

**COLORADO GENERAL ASSEMBLY
JOINT BUDGET COMMITTEE**



**FY 2010-11 STAFF BUDGET BRIEFING
DEPARTMENT OF TRANSPORTATION**

**JBC Working Document - Subject to Change
Staff Recommendation Does Not Represent Committee Decision**

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**FY 2010-11 BUDGET BRIEFING
STAFF PRESENTATION TO THE JOINT BUDGET COMMITTEE**

DEPARTMENT OF TRANSPORTATION

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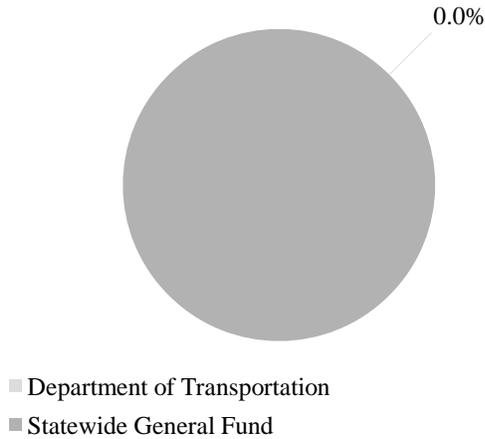
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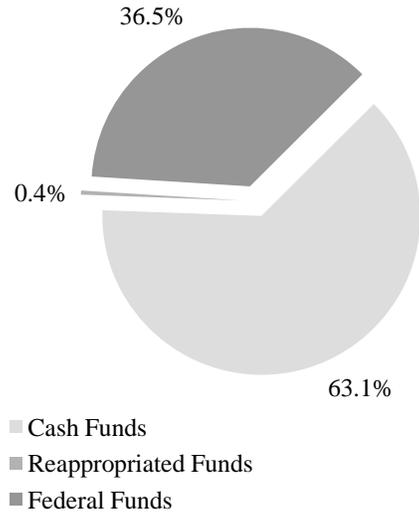
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Department of Transportation**

GRAPHIC OVERVIEW

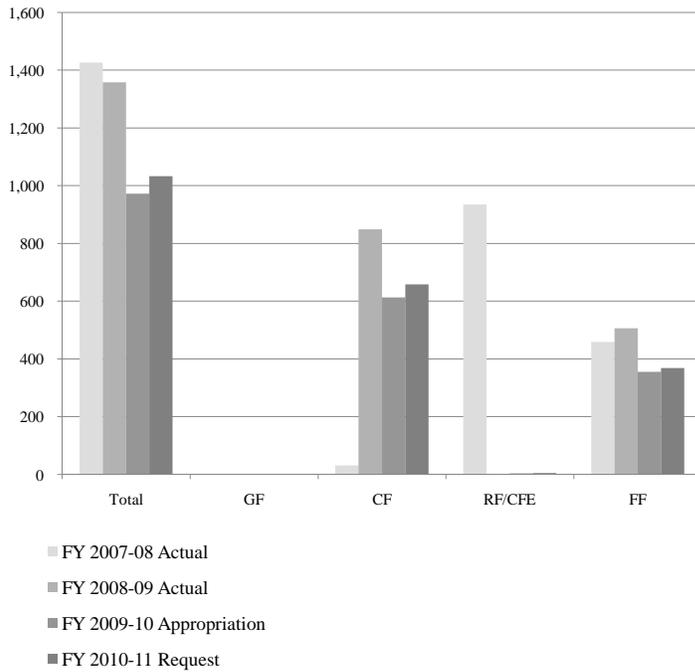
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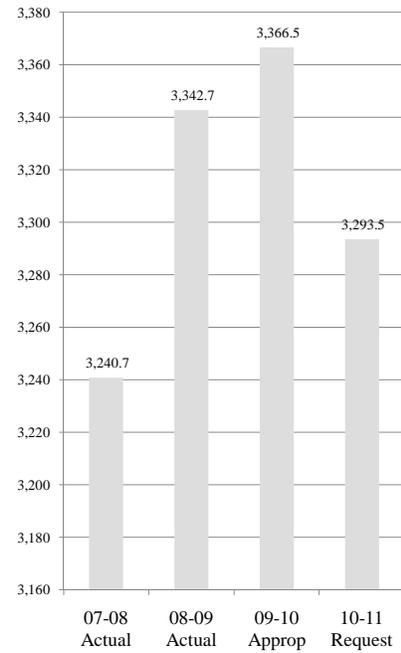
Department Funding Sources



**Budget History
(Millions of Dollars)**



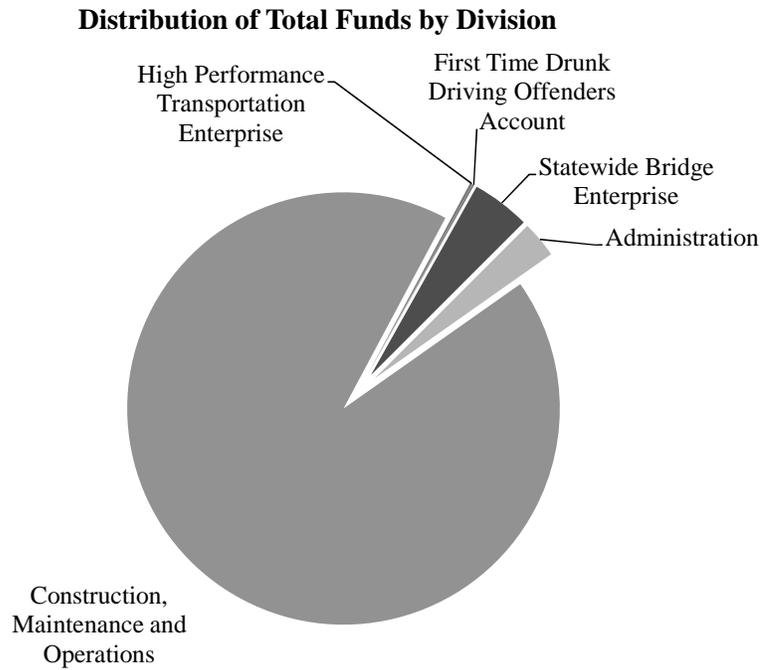
FTE History



Unless otherwise noted, all charts are based on the FY 2009-10 appropriation.

Distribution of General Fund by Division

The Department of Transportation received no General Fund appropriation in FY 2009-10.



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DEPARTMENT OVERVIEW

Key Responsibilities

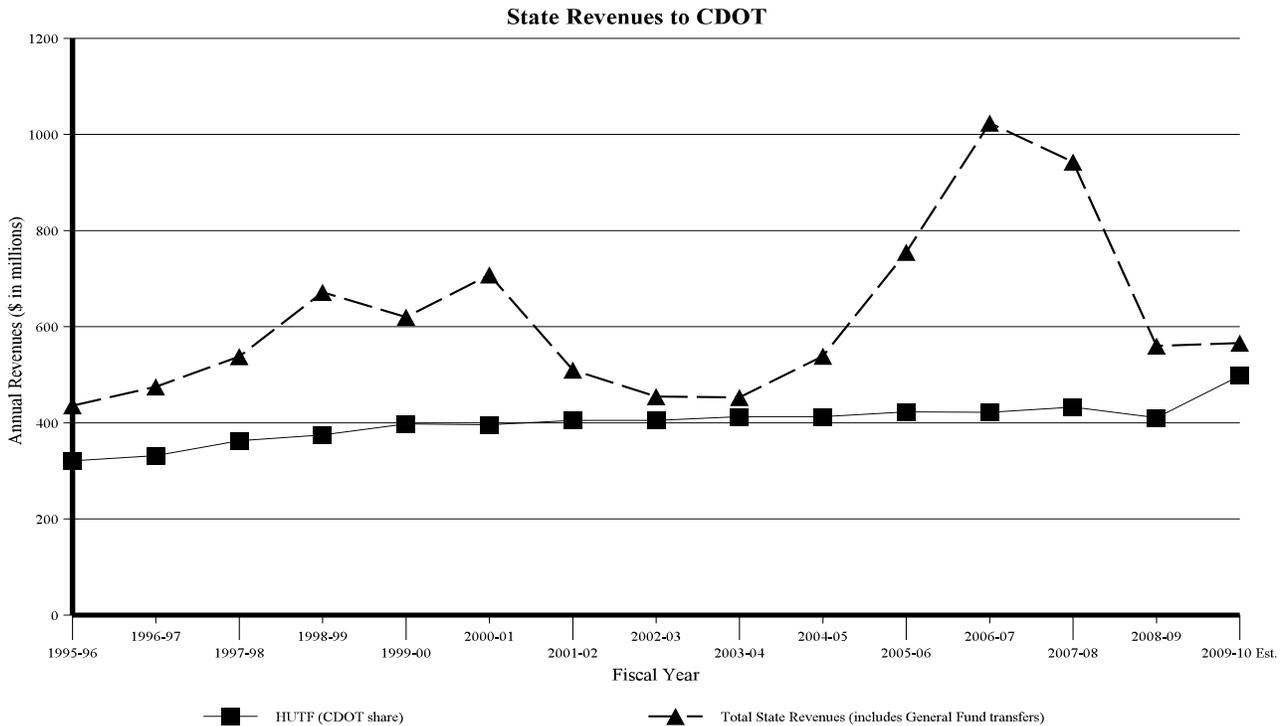
- Operates the 9,134 mile state highway system, which includes 3,754 bridges and handles over 28 billion miles of vehicle travel.
- Manages over 150 highway construction projects statewide.
- Maintains the state highway system, including repairing road damage, filling potholes, plowing snow, and applying sand to icy roads.
- Assists in development of a statewide, multi-modal transportation system by providing assistance to local transit systems in the state.
- Develops and implements the State's Highway Safety Plan, including efforts to combat drunk driving, encourage seatbelt use, enforce speed limits, and reduce traffic fatalities.
- Maintains the statewide aviation system plan, provides technical support to local airports regarding aviation safety, and administers both entitlement reimbursement of aviation fuel tax revenues and discretionary grants to local airports.

Factors Driving the Budget

Highway Users Tax Fund (HUTF) Revenues and S.B. 09-108

The major source of state revenue for the Department is the Highway Users Tax Fund (HUTF), funded through the State's motor fuel tax, registration fees and surcharges, and other miscellaneous sources of revenue. The Department receives approximately half of the total HUTF collections, and fluctuations in HUTF revenues as a result of changes in behavior (e.g., increasing or decreasing vehicle miles of travel which affects fuel tax revenues) or policy affect the revenues available to the Department.

The following chart displays HUTF revenues and total state funding (including General Fund transfers to the HUTF, which are discussed the following section) for each year since FY 1995-96. Total state funding has fluctuated substantially over that period, primarily as a result of changes in the amount of General Fund transferred to the HUTF, but the non-General Fund HUTF revenues have been more consistent.



The Department estimates that the enactment of S.B. 09-108 during the 2009 Legislative Session will increase the Department's share of state revenues by approximately \$126.3 million in FY 2009-10 and \$165.6 million in FY 2010-11 as a result of increased fees, fines, and surcharges authorized in the bill. The additional revenues for FY 2009-10 include increases of \$78.9 million in the HUTF for highway purposes, \$15.0 million in the HUTF for transit purposes, and \$42.4 million in the State Bridge Enterprise Fund (collected through bridge safety surcharges authorized in the bill). The enactment of S.B. 09-108 also drove changes in the Department's Long Bill format, with the creation of the Statewide Bridge Enterprise and the replacement of the Statewide Tolling Enterprise with the newly constituted High Performance Transportation Enterprise.

General Fund Expenditures for Highway Construction and S.B. 09-228

In March 2008, the Transportation Commission approved the 2035 Statewide Transportation Plan, which estimated that projected revenues over the next 27 years would be insufficient to complete priority transportation projects and maintain the existing system. Since 1997, the General Assembly has passed a variety of legislation to assist in the completion of priority transportation projects. This legislation provided additional funding to the State Highway Fund from General Fund sources, including: Capital Construction Fund appropriations (which originate in the General Fund), diversions of sales and use taxes from the General Fund to the Highway Users Tax Fund (pursuant to S.B. 97-001), Limited Gaming Fund appropriations (which use cash funds that would otherwise be credited to the Clean Energy Fund), and two-thirds of the year-end General Fund surplus (pursuant to H.B. 02-1310). Additional legislation (H.B. 99-1325) has permitted the Department to

issue bonds to accelerate projects and to use future federal and state revenues to pay back bondholders over time.

Transfers of General Fund to the State Highway Fund under the legislation discussed above fluctuated with the economy. For example, economic conditions precluded most such transfers from FY 2002-03 through FY 2004-05, although there were limited transfers under H.B. 02-1310 in FY 2003-04 and FY 2004-05. As shown in the table below, transfers pursuant to S.B. 97-001 and H.B. 02-1310 increased in FY 2006-07 (a total of \$521.8 million) and FY 2007-08 (a total of \$404.3 million).

General Fund Diversions to the HUTF Pursuant to S.B. 97-001 and H.B. 02-1310
Historical Data
(in millions of dollars)

	02	03	04	05	06	07	08	09*	Totals
S.B. 97-001	\$35	\$0	\$0	\$0	\$220	\$231	\$241	\$59	\$786
H.B. 02-1310	n/a	n/a	0	81	65	291	166	29	633
Totals	\$35	\$0	\$0	\$81	\$286	\$522	\$407	\$88	\$1,419

*Transfers pursuant to S.B. 97-001 in FY 2008-09 were based on FY 2007-08 revenues but actually took place in FY 2008-09.

Senate Bill 09-228, enacted in the 2009 legislative session, repeals the transfers of General Fund associated with S.B. 97-001 and H.B. 02-1310, making transfers from the General Fund to the HUTF subject to annual appropriation by the General Assembly. Senate Bill 09-228 requires transfers of 2.0 percent of General Fund revenues to the HUTF for FY 2012-13 through FY 2016-17 under certain conditions, but it does not require any General Fund transfers prior to FY 2012-13. The five-year block of transfers from FY 2012-13 through FY 2016-17 is subject to a trigger based on growth in statewide personal income. If personal income increases by less than 5.0 percent from calendar year 2011 to calendar year 2012, the entire five-year block of transfers is postponed until the first fiscal year in which the personal income trigger is met.

Availability of Federal Funds

CDOT receives federal funding for four basic purposes, including highways (Federal Highway Administration funds), highway safety (National Highway Traffic Safety Administration funds), transit (Federal Transit Administration funds), and aviation (Federal Aviation Administration funds). Federal funds provide a significant share of the Department's resources (36.7 percent of the Department's actual expenditures in FY 2008-09), and fluctuations in the availability of federal funds affect the Department's annual budgetary outlook. The annual availability of federal funds is determined by multi-year authorization bills. The most recent authorization bill, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), expired in September 2009. The U.S. Department of Transportation is currently operating on short-term extensions of SAFETEA-LU: Congress has now extended the law through December 18, 2009 but will have to act again by that date to keep federal funds flowing to the states.

The Department's total share of federal funds has increased in recent years, from a total of \$359.7 million in FY 2000-01 to \$552.5 million in FY 2007-08. Similarly, Colorado's share of federal highway funds increased from \$373.7 million in FY 2002-03 to \$533.8 million in FY 2007-08, according to CDOT records. In FY 2008-09, with an infusion of funds as a result of the American Recovery and Reinvestment Act (ARRA), the Department received a total of \$957.4 million in federal funds. However, in FY 2009-10, the Department expects total federal funding to decline to \$349.1 million (see table below). Budgetary conditions, including the depletion of the surplus in the federal Highway Trust Fund, resulted in "obligation limits" reducing each state's funding below the full amounts authorized in SAFETEA-LU.

Federal Funding to CDOT

(\$ in millions)

Source	FY03-04	FY04-05	FY 05-06	FY 06-07	FY 07-08	FY 08-09	FY 09-10 Est	FY 10-11 Est
FHWA	\$333.6	\$396.0	\$434.2	\$527.6	\$533.8	\$943.1	\$330.4	\$349.3
FTA	8.3	9.2	9.1	10.9	10.2	13.9	13.5	13.1
FAA	0.3	0.2	0.3	0.2	0.3	0.3	0.3	0.3
NHTSA	4.7	4.7	5.0	3.4	8.1	2.1	4.9	<u>6.4</u>
Total	\$346.9	\$410.2	\$448.6	\$542.1	\$552.5	\$957.4	\$349.1	\$369.1

Because Congress has yet to pass the next multi-year authorization bill and the U.S. Department of Transportation is currently operating under short-term extensions of SAFETEA-LU, the Department's expectations regarding future federal funds are highly uncertain. The FY 2010-11 budget request assumes a total of \$369.1 million in federal funds but that figure could change significantly based on Congressional action. The Department is currently anticipating \$330.4 million in federal highway funds in FY 2009-10 and \$349.3 million in FY 2010-11.

Transportation Revenue Anticipation Notes (TRANs)

In 1999, the General Assembly enacted H.B. 99-1325, which was submitted to and approved by the voters (as Referendum A) that year. The referendum authorized the Department to borrow up to \$1.7 billion by selling TRANs bonds in order to accelerate construction on the "7th Pot" projects. The bill and referendum (Section 43-4-700, C.R.S.) effectively allowed the state to borrow against future federal and state funding as a "multiple-fiscal year obligation" approved by the voters under TABOR. As a result, the proceeds from TRANs are exempt from TABOR limitations, and the TRANs debt service payments are exempt from TABOR spending limits.

H.B. 99-1325 set other limits on the TRANs program beyond the \$1.7 billion maximum principal issuance amount and the requirement to use the proceeds on the "7th Pot" projects:

- the maximum repayment amount was set at \$2.3 billion (Federal legislation permits the use of federal funds to pay debt service on bonds used for transportation projects eligible for federal funding. Colorado and the Federal Highway Administration have agreed to a minimum 50 percent state match on the TRANs debt service payments);

- the federal portion of the debt service payment for a given year cannot exceed 50 percent of the previous year's federal funding received by the Department; and
- the repayment of the bonds may be from federal funds, state-matching funds, bond proceeds, or interest earnings.

As of June 2005, CDOT had reached the \$2.3 billion total current repayment limit (per H.B. 99-1325), making approximately \$1.5 billion available for projects. All TRANS funds have been budgeted and are under contract. Annual debt service payments of approximately \$168 million will continue through FY 2016-17. Section 43-4-713, C.R.S., requires the Department to submit a TRANS report to the Joint Budget Committee each year by January 15. Below are two tables summarizing the 2009 report. The first summarizes the total debt service by fiscal year and the second lists the TRANS projects' funding and status.

Fiscal Year	TRANS Debt Service
2000-01	33,791,818
2001-02	66,812,891
2002-03	71,140,530
2003-04	65,207,424
2004-05	84,787,100
2005-06	167,990,652
2006-07	167,981,531
2007-08 through 2016-17	1,642,285,748
Total	2,299,997,694

Corridor	Description	TRANS Proceeds	Status
01	I-25, US50 to SH47 Interchange	\$15,349,890	Complete
02	I-25 S Academy to Briargate	99,589,926	Complete
03	I-25/US36/SH270	62,354,795	Complete
04	I-225 & Parker	51,468,482	Complete
05	I-76 / 120th Ave	20,494,593	Complete
06	I-70 /I-25 Mousetrap Renovation	33,344,451	Complete
07	I-25 Owl Canyon Rd to Wyoming	0	Complete
08	I-70 East Tower Road to Kansas	52,102,632	Complete
09	North I-25 / SH7 - SH66	43,321,536	Complete

10	US50 Grand Jct to Delta	40,219,997	Complete
11	US285 Goddard Ranch Court to Foxton Rd	26,397,379	Complete
12	South US287 Campo to Hugo	41,310,748	Ongoing
13	US160 Wolf Creek Pass	47,436,186	Complete
14	US40 Winter Park to Berthoud Pass	26,659,652	Complete
15	US550 New Mexico State Line to Durango	18,780,177	Complete
16	US160 Jct SH3 to Florida River	25,762,559	Complete
17	C-470 Extension	181,482	Complete
18	US34 & I-25 to US85	0	Complete
19	US287 Broomfield to Loveland	38,060,099	Complete
20	Powers Blvd, Colorado Springs	51,346,759	Ongoing
21	SH82 Basalt to Aspen	123,369,998	Complete
22	Sante Fe Corridor	0	Complete
23	Southeast Corridor I-25, Broadway to Lincoln TREX	476,929,423	Complete
24	East Corridor MIS	0	Ongoing
25	West Corridor MIS	4,418,921	Ongoing
26	I-70 West EIS	52,112,438	Ongoing
27	I-25 South Corridor Denver to Colorado Springs	91,206,596	Ongoing
28	I-25 North Corridor Denver to Fort Collins	45,346,282	Ongoing
Total Issuance		\$1,487,565,001	

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DECISION ITEM PRIORITY LIST

Decision Item	GF	CF	RF	FF	Total	FTE
1	0	0	0	0	0	0.0
Base Adjustment						
<p>Administration. The Department requests a budget neutral technical adjustment to align staff's calculations for FY 2010-11 with the Department's allocation of funds among organizations within the Administration line item in FY 2009-10. The Administration "program line" allows the Department to move funds among different organizations and functions within the line item in a given fiscal year. The request would update staff's calculations to align with Department expenditures. <i>Statutory authority: Sections 43-1-113(2)(c)(III), 43-1-113(3)(a), and 43-1-113(8)(a), C.R.S.</i></p>						
2 (CDPS DI #11)	0	(1,082,980)	1,082,980	0	0	0.0
CSP Refinance LEAF to HUTF "Off-the-Top"						
<p>Construction, Maintenance, and Operations. The Department of Public Safety is requesting \$1.1 million in HUTF "Off-the-Top" funds, to be transferred to the Department of Transportation as reappropriated funds, to support drunk driving enforcement programs currently funded by the Law Enforcement Assistance Fund (LEAF) in FY 2010-11 and FY 2011-12. The proposal would transfer LEAF revenues that would otherwise support drunk driving enforcement programs through the Department of Transportation to the General Fund in the affected years, while maintaining the drunk driving enforcement programs with HUTF "Off-the-Top" funds. As submitted, the proposal would only affect FY 2010-11 and FY 2011-12 (see issue paper #1 beginning on page 11). <i>Statutory authority: Sections 43-4-402 (1) and 43-4-201 (3) (a) (I) (B), C.R.S.</i></p>						
NP-1	0	0	0	0	0	(82.0)
Statewide Information Technology Staff Transfer						
<p>Administration and Construction, Maintenance, and Operations. This statewide common policy adjustment would transfer 30.7 FTE from the Administration line item and 51.3 FTE from the Construction, Maintenance, and Operations line item to the Governor's Office of Information Technology. The proposal does not affect the Department's funding.</p>						
Total	0	(1,082,980)	1,082,980	0	0	(82.0)

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OVERVIEW OF NUMBERS PAGES

The following table summarizes the total change, in dollars and as a percentage, between the Department's FY 2009-10 appropriation and its FY 2010-11 request.

Total Requested Change, FY 2009-10 to FY 2010-11 (millions of dollars)

Category	GF	CF	RF	FF	Total	FTE
FY 2009-10 Appropriation	\$0.0	\$614.2	\$4.0	\$355.4	\$973.5	3,366.5
FY 2010-11 Request	0.0	659.4	5.0	369.1	1,033.5	3,293.5
Increase / (Decrease)	\$0.0	\$45.2	\$1.0	\$13.7	\$60.0	(73.0)
Percentage Change	n/a	7.4%	26.4%	3.9%	6.2%	-2.2%

The following table highlights changes contained in the Department's FY 2010-11 budget request, as compared with the FY 2009-10 appropriation. For additional detail, see the numbers pages in Appendix A.

Requested Changes, FY 2009-10 to FY 2010-11

Category	CF	RF	FF	Total	FTE
Administration	(\$2,516,633)	\$0	\$0	(\$2,516,633)	(30.7)
Common Policy Adjustments	(2,516,633)	0	0	(2,516,633)	0.0
Statewide Information Technology Staff Transfer (DI NP-1)	0	0	0	0	(30.7)
Construction, Maintenance, and Operations	\$18,089,628	\$1,082,980	\$13,688,616	\$32,861,224	(42.3)
High Performance Transportation Enterprise	\$300,000	\$0	\$0	\$300,000	0.0
First Time Drunk Driving Offenders Account	\$0	\$0	\$0	\$0	0.0
Statewide Bridge Enterprise	\$29,383,324	\$0	\$0	\$29,383,324	0.0
Total Change	\$45,256,319	\$1,082,980	\$13,688,616	\$60,027,915	(73.0)

**FY 2010-11 Joint Budget Committee Staff Budget Briefing
Department of Transportation**

BRIEFING ISSUE

ISSUE: Decision Item #2 - Cash Fund Transfer from LEAF to the General Fund

The Governor's August 25, 2009 budget balancing plan proposed to transfer \$1.9 million from the Law Enforcement Assistance Fund (LEAF) to the General Fund to help balance the FY 2009-10 budget although the status of the proposal is uncertain. The November 2, 2009 budget submission proposes to transfer all of the Department's LEAF funds to the General Fund in FY 2010-11 and FY 2011-12, with the reductions offset by a transfer of HUTF "Off-the-Top" funds from the Department of Public Safety.

SUMMARY:

- ❑ The Governor's budget balancing plan submitted in August proposed to transfer \$1.9 million from the LEAF to the General Fund in FY 2009-10. The proposed transfer would eliminate grants from the Department of Transportation to local law enforcement entities to provide high visibility drunk driving enforcement events such as "The Heat is On." Press accounts following the release of the August 25 balancing plan indicated that the proposal had been cancelled. However, staff has not received any official modification of the FY 2009-10 proposal.
- ❑ Based on current estimates from the Department, the General Assembly could transfer \$855,039 from LEAF to the General Fund in FY 2009-10 without reducing the number of high visibility enforcement episodes planned for the year. Using some of the available fund balance from the First Time Drunk Driving Offenders Account to backfill transfers from LEAF would allow for additional transfers to the General Fund without impacting the number of events planned for the fiscal year.
- ❑ The FY 2010-11 budget request (DI #2, CDPS DI #11) proposes to transfer the Department's anticipated LEAF funds for FY 2010-11 and FY 2011-12 to the General Fund. The transfer to the General Fund would be offset by a transfer of HUTF "Off-the-Top" funds from the Department of Public Safety to the Department of Transportation to support drunk driving enforcement activities in those years.

RECOMMENDATION:

Staff recommends that the Committee discuss the FY 2009-10 and FY 2010-11 proposals with the Department at the upcoming hearing.

DISCUSSION:

Background

Because Article X, Section 18 of the State Constitution requires nearly all of the Department's state funds to be used "exclusively for the construction, maintenance, and supervision of the public highways of this state", the Committee has limited options to use the Department's budget to assist with the General Fund shortfall. In the 2009 Session, the General Assembly transferred available fund balances from the State Infrastructure Bank (\$3.0 million) and the State Rail Bank (\$1.5 million) to the General Fund to offset the FY 2008-09 General Fund shortfall.

LEAF is funded through fines of \$75.00 on individuals convicted of driving under the influence. The General Assembly makes an annual appropriation from LEAF to the Department of Public Health and Environment (CDPHE) to support related laboratory services. Under current law, the Department of Transportation receives 80 percent of the funds remaining following the appropriation to CDPHE, and the Department of Human Services, Division of Alcohol and Drug Abuse, receives 20 percent.

The Department of Transportation uses LEAF funds to support grants to counties and municipalities for the enforcement of drunk driving laws. The funds primarily pay overtime for police officers and sheriffs for high visibility drunk driving enforcement episodes including "The Heat is On." The high visibility episodes allow for an enhanced law enforcement presence on major holidays with a historically high incidence of drunk driving (for example, Labor Day, the Fourth of July, etc.).

Section 43-4-901, C.R.S., as enacted in H.B. 08-1194, states that the Department "shall, as a priority," fund a total of twelve high visibility enforcement episodes per year. The Department currently funds high visibility enforcement episodes from three sources: 1) LEAF funds are slated to support a total of seven episodes in FY 2009-10 without the requested transfer to the General Fund; 2) First Time Drunk Driving Offender Account funds, appropriated through the Long Bill pursuant to H.B. 08-1194, are expected to support four events in FY 2009-10; and 3) federal funds from the National Highway Traffic Safety Administration will support one episode in FY 2009-10.

August 25 Proposal for FY 2009-10

As part of the August 25, 2009 budget balancing package, the Governor proposed to transfer \$1.9 million from the LEAF to the General Fund. The proposed transfer would cancel all LEAF-funded high visibility enforcement events in FY 2009-10 after Labor Day and transfer the projected remaining fund balance to the General Fund. Along with the proposal, the Governor issued an executive order (D 017 09) freezing all of the Department's LEAF expenditures from the end of the Labor Day episode through November 30, 2009. Press accounts following the release of the proposal indicated that the proposal had been cancelled. However, staff has not received a modification of the August 25 request.

The original proposal also included a request for a statutory change to direct LEAF funds currently flowing to the Department of Transportation to the Department of Human Services, Division of Alcohol and Drug Abuse to offset General Fund reductions in the Detoxification Contracts appropriation.

The August 25 proposal is no longer viable as submitted: there will not be \$1.9 million in the LEAF available for transfer to the General Fund in FY 2009-10. While the original proposal assumed that the Department would not fund any episodes out of LEAF after Labor Day, the Department is now planning to fund additional episodes with LEAF funds in FY 2009-10, leaving a projected total of \$855,039 available for transfer to the General Fund at the end of the fiscal year. The Department's updated assumptions would continue to allow the Department to fund twelve episodes in FY 2009-10 (from three fund sources), as directed in statute, but would reduce the proposed FY 2009-10 transfer to the General Fund by approximately \$1.1 million dollars. A table comparing the August 25 proposal's assumptions with updated information from the Department is below.

	August 25, 2009 Proposal	Updated Information
Balance Carried Over from FY 2008-09	\$1,243,124	\$1,090,208
Plus Projected FY 2009-10 Revenue	955,515	955,515
Less FY 2009-10 Expenditures Prior to Executive Order*	(250,000)	(468,018)
Less Additional Projected FY 2009-10 Expenditures	<u>0</u>	<u>(722,666)</u>
Potential Transfer	\$1,948,639	\$855,039

*According to the Department, these expenditures include the Labor Day Enforcement Episode, which was projected to cost \$250,000 but actually cost \$468,018.

Potential Offset from the First Time Drunk Driving Offenders' Account

The Department's August 25 proposal would only affect LEAF. If the Committee wished to transfer more than the \$855,039 that the Department expects to be available to the General Fund, the Committee could consider transferring additional LEAF funds and offsetting the additional transfer by increasing the Department's appropriation from the First Time Drunk Driving Offenders' Account established in H.B. 08-1194.

The General Assembly created a new Long Bill line item and appropriated \$1.0 million out of the First Time Drunk Driving account in FY 2009-10 because that was the amount expected to be necessary to provide 12 enforcement events in combination with anticipated LEAF and federal funds. However, that appropriation left \$1.0 million unappropriated in the account. The First Time Drunk Driving account is funded with driver's license reinstatement fees for DUI offenders and is a sub-account of the Highway Users Tax Fund. Thus, the Department and staff believe that the fund is constitutionally protected by Article X, Section 18 of the State Constitution and not available for transfer to the General Fund. However, the General Assembly could increase the Department's FY 2009-10 appropriation from the First Time Drunk Driving account to supplant expenses currently projected to come from LEAF and increase the LEAF transfer to the General Fund.

The Department is still evaluating the timing of LEAF-funded events for the remainder of the fiscal year and is not certain how many additional events (and how much additional funding) could be

offset with a supplemental appropriation from the First Time Drunk Driving account. **Staff recommends that the Committee discuss the potential for additional transfers with the Department at the FY 2010-11 budget hearing.**

FY 2010-11 Budget Proposal

The FY 2010-11 budget request (DI #2, CDPS DI #11) proposes to transfer the Department's anticipated LEAF funds for FY 2010-11 and FY 2011-12 to the General Fund. The transfer to the General Fund would be offset by a transfer of HUTF "Off-the-Top" funds from the Department of Public Safety to the Department of Transportation to support drunk driving enforcement activities in those years that would otherwise have been supported with LEAF funds. Under the proposal, the Department of Public Safety, Colorado State Patrol, is requesting \$1.1 million in additional "Off-the-Top" funding in FY 2010-11 and FY 2011-12 in order to transfer that funding (as reappropriated funds) to the Department of Transportation for management of the high visibility enforcement programs. Under the proposal, LEAF funds would again flow to the Department of Transportation starting in FY 2012-13, as under current law. The proposal would require a statutory change.

The decision item is formally submitted as a Department of Public Safety decision item and will be discussed further at the Department of Public Safety briefing but the Committee may wish to discuss the proposal with CDOT at the Department's hearing.

**FY 2010-11 Joint Budget Committee Staff Budget Briefing
Department of Transportation**

BRIEFING ISSUE

INFORMATIONAL ISSUE: FASTER (S.B. 09-108) Revenues are Lower than Anticipated.

Based on collections from the first quarter of FY 2009-10, revenues associated with the implementation of S.B. 09-108 (FASTER) appear to be falling short of the levels forecast in the bill's Legislative Council Staff Fiscal Note.

SUMMARY:

- ❑ Surcharges and fees enacted in S.B. 09-108 are on pace to generate a total of \$178.5 million in revenue for CDOT, counties, and municipalities in FY 2009-10, \$24.6 million below the amount forecast in the bill's final Legislative Council Staff Fiscal Note dated August 19, 2009. Excluding revenues from the late registration fees enacted in the bill reduces total revenues to \$155.1 million in FY 2009-10, \$48.0 million below the Fiscal Note estimate.
- ❑ The road safety surcharge and bridge safety surcharge, both levied on vehicle registrations, are driving the shortfall in staff's current estimates. Based on revenues to date, the road safety surcharge and the bridge safety surcharge will fall \$34.8 million and \$13.5 million short of anticipated revenue levels, respectively, as a result of a reduced number of vehicle registration transactions and lower-than-anticipated revenues per transaction.
- ❑ The Transportation Commission has selected road safety and bridge projects to be funded with FASTER revenues in FY 2009-10 and is continuing to develop a process for project selection in FY 2010-11 and future years.

DISCUSSION:

In addition to other changes, S.B. 09-108 creates new fees or surcharges to fund transportation improvements, including a \$2.00 daily fee for rental cars, weight-based surcharges to fund road safety projects (the Road Safety Surcharge) and bridge projects (the Bridge Safety Surcharge), and penalties for late registrations. Of the new charges, the daily rental fee, the late registration fees, and the Road Safety Surcharge are all deposited into the Highway Users Tax Fund for distribution to CDOT (60 percent), the counties (22 percent), and municipalities (18 percent). The Bridge Safety Surcharge is deposited into the Statewide Bridge Enterprise Special Revenue Fund created in the bill.

Revenue Shortfall

The final Legislative Council Staff Fiscal Note for S.B. 09-108 projected \$201.3 million in total revenues (divided between CDOT, the counties, and municipalities) as a result of the bill in FY 2009-10. Based on revenues collected in the first quarter of FY 2009-10, staff estimates that actual

revenues will fall short of anticipated levels by between \$24.6 million and \$48.0 million, depending on whether one includes revenues from late registration penalties or not.¹

The process for remitting registration fees to the Department of Revenue complicates revenue estimates because there is a time lag between registration with a county clerk and forwarding of payment to the State - all payments collected by county clerks in a given month are due to the Department of Revenue by the 20th of the following month. As a result, revenues reflected as received by the Treasury in August are actually from July registration transactions.

Staff's estimates relative to the fiscal note's projections are shown in the following table.

	July	August	September	Year to Date	FY 2009-10 Est. ¹	Fiscal Note Est.	Change from Fiscal Note
Daily Rental Fee	\$0	\$1,670,870	\$2,294,981	\$3,965,851	\$24,620,680	\$24,277,500	\$343,180
Road Safety Surcharge	554,013	7,759,744	8,372,832	16,686,589	92,042,077	126,850,456	(34,808,379)
Late Registration Fees	2,999,257	2,101,205	1,829,895	6,930,357	23,399,412	0	23,399,412
Total HUTF²	3,553,270	11,531,819	12,497,708	27,582,797	140,062,169	151,127,956	(11,065,787)
Bridge Safety Surcharge	432,532	3,071,725	3,315,393	6,819,650	36,658,187	50,171,541	(13,513,354)
Total Revenues	\$3,985,802	\$14,603,544	\$15,813,101	\$34,402,447	\$176,720,356	\$201,299,497	(\$24,579,141)
CDOT Share³	\$2,564,494	\$9,990,816	\$10,814,018	\$23,369,328	\$120,695,488	\$140,848,315	(\$20,152,826)
Total Revenues, Excl. Late Registration Fees	\$986,545	\$12,502,339	\$13,983,206	\$27,472,090	\$153,320,944	\$201,299,497	(\$47,978,553)
CDOT Share³	\$764,940	\$8,730,093	\$9,716,081	\$19,211,114	\$106,655,841	\$140,848,315	(\$34,192,473)

1/ Because July and August revenues reflect the start-up of the surcharges in the bill, staff's calculations assume September is a "typical" month and estimate revenues for FY 2009-10 as: (September Revenues multiplied by 10) plus July and August Revenues.

¹The Legislative Council Staff Fiscal Note dated August 19, 2009 assumed revenues from late registration fees imposed by the bill would be negligible and did not include any such revenues in forecasts associated with the bill.

2/ All HUTF revenues generated by the bill are distributed to CDOT (60 percent), the counties (22 percent), and municipalities (18 percent) per statutory formula.

3/ The CDOT share is calculated as 60 percent of the relevant HUTF revenue, plus the Bridge Safety Surcharge revenue.

As shown in the table, the Road Safety Surcharge imposed in Section 43-4-804, C.R.S. may generate \$34.8 million (27.4 percent) less revenue than anticipated in the fiscal note, and the Bridge Safety Surcharge imposed in Section 43-4-805 (5) (g) may generate \$13.5 million (26.9 percent) less than anticipated. Those reductions are partially offset by projected increases (above the fiscal note amounts) in the daily rental fee and late registration fees. Staff notes that the daily rental fees are seasonal and probably not conducive to staff's calculations. In addition, the late registration fees have declined each month and staff's methodology probably overestimates the amount of revenue from that source.

The available data indicate that the reduction below the fiscal note projection is driven by two factors: 1) a reduced number of vehicle registration transactions each month relative to both the assumptions in the fiscal note and the same months in 2008; and 2) an average payment per transaction that is lower than assumed in the fiscal note.

Reduced Number of Transactions

The Department of Revenue has seen a reduction in the number of registration transactions in July and August, compared to the same months last year. Revenue staff report that the number of transactions in July 2009 was 16.9 percent below the number in July 2008, and August 2009 was 17.8 percent below August 2008 (see table below).

Vehicle Registration Transactions, July and August 2008 vs. July and August 2009
(data from Department of Revenue)

	July 2008	July 2009	% Change	August 2008	August 2009	Change
Total Vehicle Registrations	516,040	428,622	-16.9%	516,498	424,612	-17.8%

The fiscal note for S.B. 09-108 assumed a total of 5,506,133 transactions subject to the surcharges (government vehicles and rental cars are exempt from the surcharges) would take place in FY 2009-10, or an average of 458,844 transactions per month. The transactions for July and August 2009 are 6.6 and 7.5 percent below the assumed level, respectively. Staff does not have adequate data to assess the cause of the shortfall in vehicle registrations, although reduced compliance with vehicle registration requirements and/or postponement of the registration of vehicles that are no longer in use could explain the discrepancy.

Payment per Transaction

Based on the transaction and revenue data, the State is also receiving less revenue per registration transaction than was assumed in the fiscal note for S.B. 09-108. The fiscal note assumed \$23.04 per transaction for the Road Safety Surcharge, while the transactions from July and August provided only \$18.10 and \$19.72 per transaction, respectively. Similarly, for the Bridge Safety Surcharge, the

fiscal note assumed an average of \$9.11 per transaction in FY 2009-10 but the July and August transactions have yielded \$7.17 and \$7.81 per transaction, respectively.

Staff does not have adequate data to analyze the cause of the difference in per-transaction revenues, although a lower-than-expected average vehicle weight could explain the discrepancy.

CDOT Implementation of S.B. 09-108

The Transportation Commission has approved a list of projects to be funded with the Road Safety Surcharge revenues in FY 2009-10. The list is attached as Appendix D (page 39). The Department is working to develop a project selection process specifically for the safety projects in future years but does not have a final process in place at this point.

As of October, the Transportation Commission has also transferred ownership of 18 bridges to the Statewide Bridge Enterprise created in the bill for repair work in FY 2009-10. The Bridge Enterprise Board's resolution accepting transfer of the specific bridges is attached as Appendix E (page 43). Senate Bill 09-108 provides the Bridge Enterprise Board with authority to bond against future Bridge Safety Surcharge revenues to accelerate the repair of bridges controlled by the Enterprise. The Department and the Bridge Enterprise are exploring options to utilize that authority to speed repairs and take advantage of current low interest rates.

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Department of Transportation**

BRIEFING ISSUE

ISSUE: FASTER Deficit Report Summary

The Department submitted the Transportation Deficit Report required by S.B. 09-108 in June. The report analyzes factors impacting the Department's budget, the anticipated revenue shortfall through 2019, and factors driving that shortfall.

SUMMARY:

- ❑ The Transportation Deficit Report, required by S.B. 09-108 and submitted in June 2009, discusses factors that drive the Department's costs in major categories (bridges, pavement, maintenance, safety, and mobility) and outlines the anticipated funding shortfall between 2010 and 2019 for each category.
- ❑ The report forecasts declines in system condition and performance under projected revenue levels. The report estimates that average combined annual expenditures on bridges, pavement, and maintenance would need to increase by \$545 million to sustain the current condition of the system through 2019 and by \$761 million to achieve the Transportation Commission's goals for each measure by 2019.
- ❑ The Department has limited control of either the amount of revenue available or the factors driving up costs. Without either further increases in revenue or reduced costs, the report projects that the system will continue to deteriorate.

RECOMMENDATION:

Staff recommends that the Committee discuss the report with the Department at the upcoming hearing and explore means to both reduce costs and to implement a revenue system that would be more responsive to the demands placed on the system.

DISCUSSION:

Background

Section 43-4-813, C.R.S., enacted in S.B. 09-108, requires CDOT to produce a Transportation Deficit Report each year detailing the causes and effects of the Department's funding shortfall. The first report was submitted to the Legislature this summer and is available on the Department's website.²

²<http://www.dot.state.co.us/Communications/TransportationDeficitReport2009.pdf>

Funding Shortfall

The Department cites four major factors that have impacted the Department's budget and contributed to the revenue shortfall discussed in the report:

- ❑ *Nonflexible revenue:* The Department's most significant state funding source is the excise tax on motor fuel, which has been set at \$0.22 per gallon of gasoline and \$0.205 per gallon of diesel fuel since 1991. The major source of federal revenue is the federal gasoline tax, which has not changed since 1993. As fuel efficiency has increased since the early 1990's, drivers have paid less per mile driven, even before considering the effect of inflation (discussed below).
- ❑ *Growth in driving:* Growth in vehicle miles traveled (VMT) has outpaced population growth, exerting increased pressure on the system. The growth in VMT directly affects congestion and mobility, and increased commercial truck VMT accelerates wear and tear on the road surface.
- ❑ *Inconsistent funding:* The Department has experienced inconsistent funding streams, particularly since the enactment of S.B. 97-1 and H.B. 02-1310 which transferred General Fund to the Department under certain conditions. According to the report, the fluctuations in revenue from year to year inhibited "efficient planning and construction." The report indicates that the situation is improved by the enactment of S.B. 09-108 to provide a stable funding source.
- ❑ *Climbing construction costs:* According to CDOT, increases in construction costs as measured by the Construction Cost Index, have outpaced both the Department's revenues and general inflation. According to the report, \$1.00 in motor fuel tax revenue in 1991 would purchase only \$0.41 in 2007.

The report provides the Department's prognosis for major performance measures between 2010 and 2019. The first table on page 22 summarizes the current status of the bridge, pavement, and maintenance programs; the Transportation Commission's goal for each of those programs; the projected status in 2019 under current revenue projections; the Department's projected revenues for each program from 2010 through 2019; and the additional funding necessary to either sustain current performance levels or restore the measures to the Commission's goal levels by 2019.

As shown in the table on page 22, under current revenue projections (including FASTER where appropriate), the Department expects to spend an average of \$526 million per year on the bridge, pavement, and maintenance programs from 2010 through 2019. Under that scenario, the Department expects the system's condition to decline significantly by 2019. The report indicates that it would require an additional \$545 million per year to maintain the current status of these measures and \$761 million above projected revenue levels to achieve the Commission's goals by 2019.

The report also discusses safety (measured as fatalities per 100 million miles of vehicle travel) and congestion measures (measured as average time delay on congested corridors) but does not include similar funding projections for these measures.

Cost Factors

The second table on page 22 summarizes the factors driving increased costs for each measure as discussed in the report. According to the report, exposure to the elements is the most important

factor driving bridge costs, while vehicle size and weight are the most significant variable discussed for pavement maintenance and general maintenance. For safety, vehicle size and weight are important factors because accidents involving vehicles of disproportionate sizes (particularly motorcycles) are a significant factor in highway fatalities. For mobility and congestion issues, factors that increase traffic, including population growth and distribution, land use planning, and work patterns drive the need for capacity improvements.

Alternative Methods

The report also discusses a variety of measures that could mitigate some of the need for additional revenues, including:

- ❑ *better integration of land use policy and transportation planning* (the State and CDOT currently have no role in land use planning although the Department must meet the needs of new development as they relate to the state highway system);
- ❑ *offering more options in terms of modes of transportation* (transit, bicycle/pedestrian, managed lanes, etc.) to reduce demand on the existing system;
- ❑ *encouraging changes in demand through telecommuting and flex time*; and
- ❑ *deployment of intelligent transportation systems to mitigate the need for additional capacity*.

According to the Department, while these tactics must play an increasing role in Colorado's transportation system, additional revenue would be necessary to simply maintain the existing infrastructure even if the measures above were fully utilized. The State still would not have adequate resources to maintain the existing infrastructure.

Staff Conclusions

The report highlights a need for additional funding and methods of reducing costs if the State is to avoid marked deterioration of the State's transportation system. The existing funding system has not kept pace with the demands on the transportation system, and as the State's infrastructure ages the costs of maintaining the system are increasing. **Staff recommends that the Committee discuss the report with the Department at the upcoming hearing and explore means to both reduce costs and to implement a revenue system that would be more responsive to the demands placed on the system.** Issues that the Committee may wish to discuss would include the following:

- ❑ The role of the "alternative methods" discussed in the report in reducing the Department's costs.
- ❑ The potential to move the Department into a more proactive and less reactive role. For example, should the State and the Department play a greater role in land use planning if land use changes are a significant driver in the Department's costs?
- ❑ The potential to explore revenue sources that would be more indexed to demand on the system. For example, the State allows local governments to charge development impact fees to cover the cost of public facilities built for new development, and a transportation impact fee could be an appropriate response at the State level if development continues to be a significant factor in the Department's costs.

Funding Shortfall Summary Table

(\$ in millions)

	FY 2008 Status	Transportation Commission Goal	2019 Forecast Based on Projected Revenue	Projected Average Annual Expenditures 2010- 2019	Additional Annual Average Cost to Sustain Current Performance	Additional Annual Average Cost to Achieve Goal (above projected revenue)
Bridge Condition	93.8 percent Good/Fair	95 percent Good/Fair	86.2 percent Good/Fair	123	106	137
Pavement Condition	53 percent Good/Fair	60 percent Good/Fair	29 percent Good/Fair	160	378	508
Maintenance	C+	B	D-	<u>243</u>	<u>61</u>	<u>116</u>
Total	N/A	N/A	N/A	526	545	761

Cost Driver Summary Table

	Population Growth and Distribution	Vehicle Size and Weight	Land Use	Work Patterns	Exposure to Elements
Bridge Condition	Affect traffic/sufficiency	Minimal Factor b/c of bridge design	Affect traffic/sufficiency	Affect traffic/sufficiency	Major factor
Pavement	Not as important as weight	Major factor	Not as important as weight	Not as important as weight	Not discussed
Maintenance	Not as important as weight	Major factor	Not as important as weight	Not as important as weight	Not discussed
Safety	No quantifiable impact	Significant Factor in fatalities	No quantifiable impact	No quantifiable impact	Not discussed
Mobility/Congestion	Major factor along with growth in VMT	Minor factor	Major factor for congested corridors	Major factor for congested corridors	Not discussed

**FY 2010-11 Joint Budget Committee Staff Budget Briefing
Department of Transportation**

BRIEFING ISSUE

INFORMATIONAL ISSUE: ARRA Implementation

The Department controls \$317.2 million in American Recovery and Reinvestment Act (ARRA) highway transportation funds, to be spent over the next three years.

SUMMARY:

- ❑ Statewide, Colorado received a total of \$385.6 million in ARRA funds for highway transportation. Of that total, CDOT controls \$317.2 million while local entities, including the Denver Regional Council of Governments, the Pikes Peak Area Council of Governments, and the North Front Range Metropolitan Planning Organization, received \$56.3 million for highway purposes. Statewide, Colorado received an additional \$121.3 million for transit purposes, with CDOT managing the distribution of \$12.5 million for rural transit agencies.
- ❑ ARRA requires the Department to obligate half of specific ARRA highway funds by June 29, 2009. CDOT met that requirement by May 7, 2009. As of November 4, CDOT has advertised 72 projects, put 62 projects under contract, and completed 10 projects.
- ❑ Based on ARRA requirements and working through the Department's normal selection process, the Department focused on projects that: 1) could be completed within three years (the term of the ARRA funds); 2) could be advertised prior to June 17, 2009; and 3) created jobs in sectors that had lost jobs during the downturn. The selection process also prioritized projects in economically distressed areas.

DISCUSSION:

As part of the ARRA, Colorado received a total of \$385.6 million in highway transportation related funding, allocated as shown in the following table.

Statewide Allocation of ARRA Highway Funds
(\$ in millions)

CDOT Allocation	Urbanized Areas great than 200,000 (DRCOG, Pikes Peak COG, North Front Range MPO)	Transportation Enhancements (Local Decisions)	Total
\$317.2	\$56.3	\$12.1	\$385.6

Statewide, Colorado also received a total of \$121.3 million in transit funding. Of that total, CDOT is managing \$12.5 million to be provided to rural transit agencies, and local entities received \$108.8 million (see following table).

Statewide Allocation of ARRA Transit Funding
(\$ in millions)

CDOT	RTD	Colorado Springs	Fort Collins	Mesa County	Greeley	Pueblo
\$12.5	\$90.7	\$8.8	\$3.4	\$1.5	\$2.0	\$2.4

ARRA requires states to obligate half of the highway funds by June 29, 2009 (120 days after the initial apportionment of funds) and the remainder by March 2010. All 50 states, including Colorado, met the 120 day requirement. Colorado had obligated half of the affected funds by May 7, 2009, and, as of November 4, 2009, had obligated \$273.7 million (86.2 percent of the highway funds). The following table summarizes the status of the Department's ARRA-funded projects. According to the Department, this data continues to change because there have been significant enough bid savings (contracts bid below the Department's engineers' estimates of cost) to allow the Department to move forward with additional projects.

ARRA Project Status

	Highway Projects (as of 11/4/09)*	Transit Projects (as of 9/30/09)**
Not Yet Advertised	28	Not Available
Advertised	72	37
Under Contract	62	17
Under Construction	51	10
Construction Complete	10	3

*Does not include projects to be funded from bid savings from the original list of ARRA projects.

**Includes one project funded directly by CDOT. The remainder are locally controlled.

Highway Project Selection

The Department's ARRA project selection process was based on the existing planning processes used for all CDOT projects. Working with the Transportation Planning Regions (TPRs), the Department selected projects based on the following ARRA criteria:

- Three year completion priority:* Projects had to be completable within three years.
- Economically distressed areas:* ARRA directs the states to prioritize projects in economically distressed areas, defined (as directed by ARRA) as areas where per capita income was 80 percent or less of the national average or where unemployment was at least 1 percent higher than the national average. According to CDOT, 27.5 percent of obligations and 38.1 percent of expenditures to date have been for projects in economically distressed areas.
- Expeditious project delivery:* As discussed above, 50 percent of funds had to be obligated within 120 days and all funds have to be obligated within one year (by March 2010).
- Maximizing job creation and economic benefit:* The process prioritized projects that would create jobs in sectors where jobs had been lost. The Department emphasized construction projects.

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APPENDIX A: NUMBERS PAGES

	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	
	Actual	Actual	Appropriation	Request	Change Request
DEPARTMENT OF TRANSPORTATION					
Russell George, Executive Director					
(1) ADMINISTRATION					
This line item was created to include the personal services and operating expenses for offices and programs that are the administrative piece of the Transportation Commission's non-appropriated functions. The lines below are included for figure setting purposes. Because the Administration line is a program line, the Department has discretionary flexibility over all amounts within Administration. The Transportation Commission has appropriations authority over both the Administration line and the Construction, Maintenance, and Operations line, and the combined annual request for these lines reflects anticipated revenues to the State Highway Fund, Federal Highways Administration funds, and funds from local governments. The General Assembly sets an appropriated level for the Administration line as a total, and the balance of anticipated highway funds become the appropriation to the Construction, Maintenance, and Operations line.					
Transportation Commission					
Personal Services	90,754	88,057	91,893	97,817	DI #1
FTE	1.0	1.0	1.0	1.0	
Operating Expenses	<u>101,310</u>	<u>101,961</u>	<u>117,602</u>	<u>117,602</u>	
Subtotal - Transportation Commission	192,064	190,018	209,495	215,419	
FTE	1.0	1.0	1.0	1.0	
Office of the Executive Director					
Personal Services	352,971	365,943	388,646	403,226	DI #1
FTE	3.0	3.0	3.0	3.0	
Operating Expenses	<u>59,637</u>	<u>31,046</u>	<u>68,452</u>	<u>68,452</u>	
Subtotal - Executive Director	412,608	396,989	457,098	471,678	
FTE	3.0	3.0	3.0	3.0	
Office of Government Relations (previously Policy)					
Personal Services	457,603	576,377	566,300	589,329	DI #1
FTE	6.7	6.8	7.0	7.0	
Operating Expenses	<u>63,178</u>	<u>53,039</u>	<u>61,514</u>	<u>61,514</u>	

	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	Change Request
	Actual	Actual	Appropriation	Request	
Subtotal - Office of Government Relations	520,781	629,416	627,814	650,843	
FTE	6.7	6.8	7.0	7.0	
Public Relations Office (previously Public Information)					
Personal Services	569,510	559,844	607,830	624,182	DI #1
FTE	7.0	6.8	7.0	7.0	
Operating Expenses	<u>92,332</u>	<u>79,076</u>	<u>133,013</u>	<u>133,013</u>	
Subtotal - Office of Public Relations	661,842	638,920	740,843	757,195	
FTE	7.0	6.8	7.0	7.0	
Office of Information Technology					
Personal Services	2,680,361	2,878,421	3,203,257	3,007,894	DI #1, NP-1
FTE	32.2	30.4	30.7	0.0	
Operating Expenses	<u>315,212</u>	<u>305,029</u>	<u>328,008</u>	<u>328,008</u>	
Subtotal - Office of Information Technology	2,995,573	3,183,450	3,531,265	3,335,902	
FTE	32.2	30.4	30.7	0.0	
Office of Financial Management & Budget					
Personal Services	1,074,236	1,001,367	1,174,589	1,196,164	DI #1
FTE	12.0	11.8	13.0	12.0	
Operating Expenses	<u>42,032</u>	<u>34,154</u>	<u>61,709</u>	<u>61,709</u>	
Subtotal - Office of Financial Mgmt. & Budget	1,116,268	1,035,521	1,236,298	1,257,873	
FTE	12.0	11.8	13.0	12.0	
Accounting Branch (formerly Office of Accounting)					
Personal Services	1,550,091	1,461,480	1,581,968	1,691,342	DI #1
FTE	26.0	24.0	26.0	27.0	
Operating Expenses	<u>60,032</u>	<u>75,860</u>	<u>95,869</u>	<u>95,869</u>	
Subtotal - Accounting Branch	1,610,123	1,537,340	1,677,837	1,787,211	
FTE	26.0	24.0	26.0	27.0	

	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	
	Actual	Actual	Appropriation	Request	Change Request
Chief Engineer and Region Directors					
Personal Services	1,575,051	1,526,492	1,691,675	1,592,963	DI #1
FTE	15.6	15.0	15.0	15.0	
Operating Expenses	<u>207,367</u>	<u>206,236</u>	<u>272,628</u>	<u>272,628</u>	
Subtotal - Chief Engineer and Region Directors	1,782,418	1,732,728	1,964,303	1,865,591	
FTE	15.6	15.0	15.0	15.0	
Motor Pool Operations for State Fleet Vehicles (ICF)					
Personal Services	0	36,325	81,265	89,138	DI #1
FTE	0.0	0.4	2.0	2.0	
Operating Expenses	<u>0</u>	<u>27,798</u>	<u>327,616</u>	<u>327,616</u>	
Subtotal - Motor Pool Operations for State Fleet Vehicles	0	64,123	408,881	416,754	
FTE	0.0	0.4	2.0	2.0	
Human Resources and Administration					
Personal Services	5,267,813	5,724,368	6,746,509	6,762,115	DI #1
FTE	101.9	93.1	111.0	111.0	
Operating Expenses	<u>1,534,780</u>	<u>1,360,332</u>	<u>1,916,610</u>	<u>1,916,610</u>	
Subtotal - Human Resources & Administration	6,802,593	7,084,700	8,663,119	8,678,725	
FTE	101.9	93.1	111.0	111.0	
Division of Audit					
Personal Services	581,466	666,007	661,311	704,593	DI #1
FTE	7.3	7.5	7.5	7.5	
Operating Expenses	<u>26,731</u>	<u>22,835</u>	<u>33,290</u>	<u>33,290</u>	
Subtotal - Division of Audit	608,197	688,842	694,601	737,883	
FTE	7.3	7.5	7.5	7.5	

	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	
	Actual	Actual	Appropriation	Request	Change Request
Required Vacancy Savings to Balance Appropriation (DI #1)				(217,508)	
					% Change
SUBTOTAL - Administration	<u>16,702,467</u>	<u>17,117,924</u>	<u>20,211,554</u>	<u>19,957,568</u>	-1.3%
Personal Services	14,199,856	14,848,356	16,795,243	16,541,257	-1.5%
FTE	212.7	199.4	223.2	192.5	-13.8%
Operating Expenses	2,502,611	2,269,568	3,416,311	3,416,311	0.0%
Miscellaneous Administration Accounts					
Statewide Indirect Costs					
State Highway Funds	1,142,549	556,141	116,932	123,805	
Legal Services (6,580 hours)	463,308	494,158	496,000	496,000	
Risk Management - General Insurance	2,972,394	4,125,757	3,520,859	1,094,829	
Workers' Compensation	<u>381,217</u>	<u>387,629</u>	<u>447,016</u>	<u>466,657</u>	
					% Change
Subtotal - Miscellaneous	4,959,468	5,563,685	4,580,807	2,181,291	-52.4%
Centrally Appropriated Personal Services					
Salary Survey Increases	477,282	530,595	0	0	
Performance-based Pay Awards	174,685	182,224	0	0	
Shift Differential	27,756	22,686	22,205	20,545	
Health/Life/Dental	899,813	933,620	1,306,248	1,299,120	
Short Term Disability	13,905	16,296	19,893	19,929	
S.B. 04-257 Amortization Equalization Disbursement	139,702	210,189	270,056	339,048	
S.B. 06-235 Supplemental Amortization Equalization Disbursement	<u>31,808</u>	<u>95,878</u>	<u>168,785</u>	<u>245,413</u>	

	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	
	Actual	Actual	Appropriation	Request	Change Request
					% Change
Subtotal - Central Pots	1,764,951	1,991,489	1,787,187	1,924,055	7.7%
Administration - Subtotal	<u>23,426,886</u>	<u>24,673,098</u>	<u>26,579,548</u>	<u>24,062,915</u>	
Personal Services	14,199,856	14,848,356	16,795,243	16,541,257	
Operating & Travel	2,502,611	2,269,568	3,416,311	3,416,311	
Miscellaneous	4,959,468	5,563,685	4,580,807	2,181,291	
Central Pots	1,764,951	1,991,489	1,787,187	1,924,055	
					% Change
TOTAL - Administration	23,426,886	24,673,098	26,579,548	24,062,915	-9.5%
FTE	212.7	199.4	223.2	192.5	-13.8%
Internal Cash Funding (Print Shop and Vehicle Maint) (CFE/RF)	1,411,922	1,299,800	2,041,533	2,038,364	
FTE	14.2	11.8	15.0	15.0	
					% Change
APPROPRIATED LEVEL - ADMINISTRATION	23,426,886	24,673,098	26,579,548	24,062,915	-9.5%
FTE	212.7	199.4	223.2	192.5	-13.8%
State Highway Funds (CFE/CF)	22,014,964	23,373,298	24,538,015	22,024,551	-10.2%
FTE	198.5	187.6	208.2	177.5	-14.7%
Internal Cash Funds (CFE/RF)	1,411,922	1,299,800	2,041,533	2,038,364	-0.2%
FTE	14.2	11.8	15.0	15.0	0.0%

(2) CONSTRUCTION, MAINTENANCE, AND OPERATIONS

Includes non-appropriated revenues to the Transportation Commission, which consists of eleven members responsible for formulating state policy with respect to the management, construction, and maintenance of state highways and transportation systems; advising and making recommendations relative to transportation policy; and adopting budget and programs. Also includes the Division of Aeronautics, which works with local airports to improve state air transportation planning, operations, and safety. H.B. 06-1244 transferred appropriation authority for the Division of Aeronautics administrative budget from the General Assembly to the Transportation Commission. Totals in this line item represent non-appropriated funds.

	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	
	Actual	Actual	Appropriation	Request	Change Request
Construction and Maintenance & Operations	1,397,903,072	S/ 1,332,550,365	901,286,404	934,147,628	DI #2 (CDPS #11)
FTE	<u>3,027.3</u>	<u>3,142.3</u>	<u>3,142.3</u>	<u>3,100.0</u>	
CF - Local Funds, Aeronautics, LEAF, MOST, Misc.	26,153,509	2,188,880	70,176,057	104,376,950	
CFE/ CF - SHF (HUTF)	910,550,178	821,954,651	473,798,819	457,687,554	
CFE/ RF - Internal Cash Funds	1,291,472	1,322,928	1,914,340	2,997,320	
Federal Funds	459,907,913	507,083,906	355,397,188	369,085,804	
(3) STATEWIDE TOLLING ENTERPRISE/ HIGH PERFORMANCE TRANSPORTATION ENTERPRISE					
This program was created pursuant to S.B. 02-179 and H.B. 02-1310 and is reflected for informational purposes only.					
Tolling Enterprise Total	4,726,985	1,558,900	2,200,000	2,500,000	
FTE	<u>0.3</u>	<u>1.0</u>	<u>1.0</u>	<u>1.0</u>	
Cash Funds - Tolling Cash Funds	4,726,985	1,558,900	2,200,000	2,500,000	
Cash Funds Exempt/RF	0	0	0	0	
(4) FIRST TIME DRUNK DRIVING OFFENDER ACCOUNT (New line item requested)					
The Department is requesting the creation of this line item to provide funding for increased high visibility drunk driving law enforcement actions undertaken pursuant to H.B. 08-1194.					
First Time Drunk Driving Offender Account - Cash Funds	0	0	1,000,000	1,000,000	
(5) STATEWIDE BRIDGE ENTERPRISE (New line item requested)					
This section was created in S.B. 09-108 and is funded through the bridge safety surcharge created in that bill.					
Statewide Bridge Enterprise - CF	0	0	42,448,543	71,831,867	
(6) GAMING IMPACTS - CF					
This program provides for construction and maintenance of roads related to increased traffic in communities with limited gaming activities.					
Gaming Impacts Total	<u>1,181,711</u>	<u>24,029,827</u>	<u>0</u>	<u>0</u>	
Cash Funds	1,181,711	24,029,827	0	0	
Cash Funds Exempt/RF	0	0	0	0	

	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	
	Actual	Actual	Appropriation	Request	Change Request
TOTAL - DEPARTMENT OF TRANSPORTATION APPROPRIATED AND NON-APPROPRIATED					
					% Change
DEPARTMENT TOTALS	1,427,238,654	1,382,812,190	973,514,495	1,033,542,410	6.2%
FTE	<u>3,240.3</u>	<u>3,342.7</u>	<u>3,366.5</u>	<u>3,293.5</u>	-2.2%
Cash Funds	32,062,205	873,105,556	614,161,434	659,420,922	7.4%
Cash Funds Exempt/RF	935,268,536	2,622,728	3,955,873	5,035,684	27.3%
Federal Funds	459,907,913	507,083,906	355,397,188	369,085,804	3.9%

**FY 2010-11 Joint Budget Committee Staff Budget Briefing
Department of Transportation**

APPENDIX B: SUMMARY OF MAJOR LEGISLATION

- ❑ **S.B. 09-094 (Williams/Levy):** Creates the Transit and Rail Division within the Colorado Department of Transportation (CDOT) to further integrate transit and rail into the statewide transportation system. Allows the Department of Transportation's executive director to retain certain rail lines or rights-of-way possessed by the department.

- ❑ **S.B. 09-108 (Gibbs/Rice):** Increases fees, fines, and surcharges to provide additional funding for statewide transportation improvements. Imposes the following new fees and surcharges: (1) highway safety surcharge; (2) bridge safety fee; (3) a daily fee on vehicle rentals; and (4) a new surcharge on certain oversize and overweight vehicle fees. Increases fees and fines for late vehicle registrations. Reconstitutes the Statewide Tolling Enterprise as the High Performance Transportation Enterprise with a new governance structure and expanded scope for tolling facilities on state highways. Creates the Statewide Bridge Enterprise with the authority to finance, repair and maintain certain designated bridges in the state highway system, and to impose a bridge safety surcharge to repay bonds. Authorizes both the High Performance Transportation Enterprise and the Statewide Bridge Enterprise to issue revenue bonds. Requires CDOT to create a standing efficiency and accountability committee charged with seeking ways to maximize the efficiency of the department.

- ❑ **S.B. 09-202 (Keller/Pommer):** Supplemental appropriation to the Department of Transportation to modify FY 2008-09 appropriations in the FY 2008-09 Long Bill (H.B. 08-1375).

- ❑ **S.B. 09-208 (Tapia/Pommer):** Transfers the following amounts to the General Fund in FY 2008-09:

Source	Amount
Transportation Infrastructure Revolving Fund (State Infrastructure Bank)	\$3,000,000
State Rail Bank Fund	1,543,937
Total	\$4,543,937

- ❑ **S.B. 09-228 (Morse/Marostica & Court):** Amends the statutory limitation on General Fund appropriations from the lesser of 6.0 percent over appropriations for the previous fiscal year or an amount equal to 5.0 percent of Colorado personal income, to an amount equal to 5.0 percent of Colorado personal income. Eliminates the conditional diversion of sales and use tax revenues to the Highway Users Tax Fund that was originally established by S.B. 97-001.

Eliminates the fiscal year-end transfers of General Fund surplus to the Capital Construction Fund and Highway Users Tax Fund originally established by H.B. 02-1310.

For a five-year period beginning in FY 2012-13, requires the following annual transfers from the General Fund if Colorado personal income increases by at least 5.0 percent from CY 2011 to CY 2012:

- Transfer an amount equal to 2.0 percent of General Fund revenues to the Highway Users Tax Fund.
- For two fiscal years, transfer an amount equal to 0.5 percent of General Fund revenues to the Capital Construction Fund. Subsequently, for three fiscal years, transfer an amount equal to 1.0 percent of General Fund revenues to the Capital Construction Fund.

If Colorado personal income does not increase by at least 5.0 percent from CY 2011 to CY 2012, delays the transfers to the Highway Users Tax Fund and Capital Construction Fund until the next fiscal year during which Colorado personal income increases by at least 5.0 percent.

For any fiscal year in which there are excess State revenues that are required to be refunded pursuant to the Taxpayer's Bill of Rights (TABOR), modifies the required transfers to the Highway Users Tax Fund and the Capital Construction Fund as follows:

- if the amount of the TABOR refund is equal to between 1.0 and 3.0 percent of total General Fund revenues, each transfer is reduced by 50.0 percent;
- if the amount of the TABOR refund is equal to more than 3.0 percent of total General Fund revenues, the transfers shall not be made.

Requires the Capital Development Committee and the Transportation Legislation Review Committee to make recommendations by February 1, 2016, concerning new methods of financing projects under their respective jurisdictions.

- S.B. 09-259 (Keller/Pommer):** General appropriations act for FY 2009-10. Also includes supplemental adjustments to modify appropriations to the Department of Transportation in the FY 2008-09 Long Bill (H.B. 08-1375).
- H.B. 09-1318 (Sonnenberg & McFadyen/Brophy & Shaffer):** Modifies the permitting requirements and fees charged for certain overweight vehicles. Repeals a newly-enacted increase in the weight limit for vehicles traveling on non-interstate roads. Establishes a new overweight vehicle permit and a schedule of fees for vehicles weighing up to 97,000 pounds that are operated in combination with a trailer or semitrailer that has a tandem or triple axle grouping. Specifically, the bill sets the following permit fees for these vehicles: \$500 for an annual permit, \$250 for a 6-month permit, and \$15 plus \$10 per axle for a single trip permit.

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**APPENDIX C: UPDATE OF FY 2009-10
LONG BILL FOOTNOTES AND REQUESTS FOR INFORMATION**

Long Bill Footnotes

The Department did not have any Long Bill footnotes in FY 2009-10.

Requests for Information

- 1 All Departments, Totals** - Every department is requested to submit to the Joint Budget Committee, by November 1, 2009, information on the number of additional federal and cash funds FTE associated with any federal grants or private donations that are applied for or received during FY 2009-10, and that are not otherwise included in the Long Bill.

Comment: The Department of Transportation does not have federal grants or private donations in its budget.

- 68 Department of Transportation, Administration** -- The Department is requested to complete state budget forms for Administration personal services that provide information for each office or section within the Administration line item. This information should be sufficiently detailed to allow calculation for Option 8 purposes. PERA and Medicare should also be provided by the individual section or office. Additionally, the Department should include subtotals for salary and FTE for each of the offices within the Administration line item information currently supplied.

Comment: The Department complied with this request for information.

- 69 Department of Transportation, Administration** -- By August 1, 2010, the Department is requested to provide a report to the Joint Budget Committee regarding the effectiveness of the expansion of the Office of Organizational Learning and Development in reducing turnover and increasing retention of Department staff.

Comment: The Department has indicated their intent to comply with this request for information and submit a report on or before August 1, 2010. The Department reports that only 0.5 FTE of the 2.5 FTE authorized through the FY 2008-09 decision item have been hired and attributes the delay to internal and statewide hiring freezes. Departmental management has now authorized the hiring of 1.0 additional FTE.

- 70 Department of Transportation, Administration** -- The Department is requested to submit, with the November 1, 2009 budget request, decision items for any changes made within the

Administration program line during either FY 2008-09 or FY 2009-10 that the Department wishes to have recognized during the FY 2010-11 figure setting process.

Comment: The Department complied with this request for information with the submission of decision item #1.

**APPENDIX D: FY10 FASTER Safety Projects
October 15, 2009
(provided by CDOT)**

Region	CATEGORY OR PROJECT	ESTIMATED AMOUNT	Early Ad Date*	Proposed Ad Date	FASTER SAFETY PROJECT CRITERIA			COMMENTS	COUNTY MPO/TPR	7th Pot Corridor Yes / No
					Crash Data**	Proactive Safety Improvements	Fix-It-First Improvements			
1	Intersection Improvements **	\$1,000,000			√	√				
	Various Region wide Run Off Road and Intersection Upgrades (Locations TBD)	\$1,000,000	February-10	February-10				Construct guardrail, rumble strips, and other improvement to prevent run-off-the-road accidents, as well as signal and intersection improvements at various locations.	All	No
1	ITS	\$1,350,000			√	√				
	I-70 West: Georgetown Hill Queue Detection	\$350,000	January-10	January-10				Install detection devices and a VMS to warn motorists of slow moving or stopped traffic.	Clear Creek / DRCOG	Yes
	I-70 West: EJMT to Silverthorne - Electronic Signing	\$1,000,000	December-09	December-09				Install detection devices, signs and weigh-in-motion equipment to manage truck speeds and the runaway truck ramp.	Summit / Intermountain	Yes
1	Safety Rail Improvements	\$5,200,000			√	√	√			
	I-70 West: EJMT to Silverthorne (Specific Projects TBD)	\$4,500,000	June-10	June-10				Safety improvements to include barrier repairs and replacement (Type 4 to 7 from MP 205 to 214) and possible landslide mitigation at MP 212.	Summit / Intermountain	Yes
	I-70 West: EJMT to Bakerville - Median Barrier Improvements	\$700,000	January-10	January-10				Upgrading median barriers from Type 4 to Type 7 (MP 215 to 221).	Clear Creek / DRCOG	Yes
1	Mobility	\$2,050,000			√	√	√			
	SH 119: Main Street-South	\$2,050,000	June-10	June-10				Continuation of the 4-lane section through Black Hawk. Work includes curve straightening for accident mitigation at MP 6.0, per the safety assessment recommendations.	Gilpin / DRCOG	No
1	System Quality	\$4,500,000					√			
	US 285: Bailey to Richmond Hill Asphalt Overlay	\$4,500,000	March-10	March-10				The proposed project will grind away the delaminated top layer and Petromat. Safety enhancements include guardrail installation, improved lane transitions at the end of existing climbing lanes, and widened shoulders.	Park & Jefferson/ Central Front Range/DRCOG	No
1	Design & ROW	\$1,500,000				√	√			
	FY 11 Region 1 FASTER Projects Pool	\$1,500,000	N/A	N/A				Pool to fund PE/Design and ROW for FY 11 projects.	All	No
TOTAL REGION 1 ESTIMATED FUNDING		\$15,600,000								

**APPENDIX D: FY10 FASTER Safety Projects
October 15, 2009
(provided by CDOT)**

Region	CATEGORY OR PROJECT	ESTIMATED AMOUNT	Early Ad Date*	Proposed Ad Date	FASTER SAFETY PROJECT CRITERIA			COMMENTS	COUNTY MPO/TPR	7th Pot Corridor Yes / No
					Crash Data**	Proactive Safety Improvements	Fix-It-First Improvements			
2	Intersection Improvements	\$11,100,000			√	√	√			
	SH 115 at Gates 5 and 6 to Fort Carson	\$8,300,000	December-09	February-10				Improvements consisting of widening for turn and accel/decel lanes at Gates 5 and 6 on the west side of Fort Carson which will see increased traffic with the expansion of Fort Carson. Gate 5 Project (\$6 million) will be ready for Ad by February. Remaining funds will be mixed with other funds for Gate 6 construction with Ad in fall 2010.	El Paso / PPCOG	No
	US 50 Fortino to Wills in Pueblo	\$2,800,000	March-10	March-10				Widening, geometry, signal and drainage improvements in heavily commercial segment of US 50 in Pueblo. Selection based on FHWA Benefit/Cost Analysis of Accident Reduction.	Pueblo / PACOG	No
	TOTAL REGION 2 ESTIMATED FUNDING	\$11,100,000								
3	Design & ROW	\$1,500,000								
	Region 3 FASTER Design Pool	\$1,500,000							All	No
3	Intersection Improvements	\$7,300,000			√	√				
	I70B Phase 1 Part A&B (24.75-24 Rd)	\$4,000,000	April-10	June-10				The west section where the first construction project will occur, has an accident rate that is 10% higher than the average. The overall study corridor has an accident rate that is 60% higher than the average .	Mesa / GVMPO	No
	I70 MP 36.3 - 37.3 (I70 Exit 37 Clifton)	\$2,800,000	March-10	May-10				A feasibility study conducted showed a large number of fixed object accidents at the interchange due to substandard ramp lengths and delineation.	Mesa / GVMPO	No
	SH 13 MP 3-4 (Railroad Ave and SH 13)	\$500,000	March-10	May-10				Due to substandard curve geometry, this area has had a lot of truck overturning accidents resulting in hazardous soils.	Garfield / IMTPR	No
3	Safety Rail Improvements	\$2,700,000				√	√			
	I70 MP 180-190 Vail Pass Type 4 GR Improvements	\$2,700,000		April-10				Funding will be used to replace 13,000 LF of damaged Type 4 barrier with Type 7 barrier which meets AASHTO crash standards. Existing barrier is missing significant portions of concrete.	Eagle / IMTPR	Yes

APPENDIX D: FY10 FASTER Safety Projects
October 15, 2009
(provided by CDOT)

Region	CATEGORY OR PROJECT	ESTIMATED AMOUNT	Early Ad Date*	Proposed Ad Date	FASTER SAFETY PROJECT CRITERIA			COMMENTS	COUNTY MPO/TPR	7th Pot Corridor Yes / No
					Crash Data**	Proactive Safety Improvements	Fix-It-First Improvements			
3	Game Fence	\$1,500,000			√	√				
	SH 82 MP 11-16	\$1,500,000	April-10	July-10				This section is in the top 10% statewide for animal vehicle collisions. This project will be immediately up valley of the 2009 wildlife fencing project	Garfield / IMTPR	No
3	Priority Culverts	\$1,630,000					√			
	SH 40 MP 32.38 and SH 13 MP 90.64	\$1,180,000	March-10	May-10				These culverts are the top priorities on R3s critical culvert list. Failure of the US 50 culvert would significantly impact regional travel through Mesa County and the City of Grand Junction	Moffat / NWTPR	No
	SH 50 MP 33	\$450,000	March-10	May-10					Mesa / GVMPO	No
3	Rockfall Mitigation	\$1,200,000				√				
	SH 82 MP 35-37 (Shale Bluffs)	\$1,200,000	January-10	February-10				This area is subject to frequent rock fall debris and there is inadequate storage width behind the barrier to prevent debris from spilling onto SH 82	Pitkin / IMTPR	No
TOTAL REGION 3 ESTIMATED FUNDING		\$15,830,000								

4	Intersection Improvements	\$850,000			√	√	√			
	Signal Program Supplement							Supplements the \$170k / year signal program for a total of \$1,020k. There are currently 8 locations on the region list that warrant new signals, and 18 locations requiring upgrades.		
	Various Locations: New - SH 392 @ WCR 31 (Weld County) Refurbish - SH 93 @ SH 170 (Eldorado Springs); SH 56 @ 4th St (Berthoud)	\$850,000	March-10	March-10					Weld / NFR Boulder / DRCOG Larimer / NFR	No
4	Safety Rail Improvements	\$1,950,000			√	√				
	I-76: Median Cable Rail	\$750,000	December-09	February-10				An additional 3 miles of cable rail, extending east from the current project; Adams - Weld County line East. Location has a narrow median and a history of cross-over and median accidents.	Weld / DRCOG	No
	US 34 and on US 85: Bridge Rail - Greeley Area	\$1,200,000	February-10	April-10				12 locations, including one where the overhead sign had to be removed due to structural failure. Cost includes \$86,000 for consultant final design.	Weld / NFR	No

**APPENDIX D: FY10 FASTER Safety Projects
October 15, 2009
(provided by CDOT)**

Region	CATEGORY OR PROJECT	ESTIMATED AMOUNT	Early Ad Date*	Proposed Ad Date	FASTER SAFETY PROJECT CRITERIA			COMMENTS	COUNTY MPO/TPR	7th Pot Corridor Yes / No
					Crash Data**	Proactive Safety Improvements	Fix-It-First Improvements			
4	System Quality	\$16,000,000				√	√			
	I-25: S of SH 392 North to Harmony Rd	\$9,000,000	January-10	April-10				Addresses remaining RSL=0 segment of I-25. Concrete is failing with potholes and blowouts resulting in an unsafe driving surface. Project will rubblize and repair.	Larimer / NFR	Yes
	I-76: Diamond Grinding - Pilot Project from Brush East	\$1,000,000	January-10	April-10				Concrete is structurally sound, but area is experiencing differential settling resulting in an extremely rough riding, unsafe driving surface. This will improve the safety and extend the useful life of the pavement.	Morgan / UFR	No
	US 36: Kansas Stateline West	\$5,000,000	December-09	February-10				Location is an RSL = 0, with potholes and blowouts on the surface resulting in unsafe driving conditions. Project was the number 1 priority at ETPR meeting on 8/17/09.	Yuma / ETPR	No
	SH 392 @ Greeley Ditch # 2	\$1,000,000	January-10	January-10				Project is in final stages of design to replace a failing CBC. Location currently has temporary type 4 barriers separating traffic from a 25 foot drop off.	Weld / NFR	No
4	Design/ROW	\$1,800,000			√	√	√			
	SH 52 @ WCR 11	\$430,000	March-11	July-11				Design and ROW funds, location meets warrants for signals and turn lanes. Project is a high priority for Region Four and Weld County.	Weld / DRCOG	No
	SH 119 @ Jay Rd and SH 119 @ Niwot Rd	\$620,000	December-10	February-11				Design and ROW funds, improves safety and mobility for transit and bicycle use. Includes queue jump lanes, high priority for Boulder County.	Boulder / DRCOG	No
	US 385 and US 34 Design in ETPR	\$500,000						High Priority for ETPR area, design of Passing lanes and shoulders on two high priority ETPR Corridors.	Various / ETPR	No
	US 85 Various Intersections	\$250,000						High Priority for UFR, intersection improvements at select locations.	Weld / UFR	No
TOTAL REGION 4 ESTIMATED FUNDING		\$20,600,000								

**APPENDIX D: FY10 FASTER Safety Projects
October 15, 2009
(provided by CDOT)**

Region	CATEGORY OR PROJECT	ESTIMATED AMOUNT	Early Ad Date*	Proposed Ad Date	FASTER SAFETY PROJECT CRITERIA			COMMENTS	COUNTY MPO/TPR	7th Pot Corridor Yes / No
					Crash Data**	Proactive Safety Improvements	Fix-It-First Improvements			
5	Intersection Improvements	\$1,500,000			√	√				
	US491 at CR M	\$1,000,000	April-10	April-10			These intersections are ranked as the 2nd and 3rd most hazardous in the approved Region 5 Intersection Study -- safety is a primary factor in the study. The #1 ranked project in the study is funded.	Montezuma/SW; San Miguel/ GVTPR	No	
	SH145 at Society Turn	\$500,000	August-10	May-11						
5	Shoulder Improvements	\$1,000,000				√	√			
	SH140 south of Breen	\$750,000	March-10	March-10			This funding will be used to add shoulders to projects scheduled for surface treatment. Addition of shoulders will significantly improve safety.	La Plata/SW; San Miguel/GV	No	
	SH145 at Society Turn	\$250,000	August-10	May-11						
5	Priority Culverts	\$1,000,000					√			
	US 160 MP 158.76 and MP 167.55	\$1,000,000	April-10	June-10			Critical culverts on Wolf Creek Pass. These culverts were identified as needing repair in a statewide inspection and are in imminent danger of failure. The sufficiency rating for both culverts is 18.8 on a scale of 100.	Mineral/SLV	No	
5	Mobility	\$5,500,000				√				
	US 550 Ridgway to Colona Passing Lanes	\$5,500,000	September-10	September-11			Improvements will provide for safe passing on a narrow 2-lane highway in a wildlife corridor. Project is the #3 priority identified for RPP funding by the TPR's. (The #1 priority, US491 passing lane between Cortez and Towaoc, is constructed; #2 priority, US160 at ...)	Ouray/GVTPR	No	
5	Design/ROW	\$900,000				√	√			
	US160 PL between MV and Alamosa	\$900,000	May-11	August-12			Improvements will provide for safe passing on a 2-lane highway with limited passing opportunities. Project is the #4 priority identified for RPP funding by the TPR's	Alamosa/SLV	No	
TOTAL REGION 5 ESTIMATED FUNDING		\$9,900,000								

**APPENDIX D: FY10 FASTER Safety Projects
October 15, 2009
(provided by CDOT)**

Region	CATEGORY OR PROJECT	ESTIMATED AMOUNT	Early Ad Date*	Proposed Ad Date	FASTER SAFETY PROJECT CRITERIA			COMMENTS	COUNTY MPO/TPR	7th Pot Corridor Yes / No
					Crash Data**	Proactive Safety Improvements	Fix-It-First Improvements			
6	Safety Rail Improvements	\$2,000,000			√	√				
	SH 470, SH 8 to Wadsworth	\$2,000,000	April-10	April-10				HES qualified but not funded	Jefferson / DRCOG	No
6	Intersection Improvements	\$1,000,000			√		√			
	Signal Program Supplement									
	SH 177 @ Hampden	\$500,000	March-10	March-10				HES qualified but not funded	Denver & Jefferson / DRCOG	No
	SH 121 @ Coalmine	\$500,000	May-10	August-10				HES qualified but not funded		
6	Bridge Replacements	\$3,800,000				√	√			
	84th Avenue over I-25	\$3,800,000	June-10	August-10				Poor bridge #1 priority in Region for FY 10. This project is estimated to cost \$19 M. Balance of cost proposed for FASTER Bridge \$. SR = 41.3 -- very high AADT. Project elements include upgraded lighting, signalization, sidewalks and shoulders.	Adams / DRCOG	No
TOTAL REGION 6 ESTIMATED FUNDING		\$6,800,000								

TOTAL STATEWIDE ESTIMATED FASTER FUNDING	\$79,830,000
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Notes: Proactive Safety Improvements include shoulders, mobility or operational improvements
 Fix-it-First Improvements include culvert replacement, resurfacing, or preventative maintenance
 * Early Ad Date if sufficient funding were to be available
 ** Intersections, on average, account for 45% of all accidents in Colorado

**APPENDIX E: FY 2009-10 Statewide Bridge Enterprise Projects
(provided by CDOT)**

Resolution Number BE -9

WHEREAS, the following structures have been approved by the Bridge Enterprise Board as candidate projects:

F-14-B	I-70 Frontage Road over Clear Crk
G-12-L	SH 9 ML over Buckskin Gulch
N-16-L	SH 69 over Turkey Crk
L-22-F	SH 96 over Black Draw
K-23-C	SH 96 over Draw
K-23-B	SH 96 over Draw
K-24-A	SH 96 over Draw
K-18-CL	I-25 SB over RR, Ilex, Bennet St.
K-18-CK	I-25 NB over RR, Ilex, Bennet St.
I-17-AE	US 24 EB over Fountain Crk
I-15-Y	US 24 over Twin Crk
H-16-K	SH 67 over Draw
G-11-F	US 24 over UP RR
A-24-C	US 138 over Ditch
L-06-A	US 550 over Bear Crk
E-17-BY	I-70 over Sand Creek
E-17-GE	I-70 over Sand Creek
E-17-GM	I-76 over S. Platte
E-17-GL	I-76 over S. Platte
E-17-EZ	84th Ave. over I-25; and

WHEREAS, in order to utilize Bridge Enterprise funding for completion of the candidate projects, the ownership of the structures listed above must be transferred to the Bridge Enterprise; and

WHEREAS, at the time of the conversion to GASB 34, which required state government to begin capitalization and depreciation of their infrastructure assets, roads, and bridges; the structures listed above were not included in CDOT's Fixed Asset Database, due to the historical cost of each structure falling below the capitalization threshold; and

WHEREAS, each of the structures listed above carries no value according to CDOT financial records; and

NOW THEREFORE BE IT RESOLVED, the Bridge Enterprise Board authorizes the staff to accept the transfer of structures listed above to the Bridge Enterprise at no cost.