1.3	\$1.5	\$1.0	\$1.0
Federal Spending Authority	\$6.3	\$6.9	\$5.0	\$4.9
Total Funds	\$7.6	\$8.4	\$6.0	\$5.9

Source: CDOT Office of Financial Management & Budget

The apportionment to each Metropolitan Planning Organization is based on demography-based federal formulas.

Table 62: Metropolitan Planning Funding by Organization (\$millions)

Metropolitan Planning Organization	% of funds	FY 2012-13 Allocation
Denver Regional Council of Governments	68.1%	\$4.0
North Front Range Metropolitan Planning Organization	9.2%	\$0.5
Grand Valley Metropolitan Planning Organization	3.7%	\$0.2
Pueblo Area Council of Governments	4.8%	\$0.3
Pike's Peak Area Council of Governments	14.2%	\$0.8

Source: CDOT Office of Financial Management & Budget



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Railroad Crossings

<http://www.fhwa.dot.gov/safetealu/factsheets/railcrossings.htm>

Statutory Authorization: 23 U.S.C. §130
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2011)
 Primary Funding Source: Federal Highway Trust Fund; 23 USC § 130 (f) (1)
 Budget Category: Pass-through Funds / Multimodal Grants

Background

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

Funding

The main sources of revenue to the Railroad Crossings program are:

- Federal highway funds (percentage based on particular activity); and
- Local matching (percentage based on particular activity)

Funds remain available for 4 years after expiration of authorization under which they were issued and are subject to the overall federal-aid obligation limitation. Apportioned funds are distributed to states based on the following factors:

- 50% based on the formula factors for apportionment of the Surface Transportation Program; and
- 50% based on the number of public railway-highway crossings

Each State is to receive a minimum of 0.5% of the program funds, and 50% of each state's apportionment must be set aside for the installation of protective devices at railway-highway crossings.

Table 63: Railroad Crossings Funding History (*Millions*)

Fiscal Year	2009-10	2010-11	2011-12	2012-13
Cash Funds	\$0.2	\$0.2	\$0.2	\$0.1
Federal Spending Authority	\$3.0	\$3.1	\$2.2	\$2.1
Total Funds	\$3.2	\$3.3	\$2.4	\$2.2

Source: CDOT Office of Financial Management & Budget



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Safe Routes to Schools

<http://www.fhwa.dot.gov/safetealu/factsheets/saferoutes.htm>

Statutory Authorization: 23 U.S.C. § 402
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2011)
 Primary Funding Source: The Highway Trust Fund; 26 U.S.C. § 9503
 Budget Category: Pass-Through Funds / Multimodal Grants

Background

Safe Routes to School is a federally mandated program. Its objective is to enable and encourage children to walk and bicycle to school, to make walking and bicycling to school safe and more appealing, and to facilitate the planning, development and implementation of projects that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. Eligible infrastructure activities include:

- Sidewalk improvements, traffic calming and speed reduction improvements;
- Pedestrian and bicycle crossing improvements;
- On-street bicycle facilities;
- Off-street bicycle and pedestrian facilities and secure bike parking; and
- Traffic diversion improvements in the vicinity of schools (within approximately 2 miles).

Funding

Funds are apportioned to States based on their relative shares of total enrollment in primary and middle schools, but no State will receive less than \$1 million. Federal highway funds comprise 100% of the funding for this program. 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.

Table 64: Safe Routes to Schools Funding History (*\$millions*)

Fiscal Year	2009-10	2010-11	2011-12	2012-13
Federal Spending Authority	\$2.6	\$2.6	\$1.8	\$1.8
Total Funds	\$2.6	\$2.6	\$1.8	\$1.8

Source: CDOT Office of Financial Management & Budget



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Transit Programs

<http://www.coloradodot.info/programs/transitandrail>

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2011)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2011)
 Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2011)
 Budget Category: Pass-Through Funds/Multimodal Grants

Background

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

The objectives of the Division include:

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

Funding

The main sources of revenue to the Division are:

- \$15.0 million in annual revenues generated by Senate Bill 09-108;
- Federal formula transit apportionments; and
- Local matching funds

Table 65: Transit Programs Funding History (\$millions)

Fiscal Year	2009-10	2010-11	2011-12	2012-13
Cash Funds	\$22.5	\$22.6	\$20.9	\$21.0
Federal Spending Authority	\$11.9	\$11.9	\$9.3	\$9.5
Total Funds	\$34.4	\$34.5	\$30.2	\$30.5

Source: CDOT Office of Financial Management & Budget



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State Infrastructure Bank

<http://www.coloradodot.info/business/budget/colorado-state-infrastructure-bank-co-sib.html>

Statutory Authorization: Section 43-1-113.5 C.R.S. (2011)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2011)
 Primary Funding Source: Transportation Infrastructure Revolving Fund, Section 43-1-113.5, C.R.S. (2011)
 Budget Category: Pass-Through Funds/Multimodal Grants

Background

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

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

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

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

The fund has separate accounts for:

- Aeronautics;
- Highways;
- Transit; and
- 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.

Table 66: State Infrastructure Bank Funding History (*\$millions*)

Fiscal Year	2009-10	2010-11	2011-12	2012-13
Cash Funds	\$0.0	\$0.0	\$1.0	\$0.5
Total Funds	\$0.0	\$0.0	\$1.0	\$0.5

Source: CDOT Office of Financial Management & Budget



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State Highway Fund and Bridge Enterprise Fund Contingencies

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2011)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2011)
 Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2011)
 Budget Category: Transportation Commission Contingency / Debt Service

Background

Every year, the Transportation Commission allocates funds to contingency reserves for the State Highway Fund and the Statewide Bridge Enterprise Special Revenue Fund to be prepared for unforeseen events that arise throughout the year.

Some examples of when contingency reserves are necessary include:

- Winters with unusually heavy snowfall, necessitating higher expenditures on snow and ice removal to attain the Transportation Commission’s Maintenance Levels of Service goals
- Large rockfall events that necessitate emergency funding outlays to repair state highways as soon as possible
- Revenue sources whose proceeds fall short of budgetary expectations due to economic factors or changes in law

To the extent that revenues at year-end exceed budgetary expectation, or if actual expenditures on annual budget items are lower than approved allocations, the balances revert to contingency and can occasionally be of a large magnitude.

Funding

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

- The State Highway Fund; and
- Bridge Safety Surcharge revenue.

Table 67: Contingency Funding History (*\$millions*)

Fiscal Year	2009-10	2010-11	2011-12	2012-13
Cash Funds	\$185.3	\$122.8	\$20.0	\$29.3
Total Funds	\$185.3	\$122.8	\$20.0	\$29.3



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Debt Service & Certificates of Participation

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2011)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2011)
 Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2011)
 Budget Category: Transportation Commission Contingency/Debt Service

Background

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

Funding

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

- The State Highway Fund (TRANS and COPs);
- Bridge Safety Surcharge revenues (Bridge bonds)
- Federal highway funding (TRANS and Bridge bonds);

Table 68: TRANS Debt Service Payment History (*Millions*)

Fiscal Year	2009-10	2010-11	2011-12	2012-13
Total Allocation	\$168.0	\$168.0	\$168.0	\$168.0
Total Funds	\$168.0	\$168.0	\$168.0	\$168.0

Source: CDOT Office of Financial Management & Budget

Table 69: COP Lease Payment History (*Millions*)

Fiscal Year	2009-10	2010-11	2011-12	2012-13
Total Allocation	\$1.1	\$1.1	\$1.1	\$1.1
Total Funds	\$1.1	\$1.1	\$1.1	\$1.1

Source: CDOT Office of Financial Management & Budget

Table 70: Bridge Enterprise Debt Service Payment History (*Millions*)

Fiscal Year	2009-10	2010-11	2011-12	2012-13
Total Allocation	\$0.0	\$0.0	\$0.0	\$18.2
Total Funds	\$0.0	\$0.0	\$0.0	\$18.2

Source: CDOT Office of Financial Management & Budget



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Project Indirect Costs & Construction Engineering

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2011)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2011)
 Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2011)
 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 costs incurred by the regions that are indirect costs are personal services charges for administrative offices and supervisory engineering positions, office supplies, stakes, telephone 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 (or whatever you are calling it) 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; and
- Federal reimbursement for eligible expenditures.

Table 71: Project Indirect Cost & Construction Engineering Funding History
 (\$millions)

Fiscal Year	2009-10	2010-11	2011-12	2012-13
Project Indirect Costs				\$80.2
Construction Engineering Costs				\$20.2
Total Funds				\$100.4

Source: CDOT Office of Financial Management & Budget



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CDOT Fiscal Year 2012-13 Budget Fact Sheet

Project Indirect Costs & Construction Engineering (continued)

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

Table 72: CDOT FY 2012-13 Budget Allocations Net of Indirect / Construction Engineering (CE)

Program	Net Budgeted Funds	Indirect Cost Allocation	CE Allocation	Total Program Allocation
Surface Treatment	\$83.3	\$24.9	\$6.3	\$114.5
Safety Surface Treatment	\$3.6	\$1.1	\$0.3	\$5.0
Bridge On-System	\$29.5	\$8.9	\$2.2	\$40.6
Bridge Enterprise	\$47.7	\$14.2	\$3.6	\$65.5
Rockfall Mitigation	\$3.8	\$1.1	\$0.3	\$5.2
Hazard Elimination	\$12.0	\$3.5	\$0.9	\$16.4
Hot Spots	\$1.6	\$0.5	\$0.1	\$2.2
Traffic Signals	\$1.1	\$0.2	\$0.1	\$1.4
FASTER Safety	\$65.1	\$19.4	\$4.9	\$89.4
Safety Education	\$3.8	\$1.1	\$0.3	\$5.2
ITS	\$6.7	\$2.0	\$0.5	\$9.2
Congestion Relief	\$2.9	\$0.9	\$0.2	\$4.0
RPP	\$7.3	\$2.2	\$0.5	\$10.0

Source: CDOT Office of Financial Management & Budget