DEPARTMENT OF TRANSPORTATION
FY 2011-12 JOINT BUDGET COMMITTEE HEARING AGENDA

Monday, November 29, 2010
10:00 am – 12:00 pm

Note: The Department of Transportation gives an oral presentation at the annual hearing with the Joint Budget Committee. The following questions should be answered in writing *and* addressed through the Department's presentation at the hearing.

QUESTIONS COMMON TO ALL DEPARTMENTS

1. ***Please identify your department's three most effective programs and your department's three least effective programs, and explain why you identified them as such. How do your most effective programs further the department's goals? What recommendations would you make to increase the effectiveness of the three least effective programs?***

1. Safety Initiatives (Effective)

Providing a safe and secure transportation system to the traveling public is among the Department of Transportation (CDOT)'s highest priorities. The mission of CDOT's Safety programs is to reduce the incidence and severity of motor vehicle crashes and the associated human and economic loss. In 2009, 464 people were killed in traffic crashes in Colorado, a 15 percent decline from 2008. 2009 marked the first time fatalities dropped below 500 since 1988 when 497 people were killed. Colorado has experienced a steady decline in motor vehicle fatalities since a recent peak of 743 deaths in 2002, despite an increase of nearly 4,200 million vehicle miles traveled in 2008 compared to 2002. Colorado's reduction in motor vehicle fatalities over the past decade has been among the best in the nation and stands as one of the Department's proudest accomplishments.

2. Intelligent Transportation Systems (ITS) (Effective)

Intelligent Transportation Systems describes an array of advanced transportation technologies and information processing techniques used internationally to increase the convenience of transportation systems. These smart systems, both rural and urban, are being adopted throughout the world; in Colorado by CDOT, and by regional and local transportation agencies across the state.

Recognizing that Colorado does not have the funding to build its way out of congestion, ITS is an essential tool for monitoring the state transportation system in order to keep motorists well informed on traffic and road surface conditions and in order to deploy Departmental resources in a targeted manner to keep the system safe, convenient, and open.

3. Surface Treatment / Pavement Management (Partly Effective, Partly Ineffective)

Due to inadequate funding for transportation and construction cost inflation that has eroded the purchasing power of the Department's funding, the quality of the pavement on state highways is projected to decline significantly in the near future. Using "Remaining Service Life" (RSL), the reported 2010 current pavement condition on the State system is rated 48% as "fair/good" and 52% as "poor."

Despite these funding challenges, the funding that is available for surface treatment is deployed in a targeted manner based on rigorous statistical analysis of the conditions on the state highway system. By making use of a sophisticated pavement management system the Department is effectively and efficiently allocating the available surface treatment resources.

4. Contracting (Ineffective)

The procurement and contracting process for a state department of transportation is inherently complicated due to the volume, size, and complexity of agreements needed to procure goods and services to plan, build, and maintain transportation infrastructure. CDOT is faced with contracting challenges relating to quality, efficiency, and customer service. The Department engaged a consulting firm to conduct a comprehensive review of its contracting environment and to identify improvement opportunities. An initial assessment of CDOT's contracting was undertaken with the primary goals of understanding the "as-is" state of CDOT's contracting environment, identifying key issues and their root causes, benchmarking CDOT against best practices, and developing actionable, transformative improvement recommendations. CDOT is currently under contract with the firm to complete resource mapping, contracting process reengineering, key performance indicators development and status tracking optimization.

5. Regulation of Oversize and Overweight (OSOW) Vehicles on Colorado's State Highways (Ineffective)

Colorado state government's responsibilities for regulating highway use by vehicles exceeding statutory limits for size and weight are dispersed among three separate departments (CDOT, the Department of Revenue, and the Department of Public Safety). Unlike other regulated industries in Colorado, fee revenues generated by regulated industry participants do not cover the operating and capital costs of issuing permits and enforcement at the state's fixed and mobile Ports of Entry and on the state highway system. Although each of these departments does a commendable job with the funding made available to them, the overall effectiveness of the program is limited due to funding issues, outdated technology, and the decentralized nature of the state's OSOW regulatory responsibilities.

Recognizing that the current state of affairs is suboptimal, the 2010 General Assembly adopted House Bill 10-1113 which among other things required an independent performance study whose findings will be reported to the General Assembly on June 1, 2011. These findings may include recommendations on changing how OSOW regulation fits into the state's organizational structure. Departmental staff is actively participating in this study.

2. For the three most effective and the three least effective programs identified above, please provide the following information:

a. A statement listing any other state, federal, or local agencies that administer similar or cooperating programs, and outline the interaction among such agencies for each program;

b. A statement of the statutory authority for these programs and a description of the need for these programs;

c. A description of the activities which are intended to accomplish each objective of the programs, as well as, quantified measures of effectiveness and efficiency of performance of such activities;

d. A ranking of the activities necessary to achieve the objectives of each program by priority of the activities; and

e. The level of effort required to accomplish each activity associated with these programs in terms of funds and personnel.

1. Safety Programs

Other Public Agencies Involved in Safety Programs
The Traffic Engineering Branch and the Office of Transportation Safety (OTS) administer federal and state highway safety funds to provide comprehensive engineering and behavioral solutions to persistent and emerging traffic safety issues. The projects administered within these areas partner with state and local governments, law enforcement agencies and community programs.

The expenditure of funds within both areas is required in either state or federal statutes and regulations. No other State or local agency performs similar functions.

Statutory Authority and Description of Need

- Under the Code of Federal Regulations; Title 23, Section 148 the Highway Safety Improvement Program provides funding to the Traffic Engineering Branch.

- Sections 24-42-101 through 24-42-104, C.R.S. (2010) create the Office of Transportation Safety (OTS) within the Colorado Department of Transportation. Code of Federal Regulations Title 23, Section 402 requires each state to have a highway safety program. The Colorado Highway Safety Program is managed within the Colorado Department of Transportation, Office of Transportation Safety.

- Sections 43-5-501 through 43-5-505, C.R.S. (2010) contain rules and regulations to establish, implement, and administer a Motorcycle Operator Safety Training (MOST)

Program.

- Section 43-4-901, C.R.S (2010) requires the Department to conduct twelve high-visibility DUI enforcement episodes per year.

CDOT Safety Program Structure

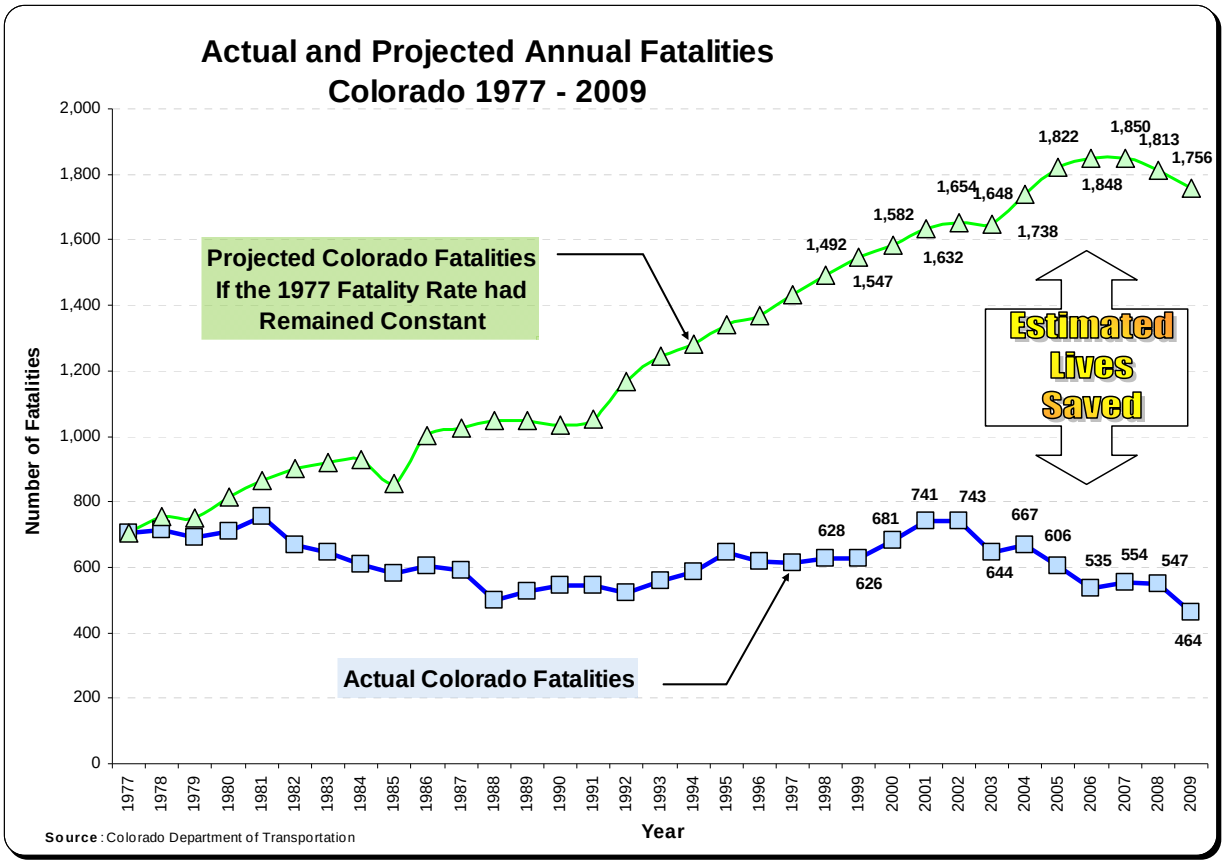
CDOT's Traffic Engineering Branch focuses on developing and implementing the Highway Safety Improvement Program (HSIP) which includes the hazard elimination program, rail crossing program and high risk rural roads. They work with Region Traffic Engineers and local agencies to identify and construct cost-effective projects that improve safety on Colorado's roadways.

The Office of Transportation Safety (OTS) administers the Highway Safety Program funds and administers initiatives within two traffic safety program areas and derives its funding from two principal sources:

1. Federal. The Highway Safety Act of 1966 (P.L.89-564) 23 CFR chapter 4 section 402(c) authorizes the funding of state safety programs by the federal government. Periodically a new transportation authorization bill establishes the highway safety priorities. Every year, Congress appropriates funds consistent with the authorization bill. As priorities change, new programs are created and some programs are discontinued. It is the responsibility of the OTS to monitor the federal funding priorities and tailor state response to these priorities.
2. State. The Motorcycle Operator Safety Training Program (MOST) receives funding from surcharges on motorcycle operator endorsements and registrations and funding for CDOT's twelve impaired driving enforcement episodes are received through the Enhanced Drunk Driving Enforcement allocation and the First Time DUI Offender Fund – High Visibility Enforcement allocation.

CURRENT CONDITION

The graph on the following page details actual annual fatalities and projected annual fatalities on Colorado highways from 1977 – 2009.



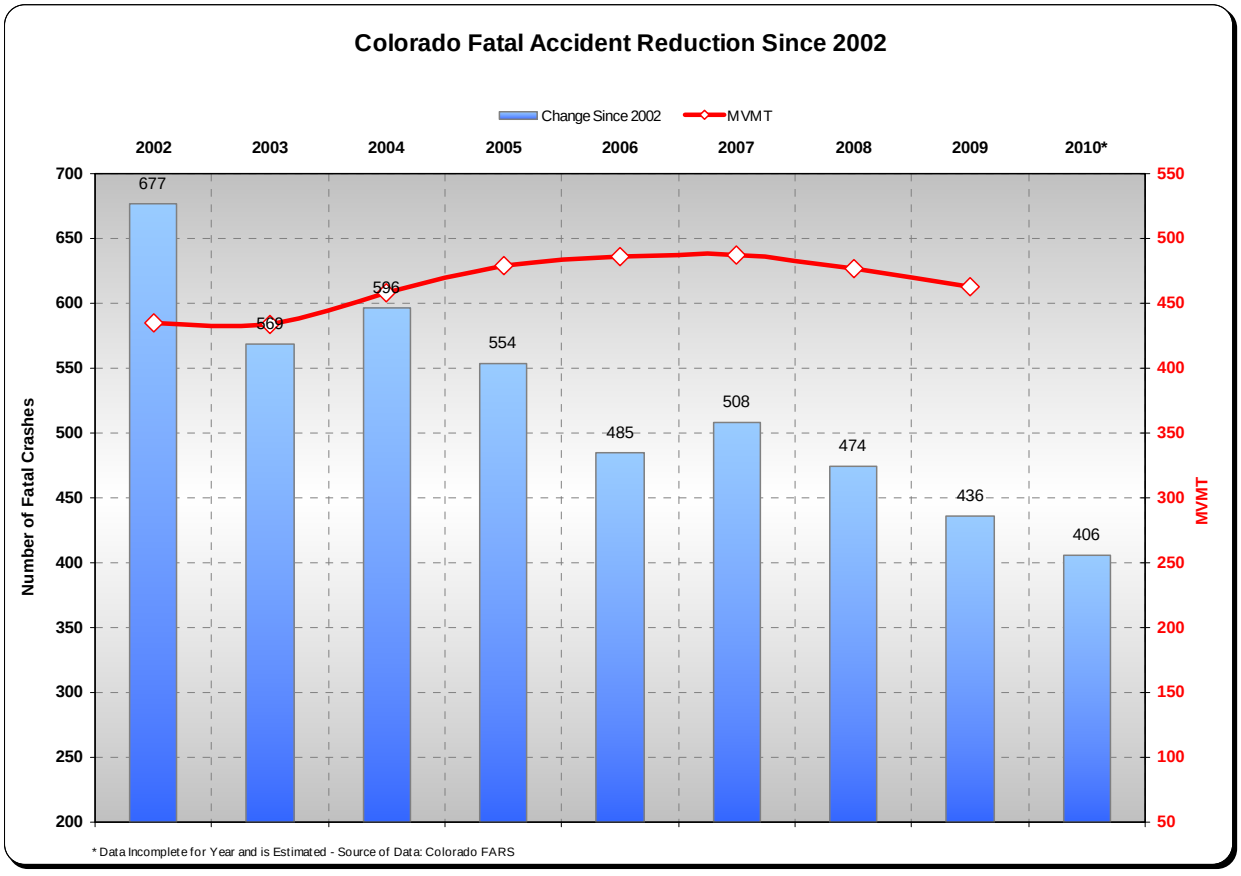
Colorado has made significant progress over the last three decades of safety work. In 1977, Colorado had 3.8 fatalities per 100 million VMT. By 2008, the rate declined to 1.15, based on the 2008 VMT. By comparison, if the 1977 fatality rate had remained unchanged and accounting for population and VMT growth, an estimated 1,813 persons would have died in 2008 compared to the actual number of 548. Cumulatively, CDOT estimates that more than 20,000 lives have been saved as a result of the steady reduction in statewide fatalities from the 1977 level. Over that time, the most serious challenges were impaired driving, the lack of use of occupant protection devices such as seatbelts, young driver behaviors, and aggressive driving. In urban areas, rear-end, approach turns, and broadside crashes were most prevalent. In rural areas, running off the road, hitting fixed objects, and overturning were prevalent. Finally, motorcycle and commercial vehicle safety were areas of special concern.

Some of these successes are due to the passage of important traffic safety legislation, such as lowering the blood-alcohol content (BAC) threshold to 0.08 percent in 2004 (HB 04-1021) and the law requiring a helmet for motorcyclists under 18 years of age and their passengers (HB 07-1117). Fines for failure to comply with child restraint and booster seat requirements and for seat belt violations were increased (HB 08-1010). Laws were passed to increase penalties for drunk driving (HB 08-1010), expand the use of interlock devices and to provide $1 million annually for increased high-visibility DUI enforcement (HB 08-1194). In addition, a number of improvements have been made to the Graduated Driver's License law for teen

drivers, as well as other legislative changes to improve safety across the state. Grass roots organizations have had a significant impact, and public information programs have served to raise awareness of the risks and responsibilities of driving.

In addition, through innovative engineering practices, Colorado has reduced crashes, within available budgets, by making safety improvements at roadway locations where higher rates of crashes are detected. Evaluation methodologies such as pattern recognition analysis and roadway diagnostic safety assessments provide the current best practice in targeting appropriate locations for safety improvements. These methodologies address:

- Reducing the frequency of roadway departure-type crashes and mitigating the effects of leaving the road;
- Reducing crashes at intersections; and
- Selecting qualified sites for safety improvement projects through such programs as Federal Hazard Elimination and High Risk Rural Roads. Hazard elimination is the largest component of the safety budget.



Activities and Performance Measures

Traffic Engineering Branch:

1.) Rockfall

Rockfall incidents have been the direct cause of traffic accidents, traffic delays, injuries, and fatalities along Colorado's mountain corridors. With increasing levels of highway use and tourism, the number of vehicles traveling on these scenic roadways also escalates. As a result, the consequences of rockfall incidents are magnified. This was illustrated in 2005 when large rockslides closed I-70 near Idaho Springs and US Highway 6 in Clear Creek Canyon.

2.) Federal Hazard Elimination (HAZ/HRR)

The Federal Hazard Elimination Program (HES 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. Typical projects often involve intersection improvements, guardrail installation, lighting upgrades, pedestrian and bicycle improvements associated with roadways, shoulder and lane widening for safety, Intelligent Transportation Systems, curve flattening and other geometric modifications, as well as sign and pavement marking upgrades.

3.) Rail Crossing Protection Program (RAG/RGS)

Each year, the Federal Highway Administration apportions funds to help improve roadway-rail safety, pursuant to 23 U.S.C. (United States Code) Section 130 and related federal law. These funds must be applied toward projects for the elimination of hazards at highway-rail crossings, including the separation or protection of grades at crossings, the reconstruction of existing railroad grade crossing structures, and the relocation of highways to eliminate grade crossings. Typical projects often involve the installation of active warning devices which generally consist of automatic gates, flashing lights and bells at locations that only have passive warning devices or inadequate active warning devices.

4.) Hot Spots (HOT)

The Hot Spot Program provides an available State funding source and evaluation process for high-priority or urgent highway safety demands or safety-related needs on other projects. The need for attention may arise from citizen requests, engineering or maintenance concerns, or accidental damage, among other generally unforecastable origins. This program, administered by the Traffic Engineering Branch, distributes equal funding among the CDOT Regions to assist with safety-related construction and improvement costs generated in addressing these demands.

5.) Traffic Signals (SGN)

CDOT's Traffic Signals funding program delivers uniform funding allotments to each

Engineering Region on an annual basis. These funds are designated specifically for traffic signal construction, signal replacement, or signal system enhancement. The Regions rely on these funds to address, on a priority basis, safety and operational needs at locations with existing traffic signals or where signals are warranted but not yet constructed. In a typical application, these dollars are directed to activities such as traffic signal rebuilding, new signal installation, equipment updating, signal expansion due to intersection widening, signal interconnection and operational improvements including hardware and software upgrades to facilitate safety and improved operations on a corridor level.

6.) Safety Resurfacing Program

The Safety Resurfacing Program is an effective and well-established approach to systematically improve highway safety statewide. This efficient program provides funding to individual Regions to address safety problems in conjunction with routinely scheduled roadway resurfacing projects. In contrast with other safety programs, this process delivers varied funding levels to CDOT Engineering Regions based on the Region's overall resurfacing demands. With this program, each project location is rigorously analyzed for existing safety problems and potential safety improvement measures via the Safety Assessment Report procedure. This procedure explicitly considers safety on 3R-type projects (resurfacing, restoration, and rehabilitation) and seeks to maximize accident reduction within the limitations of available budgets. Based on identified problems and specific characteristics at a project's location, a selection of safety improvement options are offered that can be included in the project's scope.

Office of Transportation Safety:

1.) Planning, Administration, and Operations (Traffic Analysis)

The Office of Transportation Safety, as the designated state highway safety agency (Section 24-42-101, C.R.S. (2010)) is responsible for the planning, coordinating and administering of the State's highway safety program authorized by the Federal Highway Safety Act (23 USC 402). Planning and Administration (P&A) costs are those expenses that are related to the overall management of the State's highway safety programs. Costs include salaries and related personnel benefits for the Governors' Representatives for Highway Safety and for other technical, administrative, and clerical staff, for the State's Highway Safety Offices. P&A costs also include other office costs, such as travel, equipment, supplies, rent and utility expenses.

2.) Traffic Records

CDOT uses traffic records to develop engineering and enforcement solutions, promote education, and apply for funding to improve roadway safety. Problem identification, efficient allocation of resources, and measuring results all depend on available and accurate data. CDOT is a member of the Statewide Traffic Records Advisory Committee (STRAC), a committee formed as part of a federally-sponsored effort to collect, organize, analyze, and

utilize all types of information relating to accidents that occur on Colorado roadways. The STRAC is composed of six major State agencies: Human Services, Public Health and Environment, Safety, Revenue, Transportation, and Judicial. Its primary function is to help unify and organize Colorado's traffic records.

Efforts and activities to address Traffic Records include:

- Identifying and fulfilling user requirements for traffic safety information;
- Providing analyses for decision making, policy formulation, and resource allocation;
- Establishing a multi-agency data dictionary and common standards for data compatibility and comparability;
- Effecting timely and accurate data collection and transfer among agencies and users;
- Developing strategies to consolidate data from disparate sources for analysis and reporting;
- Collaborating with state and local agencies to assess the impact of driver behavior on the number and severity of crashes, and to effect appropriate countermeasures.

3.) Impaired Driving

The Office of Transportation Safety focuses on enhancing and expanding impaired driving prevention programs in several metro area locations including El Paso, Arapahoe, Adams, Jefferson, Denver, and Pueblo counties as well as statewide enforcement efforts.

Efforts and activities to decrease impaired driving include:

- Impaired driving education programs;
- Aggressive high-visibility enforcement (currently funded at twelve campaigns per year);
- Creating public awareness through "The Heat is On" media campaigns;
- Enforcing DUI laws on sections of roadway with high incidence of alcohol-related crashes;
- Statewide sobriety checkpoints through "Checkpoint Colorado";
- Providing training for law enforcement officers in the detection of impairment in drivers;
- Creating and maintaining DUI Courts;
- Targeting high-risk groups of drivers for impaired driving education and prevention programs;
- Working with community groups throughout the state to develop and implement impaired driving programs appropriate to the needs of their populations.

4.) Speed Enforcement

The objective of the CDOT Office of Transportation Safety's Speed Enforcement Program is to assist law enforcement personnel and other stakeholders in establishing and maintaining a successful speed enforcement program in their communities. Operating a vehicle at excessive speeds has been consistently linked to crash risk, with crash rates increasing as speeds increase. In Colorado in 2009, 171 or 36% of 465 total fatalities involved speeding.

Crash data is used to focus on locations identified as having a high incidence of speed related crashes.

Efforts and activities to increase Speed Enforcement include:

- Continued and increased speed enforcement efforts on I-25 through the Denver Metro area;
- Working with other local law enforcement agencies to improve their speed enforcement projects;
- Monitoring past projects throughout the state;
- Increasing the number of speed enforcement projects throughout the state.

5.) Occupant Protection

Based on the 2010 CDOT Problem ID report, analysis of the 2004 crash data and the 2010 Annual Seat Belt Survey, the Office of Transportation Safety is focusing on establishing and/or enhancing Occupant Protection programs in several metro area locations including Jefferson, Denver, Larimer, and Pueblo counties; rural areas including 10 Regional Emergency Medical and Trauma Advisory Councils (RETACs) and the Southern Ute Tribe as well as numerous state-wide efforts.

Efforts and activities to address Occupant Protection include:

- Providing support to law enforcement to enforce Colorado's restraint laws during three "Click It or Ticket" high-visibility campaigns;
- Providing Occupant Protection education to parents, caregivers and to the general public;
- Educating teen drivers in seat belt use and other teen driving safety issues, including the Graduated Driver License (GDL) program;
- Funding programs focusing on minorities and involving community organizations to educate adults and children;
- Targeting child passenger safety and booster seat use;
- Providing support to rural communities to address low seat belt use rates.

6.) Motorcycle Safety

CDOT's Office of Transportation Safety administers the Motorcycle Operator Safety Training (MOST) program. This program trains 10,000 new and experienced riders each year through training contractors using MOST-qualified instructors. The MOST Program provides tuition reimbursement to training providers to keep the cost of training to students affordable, and is funded with a $2 fee on motorcycle license endorsements and a $4 fee on motorcycle registrations. Over 90,000 people have been trained through MOST since 1991. There are currently over 350,000 motorcycle endorsements in Colorado.

Efforts and activities to address Motorcycle Safety include:

- Working with the MOST Program to ensure motorcyclists are properly licensed;
- Educating motorcyclists statewide about the dangers of operating a motorcycle while impaired – this is done through combined efforts of the MOST program, Live to Ride, www.comotorcyclesafety.com (funded by National Highway Traffic Safety Administration (NHTSA) 2010 funds), Colorado State Patrol (CSP), and motorcycle groups;
- Continuing to build partnerships with community coalitions and motorcycle organizations to develop outreach programs that focus on motorcycle safety issues like preventing impaired riding and motorist awareness;
- Expanding the number of motorcycle training sites and instructors, and actively pursuing more training sites in underserved parts of the state. Utilizing and developing more programs to encourage all riders to take rider education courses, and educating the public about the extended courses available through MOST;
- Conducting media events in conjunction with the CSP and other stakeholders to promote motorcycle training classes especially for age groups over-represented by motorcycle crashes and fatalities; advanced training courses provide a way for experienced riders to further develop skills. Continuing outreach efforts to promote educational partnerships with MOST sponsors and encouraging participation in motorcycle events, rallies, and media events.

7.) Cone Zone

This project was created to improve traffic safety on Colorado roadways by decreasing fatal and injury crash rates in Maintenance Cone Zone projects through public awareness, high visibility, and aggressive enforcement.

To increase awareness and improve work zone safety, every summer beginning in June and continuing through September, the Colorado Department of Transportation (CDOT) will partner with the Colorado State Patrol (CSP) and other local law enforcement agencies to conduct the "Slow for the Cone Zone" campaign, which entails overtime enforcement on highly-visible construction projects across Colorado.

8.) Public Information and Education

CDOT's Office of Public Relations Office supports the Office of Transportation Safety, and its grantees and partners, with specialized assistance related to projects addressing occupant protection and impaired driving education and outreach. The Office conducts the high-visibility aspect of enforcement campaigns aimed at reducing fatalities, including the "Click It or Ticket" seat belt campaign and the "Heat Is On" impaired driving campaign. Other public relations programs encompass teen driving, child passenger safety, motorcycle safety, and work zone safety. The projects included in the Public Relations section of the Integrated Safety Plan were chosen based on problem identification and requests from the Office of

Transportation Safety.

Public Relations activities to address occupant protection and impaired driving problems include:

- Development and implementation of ongoing media and public relations campaigns for high-visibility DUI enforcement and seat belt enforcement;
- Development and implementation of safety education campaigns for motorcycle safety, teen driving, child passenger safety, and work zone safety;
- Development and distribution of news releases;
- Development of relationships with statewide media to encourage news coverage of safety issues;
- Execution of newsworthy media and special events;
- Development of materials for Hispanic audiences and Spanish language media;
- Execution of media events and special events which are culturally relevant for Hispanic and/or African-American audiences;
- Development and production of collateral materials, including brochures, fact sheets, posters, flyers, print ads, radio spots and videos;
- Fostering positive relationships with media, grantees, and internal and external partners to expand safety education;
- Placement of paid media buys to reach campaign target audiences;
- Evaluation of campaign elements, including developing a methodology for evaluating increases in public awareness.

9.) Safe Communities

A Safe Community is a community that promotes injury prevention activities at the local level to solve local highway and traffic safety and other injury problems. It uses a "bottom up" approach, involving local citizens in addressing key injury problems. Safe Community programs use an integrated and comprehensive injury control system with various partners as active and essential participants in addressing community injury problems. The community has a coalition/task force that is comprehensive and community-based and provides program input, direction, and involvement in the Safe Community program. The coalition includes representation from citizens, law enforcement, public health, medical, injury prevention, education, business, civic and service groups, public works offices, and traffic safety advocates.

10.) Bicycle/Pedestrian Safety

In Colorado, pedestrian injury remains the 4th leading cause of unintentional injury-related

death among children ages 5-14. The majority of pedestrian fatalities occur in urban areas, at non-intersection locations. As more children are encouraged to walk and bicycle to and from schools, it is imperative to educate and inform them about both bicycle and pedestrian safety. Schools and other groups in the Denver metro area and the counties of Eagle, Lake, Park and Summit will be targeted for pedestrian safety and bicycle safety educational programs.

Efforts and activities to increase Pedestrian and Bicycle Safety include:

- Continuing bicycle safety programs, including the importance of using helmets;
- Implementing pedestrian safety educational programs at schools and other locations;
- Increasing the number of people reached through educational training classes.

Performance Measures

The following Performance measures are mandated by NHTSA and FHWA; CDOT is required to report on these performance measures on a yearly basis through the Annual Report. Performance measure data is based on the most current data available at the time of this publication and is tabulated for the relevant federal fiscal year.

A-1. Number of seat belt citations issued during grant-funded enforcement activities (grant activity reporting)
Number of seat belt citations issued during grant-funded enforcement activities in 2010: 14,462

A-2. Number of impaired driving arrests made during grant-funded enforcement activities (grant activity reporting)
Number of impaired driving arrests made during grant-funded enforcement activities in 2009: 7,980

A-3. Number of speeding citations issued during grant-funded enforcement activities (grant activity reporting)
Number of speeding citations issued during grant-funded enforcement activities in 2009: 7,467

C-1. Reduce the number of traffic fatalities
Average number of traffic fatalities from 2006-2008: 546
Goal: *Reduce the number of traffic fatalities by 3% in 2010*
****Number of Traffic Fatalities in 2009: 465***

C-2. Reduce the number of serious injuries in traffic crashes
Number of serious injuries in traffic crashes in 2005: 4,181
Goal: *Reduce the number of serious injuries in traffic crashes by 3% in 2010*
******Number of serious injuries in 2009: 3,537***

C-3. Reduce the fatalities per Vehicle Miles Traveled (VMT)

Average total fatalities per Vehicle Miles Traveled (VMT) from 2005-2007: 1.166
Average urban fatalities per Vehicle Miles Traveled (VMT) from 2005-2007: .746
Average rural fatalities per Vehicle Miles Traveled (VMT) in 2007: 2.076
Goal: *Reduce the fatalities per VMT by 3% in 2010*
****Average total fatalities per Vehicle Miles Traveled (VMT) in 2008: 1.15***
****Average urban fatalities per Vehicle Miles Traveled (VMT) in 2008: .78***
****Average rural fatalities per Vehicle Miles Traveled (VMT) in 2008: 1.89***

C-4. Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions

Average number of unrestrained passenger vehicle occupant fatalities from 2005-2007: 223

Goal: *Reduce the number of unrestrained passenger vehicle occupant fatalities by 3% in 2010.*

****Number of unrestrained passenger vehicle occupant fatalities, all seat positions in 2009: 168***

C-5. Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above

Average number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above from 2005-2007: 184
Goal: *Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above by 3% in 2010*
****Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above in 2009: 158***

C-6. Reduce the number of speeding-related fatalities

Average number of speeding-related fatalities from 2005-2007: 203
Goal: *Maintain the average number of speeding-related fatalities by 3% in 2010*
****Number of speeding-related fatalities in 2009: 171***

C-7. Reduce the number of motorcyclist fatalities

Average number of motorcyclist fatalities from 2005-2007: 84
Goal: *Maintain the average number of motorcyclist fatalities in 2010*
****Number of motorcyclist fatalities in 2009: 88***

C-8. Reduce the number of unhelmeted motorcyclist fatalities

Average number of unhelmeted motorcyclist fatalities in 2007: 67
Goal: *Reduce the number of unhelmeted motorcyclist fatalities by 3% in 2010*
****Number of unhelmeted motorcyclist fatalities in 2009: 60***

C-9. Reduce the number of drivers age 20 or younger involved in fatal crashes

Average number of drivers age 20 or younger involved in fatal crashes from 2005- 2007:

98
Goal: *Reduce the number of drivers age 20 or younger involved in fatal crashes by 3% in 2010*
****Number of drivers age 20 or younger involved in fatal crashes in 2009: 64*** **C-10. Reduce the number of pedestrian fatalities**
Average number of pedestrian fatalities from 2005-2007: 55
Goal: *Reduce the number of pedestrian fatalities by 3% in 2010*
****Number of pedestrian fatalities in 2009: 47***

***National Highway Traffic Safety Administration Traffic (NHTSA) Safety Facts - Colorado 2005-2009**
****These numbers have not been fully validated and may change, although not significantly.**

B-1. Increase the observed seat belt use for passenger vehicles
Observed seat belt rate for passenger vehicles in 2007: 81.1%
Goal: *Increase the observed seat belt use for passenger vehicles by 1% in 2010*
Observed seat belt use for passenger vehicles in 2010: 82.9%

Program Level of Effort and Funding

Traffic Engineering Branch

Total FTEs = 28

Rockfall (RFM) - $4,174,164
Federal Hazard Elimination (HAZ/HRR) - $22,581,218
Rail Crossing Protection Program (RAG/RGS) - $4,103,953
Hot Spots (HOT) - $1,573,578
Traffic Signals (SGN) - $1,069,422
Safety Resurfacing Program (SAE) - $4,942,323

Office of Transportation Safety

Total FTEs = 14

Planning, Administration, and Operations (Traffic Analysis) - $1,090,000
Traffic Records - $206,012
Impaired Driving - $4,449,000
Speed Enforcement - $158,000
Occupant Protection - $1,786,493
Motorcycle Safety - $799,500
Cone Zone - $270,000
Public Information and Education - $1,651,000
Safe Communities - $757,000

Bicycle/Pedestrian Safety - $70,235

2. Intelligent Transportation Systems (ITS)

Other Public Agencies Involved in ITS

No other state agency administers Intelligent Transportation Systems (ITS) programs. At the federal level, the Federal Highway Administration's (FHWA) primary ITS-related purpose is to provide program oversight and ensure compliance with federal rules and regulations for implementation of ITS applications involving federal funds. Several larger cities and counties, primarily along the Front Range, administer ITS programs within their local jurisdictions; however, not to the level or scope as the statewide ITS program administered by CDOT.

CDOT's ITS program covers the entire State of Colorado, which is a very large and diverse geographical area, and provides many ITS transportation services such as; traveler information, traffic management, incident management, roadway maintenance operations, etc. These transportation services are described in more detail in the Activities and Performance Measures below. CDOT and local jurisdictions work together by sharing traveler information and closed circuit television camera (CCTV) images. CDOT also provides direct access to its CCTV camera network to certain law enforcement agencies and the Colorado State Patrol.

Statutory Authority and Description of Need

Statutory authority for the ITS program is codified in Section 1201(c)(1) of the federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU), which requires that State and local governments develop or update regional ITS architectures in conjunction with provision identified in 23 Code of Federal Regulations (CFR) 940.9. 23 CFR Part 940 in its entirety, which is administered by FHWA, addresses various aspects of the ITS program including purpose, definitions, policy, applicability, project administration and oversight and ITS standards. 23 CFR 940.9 identifies provisions that must be incorporated in the regional ITS architecture to ensure conformity with the National ITS Architecture.

The National ITS Architecture is a highly structured framework that provides a systematic process for developing regionally integrated transportation systems. 23 CFR 940.11 further requires that standard systems engineering analysis (SEA) processes are employed for all ITS projects using federal funds. SEA subjects the project to a systematic rigorous systems engineering process to ensure that all phases of the project from concept of operations through design, requirements, implementation, integration, operations and maintenance are verified and validated to mitigate risk and successfully implement the project in the most effective and efficient manner possible. Additionally, 23 CFR 511, which was recently codified, requires establishment of a real-time information program for traffic and travel conditions reporting along Interstate system highways by November 8, 2014 and State-designated metropolitan area routes of significance by November 8, 2016. The Rule requires traffic and travel

conditions reporting for travel time information, roadway weather observations, construction activities and roadway blocking incidents and events.

CDOT has developed regional ITS architectures and ITS Strategic Plans for each of the six CDOT Engineering Regions and has implemented a centralized SEA process for ITS projects. Therefore, CDOT is in compliance with 23 CFR Part 940. Although 23 CFR 511 does not require traffic and travel conditions reporting until 2014 and 2016, respectively, CDOT already provides real-time travel times on selected segments of Interstate and other corridors and is actively working to expand that application to other corridors. Also, CDOT already provides weather, construction and incident information for most of state highway system. CDOT is working to expand these applications to the remaining portions of the state highway system and to improve the level and granularity of this information.

Activities and Performance Measures
The following outlines the statewide ITS program objectives, activities and performance measures:

Objective
Enhance and improve mobility by maximizing productivity and efficiency of the system through reduced travel time delay and variability and increased travel time reliability.

Activities
In accordance with CDOT Region ITS Strategic Plans and Architectures continue to invest in the deployment of ITS enabling infrastructure and devices to support mobility objectives. Enabling infrastructure is defined as integration of transportation management centers and strategic deployment of reliable high-speed communications infrastructure and equipment and devices such as; CCTV cameras, variable message signs, radar, weather stations, etc. to both collect and disseminate traveler information. This is recognized as fundamental to the operational success, as well as providing the ability to fully utilize and efficiently manage a statewide traveler information and traffic management system.

Performance Measures
- Percent congested corridors where ITS solutions are implemented
- Number of calls to 511 during prescribed period (2.3 million in CY 2009)
- Number of CoTrip.org web hits, page views and data transmitted during prescribed period (140 million page views in CY 2009)
- Percent change in call volume to 511 during prescribed period
- Average 511 call duration during prescribed period
- Percent change in average 511 call duration during prescribed period
- Average time that traveler information is disseminated within 10 minutes of receiving it during prescribed period
- Average updating of 511 within each 10 minute time period during prescribed period

Objective
Improve safety on the system by detecting, verifying, responding to and clearing incidents faster through coordinated agency response and by implementing incident management plans in order to more efficiently manage traffic during incidents.

Activities
Continue to develop traffic incident management plans on Interstate highways and other roadways that meet or exceed congested route criteria, deploy ramp metering systems and establish active traffic management on priority corridors. Traffic Incident Management Plans (TIMP) establish processes and procedures, including alternate routes, to facilitate an effective and coordinated effort among transportation, law enforcement and emergency response personnel when responding to and managing incidents. CDOT has developed 16 TIMP covering about 820 miles of the state highway system.

Performance Measures
- Percent Interstate highways and congested corridors with TIMP
- Percent congested corridors where TIMP implemented during prescribed period
- Percent congested corridors where ramp metering implemented during prescribed period
- Number of Courtesy Patrol calls by service type (gas, tow, jump start, etc.) during prescribed period

Objective
Enhance intermodal connectivity and inter-jurisdictional coordination on the system by promoting and supporting integration of state and local ITS systems.

Activities
Continue to promote and support seamless intermodal transportation connectivity by working with local jurisdictions to integrate and interface systems and devices to receive maximum usefulness and benefit from interoperable systems. As mentioned above, CDOT works with local jurisdictions to share traveler information and CCTV camera images, and CDOT provides professional and technical assistance regarding networks, infrastructure and equipment and devices. CDOT is also accomplishing this activity by developing a web based executive desktop that provides local jurisdictions access to enhanced data from the CoTrip web site (http://www.cotrip.org), by facilitating a project to develop arterial map display guidelines to foster consistency and uniformity in the Metro area with respect to displaying arterial travel conditions, and CDOT provided the ability for callers to the CDOT 511 automated traveler information phone system to transfer to the Regional Transportation District (RTD) to receive transit/bus information.

Performance Measures
Number of 511 calls transferred to RTD

ITS offers maximum benefit, and is most cost effective, when it is implemented and

integrated in the context of a system. For example, the same CCTV camera that is used to collect travel condition information and disseminate it as part of the traveler information application is also used to verify and facilitate incident response as part of the incident management application. Although budget limitations necessitate that the infrastructure is deployed incrementally, it is installed with the goal of integrating it into the system. For purposes of ranking activities necessary to achieve the objectives, the following order is recommended:

- Deploy reliable high-speed telecommunications fiber optic cable
- Install infrastructure to support advanced traveler information and real-time travel time applications such as; CCTV, VMS, radar, weather stations and other vehicle detection equipment
- Develop TIMPs for Interstate highways and congested corridors and implement incident management strategies
- Expand Courtesy Patrol services to additional corridors
- Promote CoTrip web site and 511 automated traveler information phone system usage

Program Level of Effort and Funding

Currently the level of budget ($9.7 million in the draft FY 2011-12 budget; $3.2 million personal services, $6.5 million operating) and 40.0 full-time equivalent employees (FTEs) are adequate to support the statewide ITS program, which as mentioned above covers the entire state and provides a high-level of transportation related services. However, the Program is expanding to meet demand from the traveling public for more and enhanced information and additional transportation services, and also to manage and operate the transportation system more effectively and efficiently. As the Program continues to expand additional resources will be required to operate and maintain the statewide ITS system.

3. Surface Treatment / Pavement Management

Other Public Agencies Involved in Surface Treatment/Pavement Management

The Governmental Accounting Standards Board's Statement #34 (often referred to as GASB 34, see: http://www.gasb.org/st/summary/gstsm34.html) requires government agencies to report all capital assets, including infrastructure assets, and document the condition level at which those assets are being maintained. Therefore, every state has a Pavement Management Program to assess the condition of their highways. CDOT is an active member of the Rocky Mountain Pavement Preservation Partnership, where Idaho, Montana, Wyoming, Colorado, Utah, Arizona, New Mexico, and Alaska share experiences and knowledge with regards to operating a successful pavement management system and utilizing pavement preservation principles to maintain our highways in the most efficient and cost-effective manner.

Locally, the City and County of Denver, Arapahoe County, and City of Fort Collins have similar programs to CDOT's. These entities support each other informally, and used each other as valuable resources when faced with Pavement Management challenges. Recently, Adams County reached out to CDOT for support as they took their first steps toward

implementing a Pavement Management system. CDOT educated Adams County officials in the key components of a mature Pavement Management system and helped Adams County review various data collections methods and Pavement Management software applications.

Statutory Authority and Description of Need

Maintaining the quality of the surface of the state's highways is an essential part of the Department's operations and is carried out under the broad authority granted to the Transportation Commission in Section 43-1-106, C.R.S. (2010) regarding the construction, improvement, and maintenance of the state highway and transportation systems. Weather, time, and vehicles all act to deteriorate road surfaces; until technological improvements in materials science and/or vehicles render it unnecessary the Department will continue to provide the best road surfaces it can with the funding made available to it, making use of sophisticated pavement management technology for intelligently targeted investment in the system.

Activities and Performance Measures

The activities of the Department's Pavement Management program include:

Measuring the current condition of CDOT's highway system:

- Collect and maintain historical databases of all work performed on all highways since their construction.
- Collect 11,000 miles of surface distresses, including cracking data, rutting data, and smoothness data.
- Compare current surface distresses to historical distresses (up to 8 years of historical distress information) and perform regression analysis to identify the deterioration rates of CDOT's highways.
- Analyze deterioration rates based upon climates, traffic loadings, pavement surface type, and pavement surface thickness.
- Based upon regression analysis and facility categorizations, determine the current condition of CDOT's highways.

Determining the future condition of CDOT's highways and the Departments investment needs:

- Given current deterioration rates (mentioned above), predict how those rates will continue up to 20-years in the future.
- Determine generic state-wide treatment methods for repairing CDOT's roads. Calculate the costs, benefits, and situational appropriateness of those treatments.
- Given deterioration rates and repair costs, predict how different levels of funding will affect the State's highway system.

Allocating the statewide resurfacing budget:

- Determine the most cost-effective repairs across the state and allocate resources in a manner that is both cost-effective and pragmatic.
- Ensure that 70 percent of the project repairs done by CDOT match the most cost-effective repairs, as determined by CDOT's Pavement Management System.

The Pavement Management Program is designed to determine the most efficient and effective highway surface treatments. Over 90% of the time, CDOT delivers projects that match Pavement Management's recommendations.

CDOT's commitment and determination to deliver the most cost-effective and efficient projects has significantly reduced the deterioration rate of the highways. Over the next twenty years, CDOT's resource allocation assumptions include an average of $260 million per year for resurfacing; however the draft FY 2011-12 budget includes only $148.6 million and the resource allocation target has not been reached for several years. At the $260 million funding level the fraction of CDOT's highways in good or fair condition will drop to 22 percent by 2025. To maintain the current condition of our highways (48 percent Good and Fair roads) will require $515 Million per year. Achieving the Transportation Commission's goal of 60% Good and Fair roads will require $690 Million per year.

Program Level of Effort and Funding

- Data collection for Pavement Management costs $444,000 per year.
- Software support fees cost approximately $35,000 per year.
- The Materials and Geotechnical Branch employs four FTEs for Pavement Management.
- Each of the Department’s six Engineering Regions has one FTE dedicated to Pavement Management.
- This year, CDOT is investing $220,000 for Pavement Management Software updates. (The current software is ten years old.)

4. Contracting

Other Public Agencies Involved in Contracting

Most (if not all) federal, state, and local government agencies procure goods and services and let contracts. CDOT interacts with State, Federal and Local agencies on various procurement and contracting efforts

Statutory Authority and Description of Need

Procuring goods and services is an essential responsibility of the Department of Transportation due to its mission of planning, building, and maintaining transportation infrastructure. The Department’s procurement and contracting processes are carried out under the broad authority granted to the Transportation Commission in Section 43-1-106, C.R.S. (2010) regarding the construction, improvement, and maintenance of the state highway and transportation systems.

CDOT abides by several portions of Title 24, Colorado Revised Statutes relating to procurement and contracting. Some relevant sections include:

- Section 24-30-202, C.R.S. (2010): Procedures-vouchers and warrants-rules-penalties
- Section 24-30-1301, C.R.S. (2010): State Buildings
- Sections 24-30-1401 through 1408, C.R.S. (2010): Negotiation of Consultants' Contracts
- Section 24-50-501, C.R.S. (2010): Contracts for Personal Services
- Section 24-50-504, C.R.S. (2010): Personal services contracts not implicating state personnel system
- Sections 24-91-101 through 110, C.R.S. (2010): Construction Contracts with Public Entities
- Sections 24-92-101 through 114, C.R.S. (2010): Construction Bidding for Public Projects
- Sections 24-93-101 through 108, C.R.S. (2010): Construction Contracts
- Sections 24-101-101, C.R.S. (2010): Procurement Code
- Section 24-101-103, C.R.S. (2010): Supplementary general principles of law applicable to procurement
- Section 24-102-202, C.R.S. (2010): Division of Purchasing
- Section 24-102-401, C.R.S. (2010): State procurement rules
- Section 24-103-101 through 24-103-402, C.R.S. (2010): Source Selection and Contract Formation
- Section 24-103-403, C.R.S. (2010): Cost or pricing data
- Section 24-103-501, C.R.S. (2010): Types of contracts

In addition, as a recipient of federal funds the Department is subject to the following circulars of the US Office of Management & Budget:

- No. A-133, Audits of States, Local Governments, and Non-Profit Organizations
- No. A-87, Cost Principles for State, Local and Indian Tribal Governments
- No. A-102, Grants and Cooperative Agreements with State and Local Governments
- No. A-122, Cost Principals for Non-profit Organizations

Activities and Performance Measures

The Department's contracting and procurement-related activities include:

- To procure and contract goods and services for all of CDOT
- Responsibly and properly encumber public funds and avoid acts which are or appear to be improper
- Follow guidelines and rules that have been created to prevent actual and potential Vendors from influencing State officers or Employees in discharging their official

duties and to prevent compromise of State officials' and Employees' independent judgment

- Monitor Vendor performance to verify that Vendors are performing their obligations
- Key Performance Indicators will be developed during the CDOT Contracting Improvement Initiative to be completed by April, 2011
- As part of the CDOT Contracting Improvement Initiative the Department is reducing the complexity and improving the efficiency of CDOT's contracting processes; one example is to reduce the number of data entry points within the contracting process
- Included in the CDOT contracting Improvement Initiative is to develop contracting dashboards to increase visibility into contract status for both internal and external stakeholders
- CDOT is reviewing technology solutions to streamline and delineate the contracting process and standardizing contracting related activities and documentation
- CDOT is developing a plan to communicate changes to contracting processes

Program Level of Effort and Funding

CDOT is clearly defining roles and responsibilities as part of the CDOT Contracting Improvement Initiative to be completed by April, 2011.

5. Oversize/Overweight Permitting

Other Public Agencies Involved in Size/Weight Regulation

The Colorado Department of Transportation Oversize/Overweight Permit office is the state agency through which permits are issued authorizing the transport of vehicles or loads upon designated state highways when the dimensions of such vehicles or loads exceed the statutory limits specified in part 5 of Article 4 of Title 42 of the Colorado Revised Statutes. Both the Colorado State Patrol and the motor carrier services division of the Department of Revenue have statutory authorization to be the conduit through which application for these oversize/overweight (OSOW) permits may be made; however, all OSOW permits are issued at the discretion of, and subject to the rules adopted by, the Department of Transportation. To the greatest extent possible, these three agencies cooperate and exchange information with one another while operating under separate missions.

Statutory Authority and Description of Need

As stated in Section 42-4-510 (1) (b) (I), C.R.S. (2010), "All state permits shall be issued in the discretion of the department of transportation, subject to rules adopted by the transportation commission in accordance with this section and section 42-4-511." For reasons of public safety and to comply with federal regulations, it is imperative that loads exceeding the weight and size standards to which the state highway system was built be closely regulated. Failing to take the precautions necessary for safe transportation of OSOW loads may result in increased damage to existing pavement, more rapid deterioration of bridge

structures, and bodily injury or worse to the motoring public and construction workers when encountering OSOW loads of dimension that exceed available space on state highways.

Activities and Performance Measures

The Department of Transportation's OSOW permit office strives to issue accurate permits that protect the infrastructure and traveling public, in a timely manner with a courteous and helpful customer focus. Protecting the motoring public and the transportation infrastructure begins with efficient permitting and continues to include effective enforcement. Efficient and accurate permitting would be greatly enhanced by an electronic system that included an automated routing function that electronically cleared weights and vehicle configurations against captured data on bridge structures. Properly utilized, these permits become a very useful source of information to the enforcement community.

Given the archaic nature of the current electronic permit system, achieving a goal of less than a 5% error rate is quite difficult since each permit issued requires human analysis. Error audits from the third quarter of FY 2008-09 revealed an error rate of 13%. The permit office issued 51,000 OSOW permits during FY 2008-09. A reduction in the types of errors detected in this audit would be experienced with the implementation of an electronic permitting system that included automated routing analysis, a function the current system lacks. This office regularly issues single trip transport permits in less than two hours.

Measuring the protection of the infrastructure is a difficult task. Recent figures provided by the Motor Carrier Services Division does present concerns that lie beyond the current structure of the CDOT permit office. During the month of October 2010, motor carrier services contacted 118 vehicles that were not complying with their CDOT OSOW permits. Of these vehicles found to be in violation, 45.8 % were exceeding the weight limits of the overweight permits.

Program Level of Effort and Funding

The current permitting process requires a high level of effort due to the legacy electronic permitting system. Since FY02, the annual OSOW permits issued by this office ranges from a FY07 high of 57,500 (worth $4.4 million in permit fees) to a low in FY 02 of 27,800 (worth $1.95 million in permit fees.) After issuing 42,000 permits in FY10, the first quarter of FY 11 the number of permits issued has increased 15%. The Department's permitting section has 9.0 FTE and a draft FY 2011-12 personal services budget of $625,274.

3. Detail what could be accomplished by your Department if funding for the department is maintained at the fiscal year 2009-10 level.

The Department's draft FY 2011-12 budget of $1,133.1 million as compared to the Department's $969.6 million FY 2009-10 budget. The Department's budgets from FY 1999-2000 to (provisional) FY 2011-12, including goals, objectives, performance measures, program descriptions, funding histories, and Levels of Service targets may be found at http://www.coloradodot.info/business/budget.

4. How much does the department spend, both in terms of personnel time and/or money, dealing with Colorado WINs or any other employee partnership group? Has the level of resources dedicated to this effort changed in the past five years?

Departmental staff tracks how much of its time is spent in negotiations and other official interactions with Colorado WINS. In FY 2009-10, this amounted to $52,935 of staff resources. In FY 2010-11 to date, the Department has expended $2,029 in staff time on Colorado WINS-related meetings.

In addition, several senior staff participated in monthly and bimonthly WINS-related meetings over the course of two years. These meetings were typically a half-day in length.

Departmental payroll staff expend approximately 2.5 hours per month processing payroll deductions for Colorado WINS members. This amounts to $62.25 per month in staff expenses.

Another possible expense would be the use of facilities for meetings. At HQ there are monthly meetings lasting one hour (held during employee lunch breaks) for the last two years. Shorter meetings may occur on employee personal time at the Department's regional offices. Meeting space is generally provided free of charge to any group or organization.

Four years ago, senior Departmental staff initiated an informal process with employee groups. Meetings were irregular and ongoing but timekeeping records were not kept.

DEPARTMENTAL APPROPRIATION STRUCTURE

[An issue paper beginning on page 18 of the Joint Budget Committee Staff FY 2011-12 Briefing Document for the Department of Transportation (staff briefing document) discusses the Department's appropriation structure and the Department's continuous spending authority.]

5. Please provide some historical background on the Department's continuous spending authority and the role of the Transportation Commission. When did the General Assembly move from appropriating funds to the Department to giving the Transportation Commission appropriation authority, and why?

The Transportation Commission in some form has been in continuous operation since 1909. To the knowledge of the Department's staff the Commission has had continuous spending authority over its funding since 1917 when the State Highway Fund was created. In 1934 a constitutional amendment was passed to guarantee that motor fuel tax revenue and associated fees would be used for highway purposes.

For example, see the annotations from Article X, Section 18 of the Colorado Constitution below.

"**No appropriation for road purposes necessary.** Since this section sets aside and fixes the amount--the whole of the revenues from the taxes mentioned--as applicable to road purposes, no appropriation by the general assembly is necessary. Johnson v. McDonald, 97 Colo. 324, 49 P.2d 1017 (1935)."

"**General assembly's power over funds realized is limited** to authorizing their expenditure, and determining the policy of road construction, maintenance and supervision, within the constitutional limitations as to the use of such funds. Johnson v. McDonald, 97 Colo. 324, 49 P.2d 1017 (1935)."

The Commission's authority and make-up were most recently revisited in 1991 when the Colorado Department of Highways became the Colorado Department of Transportation with the adoption of HB 91-1178. Over the course of that time, the Commission has been the group charged with formulating the general policy with respect to management, construction and maintenance of transportation systems in Colorado.

A Brief History CDOT's Organizational Structure and Funding

- 1909 - The first highway bill was passed by forming a three-member Highway Commission to approve work and allocate funds.
- 1917 - The State Highway Fund was created and the State Highway Department (CDOH - Colorado Department of Highways) was formed.
- 1935 - The State Constitution Article X Section 18, states that all proceeds from taxes and any other charge with respect to the operation of any motor vehicle upon any public highway be used exclusively for the construction, maintenance, and supervision of the public highways. In addition, any taxes imposed upon aviation fuel shall be used exclusively for aviation purposes.
- 1953 - The General Assembly creates the Highway Users Tax Fund
- 1968 - Legislation reorganized highway matters and created the Division of Highways
- 1991 - The Division of Highways became CDOT
- 2000 - Aviation funds were continuously appropriated to the division of Aeronautics.

6. Please discuss the checks and balances on the Department's authority over the Construction, Maintenance, and Operations line item and the remainder of the Department's non-appropriated budget. Who audits the Department? What role do the General Assembly and others play in oversight of the Department?

The Transportation Commission uses a performance based resource allocation process to distribute funding among four major investment categories: safety, system quality, mobility, and program delivery. Safety funding is further allocated based on a multi-year Integrated Safety Plan which is developed with input from the federal government, local governments, and other partners. System quality allocations are based on the Department's performance-based programs for maintenance, pavement management, and bridges program which allocate funding to meet performance goals for maintenance of the transportation system.

Mobility decisions are developed through an intensive, transparent, publicly-driven statewide planning process which incorporates input from the Transportation Planning Regions and

Metropolitan Planning Organizations throughout the state. Project delivery allocations are made based on the needs as dictated by the other three categories as well as input from our federal government partners. All of these allocation decisions are subject to review by the US Department of Transportation due to the amount of federal funding involved in CDOT's program.

The Department's activities are audited by the State Auditor, CDOT's own Audit Division, the US DOT, and the US Government Accountability Office. The State Auditor includes CDOT in its annual A-133 audit. The CDOT Audit Division conducts performance and contract audits of Department functions. The US DOT audits the expenditure of federal funds and provides oversight over CDOT stewardship of federal programs, as does the GAO.

The General Assembly retains oversight of the Department but has delegated most decision making authority over budgets, planning, and project selection to the Transportation Commission. The House and Senate Transportation Committees exercise legislative oversight of the Department, as does the State Auditor's Office. The State Controller's Office exercises the same oversight of the Department's expenditures as it does for all Executive Branch agencies.

STATEWIDE BRIDGE ENTERPRISE BONDING

[Starting on page 16, the staff briefing document discusses the Statewide Bridge Enterprise's efforts to bond against the Bridge Safety Surcharge created in S.B. 09-108 (FASTER) and the potential impact of repealing that legislation or simply repealing the surcharge.]

7. What is the Department's response to this issue? Please describe what would happen if the Enterprise issued bonds in December and the General Assembly later repealed the Bridge Safety Surcharge. Are the rating agencies looking at the surcharge as a guaranteed source of revenue, and how would that impact the Enterprise, the Department, and the State if the surcharge were repealed?

Colorado Bridge Enterprise Program Status

To accelerate delivery of repairs to the state's poor bridges and take advantage of historically low interest rates and construction costs, the Enterprise plans to issue bonds in the first week of December. Absent bonding, the time necessary for the Enterprise to repair the designated poor bridges is double that with bonding, with associated costs to Colorado's economy and citizens that would be avoided by bonding.

Bond Program

Section 43-4-805 (2) (b) (II), C.R.S. (2010) grants revenue bonding authority to the Enterprise. In support of the bond program, the CBE has developed a Bond Program Financial Plan to help frame the overall financial liability associated with the design and reconstruction of FASTER bridges. In addition, the report developed a cost-loaded bar chart schedule with quarterly cash draw-down schedules necessary for the bond application. The CBE and its financial consultants made bond ratings presentations on November 5, 2010 with Moody's and Standard & Poor's

(S&P). On November 18, 2010, Moody's assigned an Aa3 rating and stable outlook to the CBE program, and S&P assigned an 'AA'/Stable rating to the CBE program. The CBE also intends to go to the bond market in the first week of December for approximately $300M in Build America Bonds, and bond proceeds are scheduled to be available by year end. The CBE currently envisions a second bond issuance of approximately $200M in 2012, and a third bond issuance of approximately $200M in 2014. The total CBE bond program is projected to be $700M. This is subject to change as events unfold.

CBE Program Development

The CBE is developing a Program Implementation Plan (PIP) and corresponding schedule for the program. The PIP is being developed in collaboration with the CDOT Engineering Regions to identify a "preferred" delivery method for each bridge included within the program. Consistent with current law and the expressed desire of the CBE BOD, the CBE is to employ innovation from a contracting, procurement and project delivery perspective that derives cost and schedule savings to the program. The BEPM has commenced work on the PIP in advance of the bond proceeds programmed to be available January 2011.

Debt Service in the Event of a Repeal of the SB 09-108 Bridge Safety Surcharge

The Bridge Safety Surcharge is the sole pledged source of revenue for debt service on the proposed Bridge Enterprise bonds. It is the opinion of bond counsel that, although the General Assembly has the authority to repeal the surcharge in statute, federal contract law would require that the surcharge be collected until the bonds are retired or defeased.

8. Please discuss the potential impact of political discussions regarding the repeal of FASTER on the rating agencies' decisions regarding the Enterprise's bonds.

The Statewide Bridge Enterprise's proposed bonds were rated Aa3 by Moody's and AA by Standard & Poor's on Thursday, November 18.

9. Please provide a list of the 77 bridges transferred to the Statewide Bridge Enterprise thus far and specify which two bridges have been completed. Please provide an update on the outlook for the I-70 viaduct. Is the viaduct one of the bridges transferred to the Enterprise?

Please see Appendix A for a list of the seventy-seven bridges transferred to the Statewide Bridge Enterprise. The Interstate 70 viaduct is one of the designated poor bridges but has not been transferred to the Enterprise at this time.

Proposed I-70 Viaduct Outlook

The I-70 viaduct (or Bridge E-17-FX) is on the list of 128 bridges currently included within the FASTER program; A Draft Environmental Impact Statement (EIS) was released in November 2008 and included a detailed analysis of the social, environmental and economic impacts of the five identified alternatives, four of which would rebuild the viaduct with increased capacity and one which would rebuild the viaduct without increasing capacity.

Colorado Department of Transportation (CDOT) and Federal Highway Administration (FHWA) decided to undertake a collaborative process with formation of the I-70 Preferred Alternative Collaborative Team (PACT) consisting of community stakeholders which will recommend a preferred alternative (or alignment). FHWA and CDOT shall adopt the PACT recommended alternative to be incorporated into the Final EIS and Record of Decision scheduled to be issued in 2013. The collaborative decision-making process is compliant with the National Environmental Policy Act (NEPA), and both CDOT and FHWA have no preference for any of the four build alternatives.

Currently, CDOT is in the process of completing a $20 million rehabilitation project which addresses the immediate safety needs of the structure, and the work is scheduled to be completed in the spring of 2011. This rehabilitation project repairs advanced superstructure deterioration at the bridge expansion joints and expansion joint repairs are intended to reduce future superstructure deterioration, but do not fully address all structural inadequacies. Furthermore, other structure problems are anticipated to emerge over the next 10 years requiring additional work to keep the structure in service. Eventually, the structural condition of the bridge will degrade to a point where "repairs" will no longer be sufficient to maintain requisite bridge safety, and repairs are economically not the best use of available funding or rectify other issues like substandard roadway geometry. CDOT recognizes the urgency to begin the programming for full reconstruction as it will take 5 – 10 years to complete the NEPA process, secure necessary right of way, and complete design and reconstruction activities.

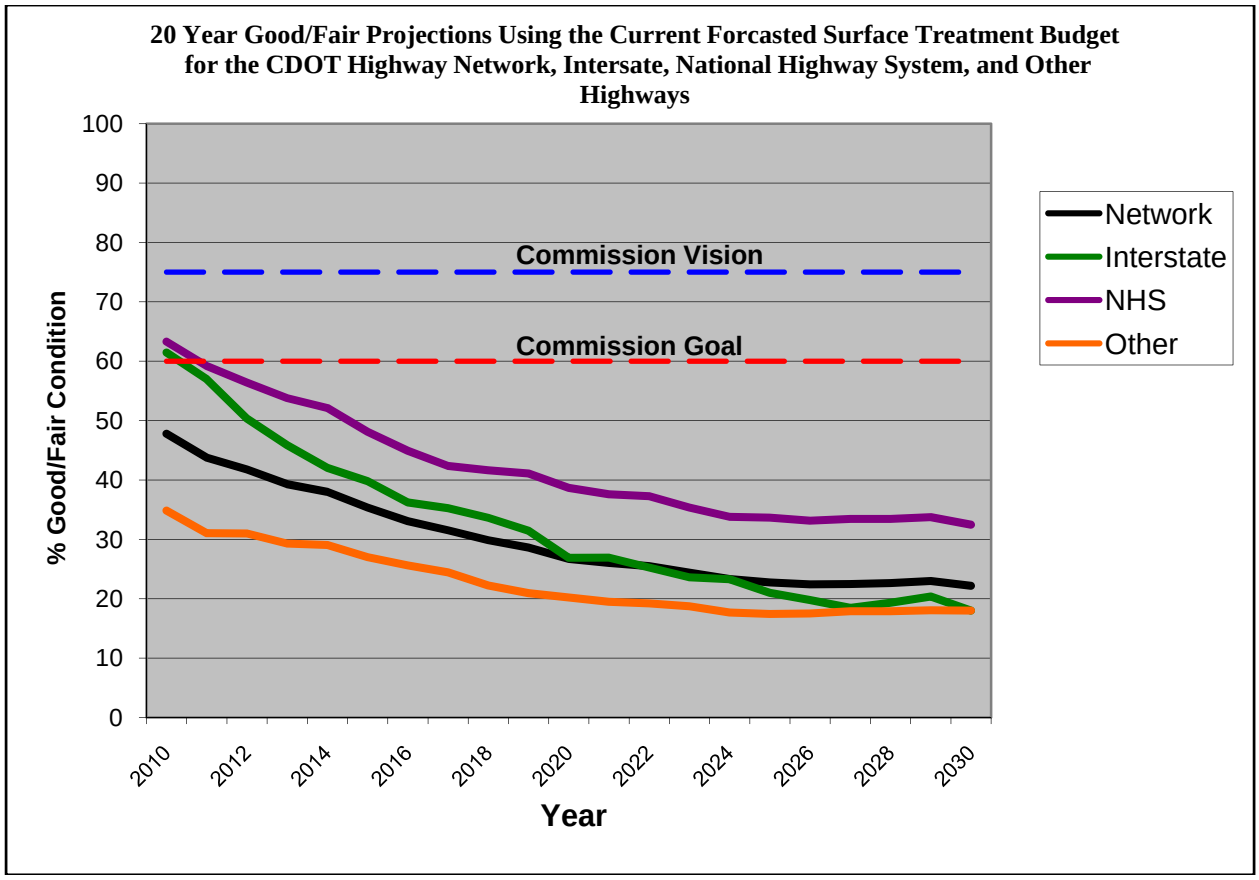
The projected bonding capacity of the overall Bridge Enterprise program is insufficient to complete the design and reconstruction of the currently designated poor bridges, let alone the bridges projected to become poor in the future (see page 32). CDOT is currently exploring other financial alternatives that may be utilized to supplement FASTER dollars to design and reconstruct the I-70 viaduct.

DECLINING CONDITION OF THE STATE HIGHWAY SYSTEM

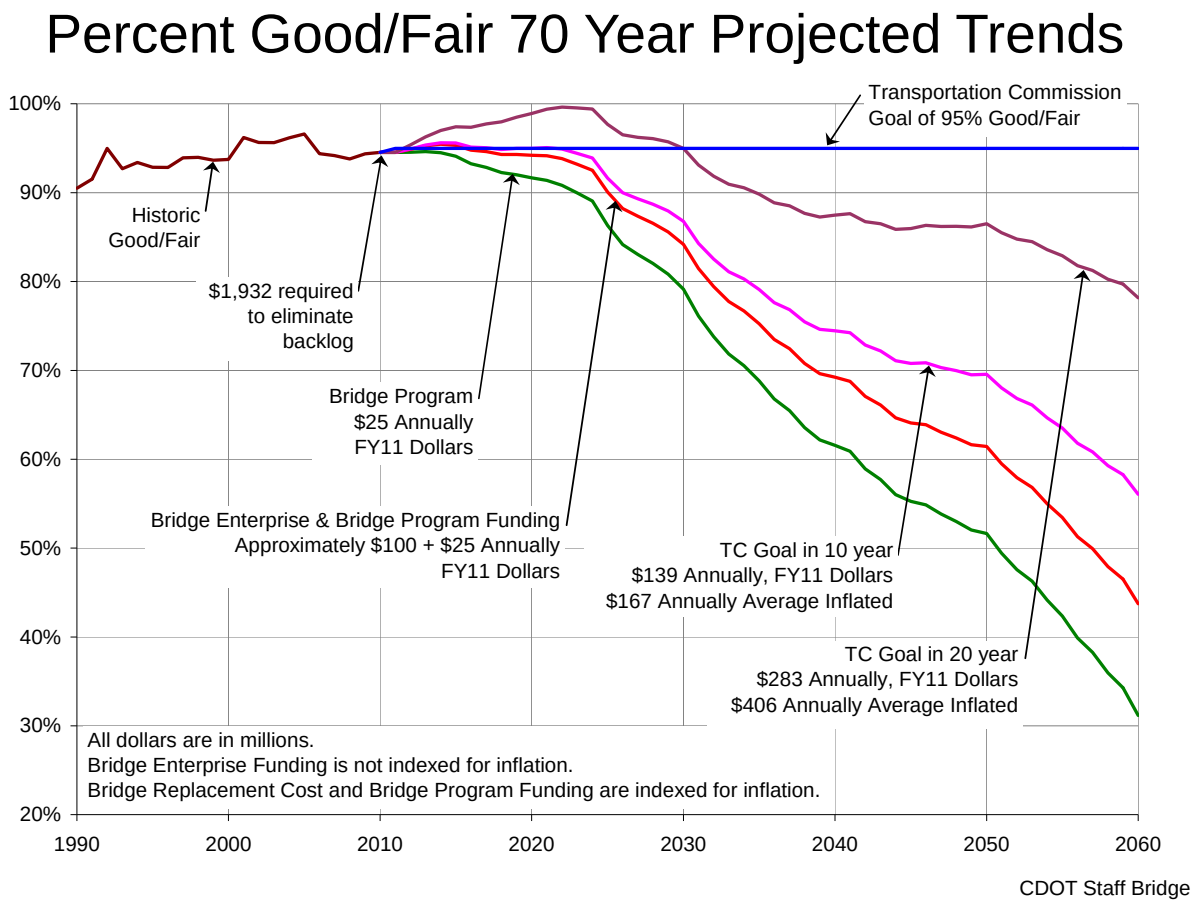
[Starting on page 28, the staff briefing document discusses the declining condition of the State Highway System, including measures for surface treatment, maintenance levels of service, and bridge condition. According to the Department, 52 percent of the State Highway System is now in poor condition, although that figure is largely driven by non-interstate and non-National Highway System highways. The Maintenance Levels of Service show declines overall and in individual categories since FY 2000-01, while bridge condition has remained relatively constant.]

10. The briefing document includes a graph showing the percentage of the state highway system in good or fair condition since FY 2000-01. Please provide a graph showing the Department's estimates for highway condition (showing separate estimates for Interstate, National Highway System, and Other) going forward under current revenue estimates. Please provide projections for as far into the future as possible.

See the table below.



The Department also hereby provides its projection of good/fair conditions of the bridges on the state highway system.



11. Please provide additional detail regarding the assessment of structural condition for roadways and bridges. How are the Department's assessments different for roads and bridges?

The Good/Fair/Poor designations of CDOT's highway system is determined by tracking surface distresses (various cracking types, crack severities, rutting, and smoothness) over time and performing regression analysis to predict how much Remaining Service Life (RSL) each segment of CDOT highway has. Other variables used to calculate a highway segment's RSL include environmental factors, traffic loadings, pavement thickness, and recent maintenance activities.

RSL is defined as the length of time a pavement has before complete reconstruction is the only cost-effective treatment. Good/Fair/Poor are associated by RSL ranges: Good is any stretch of highway with an RSL greater than 10 years. Fair is an RSL of 6 years to 10 years. A Poor rating is given to any road with 5 years or less.

CDOT's good/fair/poor classification of bridges is based on the sufficiency rating established by the Federal National Bridge Inspection Standards (NBIS). The sufficiency rating is a numerical rating on a scale from 1 to 100 and is calculated using 21 NBIS condition, serviceability, and

importance factors related to the bridge, including:

- Superstructure Condition
- Substructure Condition
- Culvert Condition
- Inventory Rating
- Lanes on Structure
- Average Daily Traffic
- Approach Roadway Width
- Structure Type
- Bridge Roadway Width
- Vertical Clearance Over Deck
- Deck Condition
- Structural Evaluation
- Deck Geometry
- Under Clearances
- Waterway Adequacy
- Approach Roadway Alignment
- US Dept. of Defense Strategic Highway Network Designation
- Detour Length
- Traffic Safety Features

Bridges in poor condition have a sufficiency rating of less than 50 and are also classified as either structurally deficient or functionally obsolete as defined by the NBIS. Bridges in fair condition have a sufficiency rating from 50 to 80 and are also classified as either structurally deficient or functionally obsolete. All other bridges are classified as in good condition.

ADDENDUM: OTHER QUESTIONS FOR WHICH SOLELY WRITTEN RESPONSES ARE REQUESTED

QUESTIONS COMMON TO ALL DEPARTMENTS

1. ***Please provide a table comparing the actual number of department FTEs in FY 2000-01 and the requested number of department FTEs in FY 2011-12, by division or program.***

Colorado Department of Transportation Full Time Equivalent (FTE) Comparison

Division	FY 2000-01 Appropriated	FY 2000-01 Actuals	FY 2011-12 Request
Administration	219.7	200.7	192.5
Construction, Maintenance, and Operations	3077.5	2912.3	3,122.0
High Performance Transportation Enterprise	0	0	1
Total	**3297.2**	**3,113.0**	**3,315.5**

2. ***Please provide a table comparing the actual number of FTEs in FY 2008-09 and FY 2009-10 to the appropriated level of FTE for each of those fiscal years, by division or program.***

FY 2008-09 CDOT Full Time Equivalent (FTE) Usage

Division	Appropriated	Actual
Administration	223.2	195.4
Construction, Maintenance, and Operations	3,126.3	2,842.5
High Performance Transportation Enterprise	1.0	1.0
Total	**3,350.5**	**3,038.9**

FY 2009-10 CDOT Full Time Equivalent (FTE) Usage

Division	Appropriated	Actual
Administration	223.2	177.0
Construction, Maintenance, and Operations	3,142.3	2,615.1
High Performance Transportation Enterprise	1.0	0.3
Total	**3,366.5**	**2,792.4**

QUESTIONS SPECIFIC TO THE DEPARTMENT OF TRANSPORTATION

3. ***As discussed in the briefing document, the Department must pay $168 million per year in debt service on the TRANS bonds through FY 2016-17. Once that debt is paid, could the Department issue new bonds without coming back to the General Assembly and the voters, or would a new bonding effort require another action by the General Assembly and voters?***

When the TRANs debt is fully retired (currently scheduled for FY 2016-17) the Department's TRANs bonding authority will expire. Future bonding efforts by the Department would require voter approval. The Statewide Bridge Enterprise and the High Performance Transportation Enterprise may bond solely against their respective, dedicated revenue streams (under Sections 43-4-805 (2) (b) (II) and 43-4-806 (2) (b) (II), C.R.S. (2010), respectively).

4. Please provide a list of all FASTER projects anticipated to be underway or completed by the end of FY 2011-12, including project descriptions and dollar amounts. If possible, please provide cost breakdowns for each project, including the distribution of costs among project administration, materials, maintenance, etc.

Please see Appendix B for a list of road safety projects whose current budget includes an allocation of FASTER funding. Those projects are summarized in the table below with project data as of November 18, 2010.

Summary of Budgeted FASTER Road Safety Projects (as of 11-18-2010)

	Total Budgeted	% of Total Budget	Total FASTER budgeted	Total FASTER Expended	Total Expenditure
Construction	$204,641,164	83.4%	95,304,146	$18,172,682	$35,664,227
Design	24,933,022	10.2%	12,531,195	1,170,045	10,803,097
Right of Way	7,592,966	3.1%	2,839,095	17,607	1,373,281
Utilities	749,211	0.3%	270,067	0	106,997
Miscellaneous	7,397,464	3.0%	1,700,000	227,326	4,605,159
Total	$245,313,827	100.0%	$112,644,503	$19,587,659	$52,552,761

Please see Appendix C for a provisional list of road safety projects in which the Department is planning to incorporate FASTER funding in FY 2010-11 and FY 2011-12. Following the monthly distribution of HUTF revenue to CDOT and local governments, CDOT's share of the FASTER safety funds is apportioned by formula among the six CDOT engineering regions. Ultimately, the finer details of project selection and delivery are left to the Regional Transportation Directors to manage. The attached documents represent a planning effort; actual project delivery may vary due to the status of other projects and issues regarding state and federal funding.

Please see Appendix D for a list of all bridge projects whose budgets currently contain an allocation of FASTER bridge safety funding. The projects and funding amounts are subject to change.

5. Please provide detail on the indirect cost rates that the Department charges to its projects. Specifically, how do the Department's indirect cost rates compare to those used by other states and local (Colorado county and municipality) governments? What costs are included in developing the Department's indirect cost rates and how do they differ from direct costs charged to projects (e.g., design, right of way acquisition, etc.)?

The Colorado Department of Transportation (CDOT) Indirect Cost Allocation system is an automated Accounting process that allows the Department to define and accumulate costs for activities chargeable to highway projects that are not specifically or easily attributable to a single project. These costs are considered project indirect costs that become project costs through the Accounting system via the indirect formula distribution to all eligible projects.

The Department establishes an annual Budget as an authorized level of spending authority (noted as IND) with the actual expenditures/costs tracked in indirect cost centers. The subsequent indirect cost recoveries come from charging a fixed percentage of the Construction Engineering (CE) rate to the project, with the offset charged to the Indirect Cost Clearing Cost Center. This allows the Department to accumulate its costs and allocate them back to all benefiting projects, and subsequently, when eligible and funded as such, these are reimbursed through the federal billing process.

The system has four distinct processes:

- Indirect Budget - authorized level of spending authority
- Indirect Cost accumulation - in the cost centers
- Indirect Cost distribution - to eligible projects through the Accounting process
- Indirect Rate calculation - as calculated via expense processing and project CE eligibility

This document presents the design of the system that will perform these processes.

Indirect Cost Accumulation

A number of CDOT costs centers have been established to accumulate eligible indirect costs. These cost centers will only accept eligible charges by screening General Ledger (GL) accounts. The accounting organization associated with the Indirect Allocation Plan consists of the following:

- Indirect Cost Accumulation Cost Centers – individual, budget relevant, cost accumulating cost centers, established to capture project indirect allocable costs for compilation, analysis and specific single item validation.

- Indirect cost clearing Cost Center – a statewide single, non-budget relevant, Indirect Cost allocation balancing account, established to capture off-setting entries associated with project indirect cost allocation transaction. Offsets duplicate recording of expenses in Indirect Accumulating Cost Centers and Project Indirect allocation expenses.

Indirect Cost Distribution

Payments made to contractors generate Indirect Cost Distribution on the project. The Indirect Distribution charges have both participating and non-participating components. Under guidelines established by CDOT's Chief Financial Officer's office in accordance with FHWA, a project can

be excluded from receiving indirect cost allocation. The project is flagged as ineligible in SAP.

A budget level Indirect Cost Accumulation Cost Center is established for each CDOT Region Program Engineering Unit. The same organizational approach is applied for the CDOT Headquarters Engineering Staff Units; Equal Employment Unit, Staff Bridge, Staff Materials, Project Development, Staff Traffic & Safety, and several other CDOT organizations. (See Exhibit B)

The Indirect cost clearing Cost Center account is used to offset the allocation at the project level and when balanced against the combined Indirect Cost Accumulator accounts provides rapid over /under allocation analysis and Indirect Cost rate determination.

Indirect costs will be allocated to eligible projects based on applying the indirect rate to CE Expenditure and eligible direct project costs. These allocations will take place in conjunction with the processing of the Contractor Estimate payment or direct charge, and are allocated against the single Indirect Pool Cost Clearing Cost Center. Projects which are not administered by CDOT are exempt from the allocation. The Indirect Rate in affect on the date of project award is applied to a specific project phase and does not change for the life of that project.

Indirect Allocation Eligible Projects have an encumbrance established for Indirect Costs on CE costs based upon the project Financial Statement. This encumbrance is the equivalent of the participating and non-participating, Indirect costs shown on the Project Financial Statement. The Indirect encumbrance is liquidated based on the Indirect Pool allocations as they occur daily.

Indirect Rate Calculation

The Indirect Rate is recalculated annually. CDOT will compare all eligible charges made to the Indirect Cost Centers, and compare to the Indirect Costs allocated to all projects. The rate will be adjusted as necessary to fully allocate all indirect costs accumulated.

The Indirect rate applied to Project Construction CE charges is developed and implemented annually. Each year the total actual costs incurred for indirect activities will be used in conjunction with the same years total Indirect costs allocated to projects to establish a new Fixed Indirect Allocation Rate for the next Fiscal Year's awarded projects. This calculation will take into account any over/under applied indirect charges from the prior closed Fiscal Year.

The Fixed Annual Rate is a calculated ratio of Total Indirect Costs accumulated in Indirect Cost Centers for the 12 month period beginning on 01 May of previous year and ending on 30 April of the current calendar year, and actual total Indirect Eligible Expenditures for participating projects from the same 12 month period. (Total Indirect Cost Center Costs / Total Direct Project Indirect Eligible Expenses X 100% = Indirect Allocation Percentage Rate).

Any unallocated or over allocated, indirect costs are carried forward at the fiscal year end by closing them to the Indirect Pool Cost Clearing Cost Center for distribution in future periods by

adjustment of the annually established fixed rates. Calculation of the annual Fixed Indirect Allocation Rate will include these under /over allocations and current period actual accumulated, indirect costs.

All CDOT constructed projects participate in the Indirect Allocation Plan Process unless specifically exempted in writing by the Chief Engineer in concurrence with the Chief Financial Officer, or systematically excluded by project type as specified. The Indirect allocation process applies to all projects unless specifically exempted in writing.

Comparisons to Indirect Rates Charged by Other Governments

It is very difficult to make consistent comparisons of the indirect rates charged by different governments, as allocation methodologies and level of activities are unique to each government entity. CDOT staff is not familiar enough with the rates charged by other governments to speak with any authority as to the differences in indirect cost plans between CDOT and other governments.

The consultants engaged to perform the Governor's Efficiency & Management Study found that the Department's overhead engineering factor was lower than the prevailing private sector factor and made subsequent recommendations that the Department bring more of its engineering work "in-house".

Costs Included in the CDOT Indirect Cost Plan

Please see Appendix E for a list of CDOT indirect cost centers.

6. Please provide an estimate of the number of jobs that FASTER has created since it became effective in FY 2009-10.

Department staff estimates that there has been 122,000 to 193,000 hours of direct on-the-project work since the start of construction of FASTER safety and bridge projects.

For the above hours, $3.3 million to $5.0 million has been paid out in wages to contractor employees working directly on the projects so far. This amount paid out is low as compared to typical wage pay out we have seen (it is only 5 percent to 10 percent of the contract amount so far); this may be attributed to the initial start up of projects in purchasing materials and procuring equipment. Department staff expect wage payouts to rise to about 20 percent of the contract as the projects continue on.

In addition, there is approximately $6 million FASTER funds in consultant work contracted out for various services (design predominantly, but possibly study, inspection, construction management, etc.). However, the Department has not established methods to calculate how many full time equivalent jobs are supported by this funding.

APPENDIX A: LIST OF CDOT BRIDGES DESIGNATED TO BE TRANSFERRED TO THE STATEWIDE BRIDGE ENTERPRISE

The table below lists the bridges designated to be transferred to the Statewide Bridge Enterprise alphabetically by county.

Bridge	Region	County	Facility Carried over Featured Intersection	Deck Area (sq. ft.)	Status
E-17-EZ	6	ADAMS	84TH AVE over I 25 ML	18,025	In Construction
E-17-GM	6	ADAMS	I 76 ML EBND over SOUTH PLATTE RIVER	12,066	in Design
E-16-GQ	6	ADAMS	SH 95 ML over UP RR, RR SPUR	13,056	in Design
E-17-ER	6	ADAMS	SH 44 ML over BULL SEEP	2,075	Not Programmed
E-17-EX	6	ADAMS	PEORIA STREET over I 76 ML	6,554	Not Programmed
E-17-CA	6	ADAMS	SH44 ML(104TH AVE) over SOUTH PLATTE RIVER	8,324	Not Programmed
E-17-DC	6	ADAMS	I 76 ML EBND over UP RR	6,001	Not Programmed
E-17-DU	6	ADAMS	I 76 ML WBND over UP RR	6,018	Not Programmed
F-19-B	1	ARAPAHOE	US 36 ML over COMANCHE CREEK	4,117	In Design
F-17-F	6	ARAPAHOE	US 40 ML EBND over SAND CREEK	7,488	Not Programmed
F-16-F	6	ARAPAHOE	US 85 ML NBND over DAD CLARK GULCH	4,433	Not Programmed
F-17-DM	6	ARAPAHOE	SH 88 ML/ARAP RD over CHERRY CREEK	36,960	Not Programmed
F-17-GO	6	ARAPAHOE	US 40 ML EBND over TOLLGATE CREEK	7,826	Not Programmed
O-26-L	2	BACA	US 160 ML over CAT CREEK	768	Not Programmed
O-25-I	2	BACA	US 160 ML over DRAW	2,431	Not Programmed
M-24-B	2	BENT	SH 101 ML over DRAW	1,521	Not Programmed
E-16-FL	6	BROOMFIELD	CNTY RD / OLD WADS over US 36 ML	6,174	Not Programmed
E-16-FK	6	BROOMFIELD	SH 121 ML SBND over US 36 ML	7,854	Not Programmed
F-14-B	1	CLEAR CREEK	I 70 FRONTAGE RD over CLEAR CREEK SR	3,530	Construction Complete
L-22-F	2	CROWLEY	SH 96 ML over BLACK DRAW	936	In Construction
F-17-AE	6	DENVER	SH 30 ML/HAVANA ST over CHERRY CREEK	9,005	In Construction

Bridge	Region	County	Facility Carried over Featured Intersection	Deck Area (sq. ft.)	Status
E-17-GE	6	DENVER	I 70 ML WBND over SAND CREEK	14,787	in Design
E-17-BY	6	DENVER	I 70 ML EBND over SAND CREEK	18,788	in Design
F-16-DT	6	DENVER	I 25 ML NBND over US 85 ML	19,815	In Construction
F-16-DW	6	DENVER	I 25 ML SBND over US 85 ML	14,261	In Construction
F-16-FW	6	DENVER	US 287+SH 88 over US 40 ML	20,150	in Design
F-16-GG	6	DENVER	PERRY STREET over US 6 ML	5,278	Not Programmed
F-16-EJ	6	DENVER	US 6 ML over BNSF RR	19,305	Not Programmed
E-16-FW	6	DENVER	PECOS STREET over I 70 ML	16,775	Not Programmed
F-16-EF	6	DENVER	US 6 ML over SOUTH PLATTE RIVER	27,427	Not Programmed
F-16-EN	6	DENVER	US 6 ML over BRYANT STREET	23,068	Not Programmed
E-17-AH	6	DENVER	NEAR SH 2 ML over BNSF RR	7,140	Not Programmed
E-17-EW	6	DENVER	I 70 ML EBND over UP RR	11,934	Not Programmed
F-09-H	3	EAGLE	US 6 ML over EAGLE RIVER	4,119	in Design
F-08-F	3	EAGLE	I 70 SERVICE RD over COLORADO RIVER SR	9,253	in Design
F-11-AC	3	EAGLE	I 70 ML EBND over US 6, RR, EAGLE RIVER	26,494	Not Programmed
F-11-AB	3	EAGLE	I 70 ML WBND over US 6, RR, EAGLE RIVER	26,494	Not Programmed
H-18-A	2	EL PASO	US 24 ML over BLACK SQUIRREL CREEK	7,044	in Design
I-17-AE	2	EL PASO	US 24 ML EBND over FOUNTAIN CREEK	1,753	Construction Complete
K-16-K	2	FREMONT	SH 120 ML over RR, ARKANSAS RIVER	9,120	in Design
J-15-B	2	FREMONT	SH 9 ML over CURRANT CREEK	3,444	in Design
K-16-S	2	FREMONT	SH 120 ML over DRAW, UP RR	7,208	Not Programmed
F-07-A	3	GARFIELD	SH 82 ML over I70 ML,COLORADO RVR,RR	27,040	Not Programmed
J-09-C	3	GUNNISON	US 50 SERVICE RD over GUNNISON RVR SR	2,699	in Design
J-09-D	3	GUNNISON	US 50 SERVICE RD over GUNNISON RIVER SR	2,709	in Design

Bridge	Region	County	Facility Carried over Featured Intersection	Deck Area (sq. ft.)	Status
N-17-N	2	HUERFANO	I 25 ML NBND over MISSOURI CREEK	6,131	In Construction
O-16-A	2	HUERFANO	SH 12 ML over CUCHARAS RIVER	878	Not Programmed
N-16-L	2	HUERFANO	SH 69 ML over TURKEY CREEK	1,679	In Construction
F-16-CS	6	JEFFERSON	SH121 ML-WADSWORTH over BEAR CREEK	11,388	in Design
F-16-FL	6	JEFFERSON	US 6 ML over SH 95 ML/SHERIDAN AVE.	16,932	in Design
K-23-B	2	KIOWA	SH 96 ML over DRAW	1,586	In Construction
K-23-C	2	KIOWA	SH 96 ML over DRAW	1,534	In Construction
K-24-A	2	KIOWA	SH 96 ML over DRAW	1,664	In Construction
G-11-F	3	LAKE	US 24 ML over UP RR	10,750	Design Completed
B-16-AE	4	LARIMER	US 287 ML over DRAW	1,856	in Design
B-16-D	4	LARIMER	SH 14 ML over CACHE LA POUDRE RIVER	46,500	Not Programmed
P-17-H	2	LAS ANIMAS	SH 12 ML over PURGATOIRE RIVER	1,368	Not Programmed
O-19-H	2	LAS ANIMAS	US 350 ML over PURGATOIRE RIVER	5,652	Not Programmed
G-22-J	1	LINCOLN	US 24 ML over DRAW	2,131	in Design
A-24-C	4	LOGAN	US 138 ML over DITCH	1,131	In Construction
A-26-F	4	LOGAN	US 138 ML over DITCH	1,131	In Construction
L-22-O	2	OTERO	SH 266 ML over HOLBROOK CANAL	896	Not Programmed
M-21-D	2	OTERO	US 350 ML over DRAW	3,495	Not Programmed
L-22-E	2	OTERO	SH 266 ML over FT LYON STORAGE CANAL	2,634	Not Programmed
L-05-B	5	OURAY	SH 62 ML over UNCOMPAHGRE RIVER	3,692	Not Programmed
L-06-A	5	OURAY	US 550 ML over BEAR CREEK	620	In Construction
G-12-L	1	PARK	SH 9 ML over BUCKSKIN GULCH	1,323	in Design
L-28-F	2	PROWERS	SH 89 ML over ARKANSAS RIVER	11,339	in Design
L-27-S	2	PROWERS	US 50 ML over DRAW	1,425	Not Programmed

Bridge	Region	County	Facility Carried over Featured Intersection	Deck Area (sq. ft.)	Status
L-28-C	2	PROWERS	US 50 ML over BNSF RR	5,343	Not Programmed
K-18-CK	2	PUEBLO	I 25 ML NBND over NP RR,ILEX ST,BENNET ST	36,559	Not Programmed
K-18-CL	2	PUEBLO	I 25 ML SBND over NP RR,ILEX ST,BENNET ST	36,558	Not Programmed
C-09-C	3	ROUTT	US 40 ML over E FORK ELK RIVER	6,307	Not Programmed
L-04-B	5	SAN MIGUEL	SH 145 ML over LEOPARD CREEK	2,381	Design Completed
H-16-K	2	TELLER	SH 67 ML over DRAW	1,053	In Construction
I-15-Y	2	TELLER	US 24 ML over TWIN CREEK	1,764	Construction Complete
C-17-BN	4	WELD	I 25 SERVICE RD over LITTLE THOMPSON RIVER SR	3,559	Not Programmed

APPENDIX B: LIST OF ROAD SAFETY PROJECTS WHOSE BUDGETS INCLUDE ALLOCATIONS OF FUNDING FROM SENATE BILL 09-108

Project #	Project Description	FASTER budget
14933	SH 50 IN MONTROSE EAST TO SARGENTS, MINOR WIDENING	225,000
14934	STATE HIGHWAY 92 FROM AUSTIN TO HOTCHKISS, RECONSTRUCTION AND MINOR WIDENING PROJECT FOR DESIGN, ROW AN	400,000
15898	US 550B: RIDGWAY TO COLONA PASSING LANE, ADDITION OF PASSING LANES AND OVERLAY	4,500,000
16357	SH 119 FROM US 6 TO MAIN STREET IN BLACK HAWK, MAJOR WIDENING, STREAM RESTORATION, PED PATH, AND OVERLAY	4,021,502
16639	I-25 AT SH 392 INTERCHANGE LARIMER COUNTY, INTERCHANGE RECONSTRUCTION	2,500,000
16679	SH93:58TH AVENUE TO 82ND AVENUE, RESURFACING, INCLUDING MILLING, HMA, SIGNING, STRIPING	5,000,000
16700	HWY 392 AT MM 113.2, DESIGN CBC EXT.,FLATTEN SLOPE,SCOUR REPAIR , GUARDRAIL	1,167,535
16717	I-70 WEST: SILVERTHORNE TO THE TOP OF FLOYD HILL, PILOT 2 - VEHICLE COURTESY PATROL	275,000
16884	SH 119 MP 45.912 TO MP 51.166, SH 119 INTERSECTION RECONSTRUCTION @ JAY ROAD AND NIWOT ROAD	620,000
17046	US 50 - FORTINO/MORRIS TO BALTIMORE, CONSTRUCTION OF ACCEL/DECEL LANES	1,954,916
17216	US 36 KANSAS STATE LINE WEST (YUMA COUNTY), RESURFACING WITH INTERCHANGE IMPROVEMENTS	5,000,000
17263	US 285 DEER CREEK TO PINE JUNCTION, OVERLAY	3,493,759
17264	US 285 TURKEY CREEK CANYON, HMA OVERLAY	661,749
17314	US160 TRASURE FALLS TO EAST OF WOLF CREEK PASS, TRUCK ESCAPE RAMP,SCENIC OVERLOOK CURVE&PRIORITY CULVERT IMPROVEMENTS	1,000,000
17316	I-70 WEST:EJMT TO BAKERVILLE, MEDIAN BARRIER IMPROVEMENTS	700,000
17318	I-70B WIDENING EAST OF 24 ROAD-GRAND JCT, RECONSTRUCTION	4,000,000
17353	SH115A MP 38.3 TO 41.5, INTERSECTION RECONSTRUCTION, TRAFFIC SIGNAL, SAFETY IMPVMTS	3,764,456
17442	ON SH 7 ABOUT 7.25 MILES SOUTH OF ESTES PARK, IMPROVE SAFETY BY REPLACIN AND EXTENDI CULVERTS TO ELIMINATE DROP-OFFS	2,700,000
17523	SH7 AT YORK ST, INSTALLATION OF TRAFFIC SIGNAL AND TURN LANES	541,374

Project #	Project Description	FASTER budget
17524	C-470 ACRES G TO I-25 MEDIAN CABLE RAIL, INSTALL MEDIAN CABLE RAIL	2,526,950
17545	I-70, EAST OF SILVER PLUME TO GEORGETOWN INTERCHANGE, INSTALLING PORTABLE MESSAGE SIGN PANEL	258,698
17546	I-70, EAST OF SILVERTHORN TO LOVELAND PASS, REPLACING SIGNS AND INSTALLING NEW SIGNS	836,350
17600	I-76, BRUSH TO STERLING, DIAMOND GRINDING AND JOINT SEALING	1,000,000
17622	I-25 RUBBILIZATION MP 264 TO 270.15, RUBBILIZING AND RESURFACING I-25	7,700,000
17627	SH6A &SH 139 MM13-15.13 MESA COUNTY NEW SIGNAL AND UPGRADES, SIGNAL DESIGN AND INTERSECTION GEOMETRY IMPROVEMENTS	591,000
17635	ON U.S. 160 MP 11.50 TO MP 17.97, RECONSTRUCTION W/ FULL DEPTH RECL, ASPHALT PVMT.,EARTHWORK,	858,462
17636	US 491 AT COUNTY ROAD M MP 29.2 TO 30.0, INTERSECTION IMPVMTS. WITH TURN LANES, ASPHALT OVERLAY.	1,500,000
17654	US40 & SH13 MOFFAT COUNTY CULVERT REPAIRS NEAR CRAIG, CULVERT REPAIR	1,040,419
17684	SH 50 GJ DUCK POND PARK CULVERT, CULVERT REPAIR	488,221
17685	I-70 EXIT 37 MESA COUNTY, INTERCHANGE IMPROVEMENTS	1,945,600
17690	SH 392 AND CR 31 INTERSECTION SIGNALIZATION, SIGNALIZE INTERSECTION	269,017
17692	INTERSECTION OF SH 93 AND SH 170, SIGNAL REBUILD	289,561
17693	SH 56 AND 4TH ST IN BERTHOUD, UPGRADE EXISTING SPAN WIRE TO SIGNAL POLES AND MAST ARMS.	258,248
17694	SH 52 AND DENVER AVE.- FORT LUPTON, UPGRADE EXISTING SPAN WIRE TO SIGNAL POLES AND MAST ARMS	500,000
17698	VARIOUS LOCATIONS IN REGION 1, TO INSTALL GROUND SIGNS, RUMBLE STRIPS, SHOULDER WIDENING,	500,000
17701	SH 82 MP 11-16, WILDLIFE FENCING	1,620,645
17702	SH 82 SHALE BLUFFS MP 35.4 - MP 35.8, ROCKFALL PREVENTION @ SHALE BLUFFS	1,200,000
17703	SH 52/CR 11 WELD CO, INTERSECTION IMPVT	2,275,000
17711	8 MILES EAST MILE MARKER 205.5- SILVERTHORNE, GUARDRAIL TYPE 4 REPLACE WITH TYPE 7 AND OTHER MISCELLANEOUS WORK	2,909,820
17717	I-76 NORTH OF WCR 8 IN WELD COUNTY, INSTALL MEDIAN CABLE RAIL	774,498

Project #	Project Description	FASTER budget
17734	UNIVERSITY BLVD: C470 & DRY CREEK / SH 121 AT COALMINE, CONCRETE PAVE & SLAB REPAIR AND TRAFFIC SIGNALS IN VARI LOC.	1,000,000
17735	US 50 MM 117.5 - 123.5, RECONSTRUCTION	7,029,000
17762	FY 11 REGION 1 FASTER POOL PROJECT, PE POOL PROJECT FOR FY 11 FASTER POOL PROJECTS	1,875,000
17763	SH 13 & RAILROAD AVE MP 2-3 RIFLE/GARFIELD COUNTY, INTERSECTION SAFETY IMPROVEMENTS	520,000
17764	SH 86 KIOWA - EAST, COLD IN-PLACE RECYCLE WITH HMA OVERLAY	3,500,000
17766	I-70 WEST VAIL PASS MP 170-190, RESURFACING, BARRIER, EXPANSION JOINT, AND PIPE REPAIR AND REPLACEMENT	2,825,000
17767	US 34 & US 85 BRIDGE RAIL, REPLACE THE BRIDGE RAIL ON 2 US 85 BRIDGES & 9 US 34 BRIDGES	1,200,000
17777	SH 24 MP 147 - 152, CULVERT REPAIR, CLEANING AND REPLACEMENT	1,230,000
17778	I-70 WILDLIFE FENCE IN EAGLE AND GARFIELD COUNTIES, WILDLIFE FENCE AT MP 87-109,131-140,167-171	175,000
17807	LOCATED IN SW LA PLATA COUNTY, SHOULDER IMPROVEMENTS AND MINOR SHOULDER WIDENING	1,650,000
17857	I-25, TOMAH RD INTERCHAGE TO PLUM CREEK INTERCHANGE, INSTALL A CABLE RAIL BETWEEN THE FRONTAGE RD AND THE I-25 MAINLINE	824,863
17881	SH 13 MP 4-17 IN GARFIELD COUNTY, PRELIMINARY ENGINEERING FOR SHOULDER WIDENING AND PASSING LANES	480,000
17882	SH 82 MP 16-21 IN GARFIELD COUNTY, PRELIMINARY ENGINEERING FOR DEER FENCING ALONG SH 82	75,000
17884	SH 287: FEDERAL TO LAUREL, RESURFACING/INTERSECTION RECONSTRUCTION AT FEDERAL AND 120TH AVE.	70,000
17889	SH88B ARAPAHOE RD CORRIDOR, ADD ACCEL AND DECEL TURN LANES ALONE ARAPAHOE AT REVERE,PEORIA&HAVANA	300,000
17890	ARAPAHOE RD AT DAYTON, INTERSECTION IMPROVEMENTS AT DAYTON	100,000
17935	REGIONWIDE, R3 INTERSECTION PRIORITY STUDY, CONSULTANT STUDY FOR PRIORITIZING INTERSECTIONS	100,000
17938	I-70@32ND AVE, C470@ALAMEDA AND US 85@ MINERAL, VARIABLE MESSAGE SIGNS	968,860
17951	EASTERN COLORADO, SAFETY IMPROVEMENTS	250,000
17990	I-70 WEST, MP 135 TO MP 265, VARIOUS COUNTIES, PE POOL PROJECT FOR FY11-13 I-70 WEST HEAVY TOW	150,000

Project #	Project Description	FASTER budget
18010	US 24 & ELBERT ROAD INTERSECTION IMPROVEMENT, REALIGN ELBERT ROAD AND ACCEL AND DECEL ON US 24	500,000
18012	US50 FROM PUEBLO TO CANON CITY & SH45, INSTALL CONDUIT, FIBER OPTICAL, PULL BOXES ETC. ITS DEVICES	900,000
18019	SH133 MP 68.82 TO 66.46 IN GARFIELD COUNTY, SH133 CARBONDALE WIDENING	400,000
18021	SH 69 SOUTH OF WESTCLIFFE, COLORADO, SHOULDER WIDENING	2,000,000
18022	I270,I25-IVANHOE & US285,C470-KIPLING, INSTALL NEW MEDIAN CABLE RAIL SYSTEMS	1,600,000
18023	SH83/LEETSDALE DRIVE @ MONACO STREET, INTERSECTION AND TRAFFIC SIGNAL IMPROVEMENTS	1,130,000
18024	93&IOWA,287&92ND, 121&CROSS, 72&48TH, 177&HAMPDEN, TRAFFIC SIGNALS IMPROVEMENTS	500,000
18035	INTERSECTION OF US160 AND ARCHULETA COUNTY ROAD 700A, INTERSECTION IMPROVMENTS	1,400,000
18042	VARIOUS LOCATIONS IN REGION 6, REPLACE AND INSTALL GUARDRAIL	2,500,000
18049	SH 119 @ WCR 7.5 Signalization	350,000
18051	I-70 WEST FROM TUNNEL (MP 213.65) T0 MORRISON (MP 258.68), TO PERFORM FEASIBILITY STUDY FOR REVERSIBLE LANE	1,000,000
18058	CHERRY CREEK TRAIL AT ARAPAHOE NEAR JORDAN, IMPROVE CHERRY CREEK TRAIL BY PROVIDING A GRADE SEPARATED CROSSING	1,500,000
18076	US50 IN CANON CITY, BIKE PATH AND SIDE WALK	500,000
18095	SH 21 (POWERS BLVD) BRIDGE OVER UNION, PINE CREEK, BRIARGATE, PLACE BRIDGE OVER UNION, PINE CREEK, BRIARGATE	849,000
18157	I-70 MP 63 TO 111 IN GARFIELD AND MESA COUNTIES, GAME FENCE FOR THE I-70 CORRIDOR	250,000
18225	SH 66 MP 45 TO 49 IN WELD COUNTY, RESURFACING WITH INTERSECTION INPROVEMENTS	1,000,000

APPENDIX C: LIST OF PROPOSED FY 2010-11 AND FY 2011-12 FASTER ROAD SAFETY PROJECTS

PART 1 OF 2: PROPOSED FY 2010-11 FASTER ROAD SAFETY PROJECTS

CDOT REGION	CATEGORY OR PROJECT	AMOUNT	County
Intersection Improvements **		**$1,570,000**	
1	SH 83 (Parker Road): North Russelville Rd Intersection Improvements (MP 49.88) (In partnership with Douglas County)	$300,000	Douglas
1	SH 83 (Parker Road) at Indian Pipe Lane (MP 58.49)	$400,000	Douglas
1	SH 86 at Deerpath Road (MP 10.3)	$400,000	Douglas
1	I-70 West: Georgetown to C-470 Delineator Upgrades	$350,000	Clear Creek, Jefferson
1	I-70 East Incident Management Plan Development	$120,000	Adams, Elbert, Lincoln, Kit Carson
ITS		**$500,000**	
1	US 6 & SH 119 Fiber Optics Backbone (PE/CE Phase)	$500,000	Clear Creek, Jefferson
Safety Rail Improvements & Rockfall Mitigation		**$680,000**	
1	US 285:Turkey Creek - Median Barrier Upgrades & Rockfall Mitigation	$500,000	Jefferson
1	US 6: Loveland Pass Guardrail Installation	$180,000	Clear Creek
Mobility & System Efficiency/ITS		**$7,600,000**	
1	I-70 East: Tower Road to Colfax Avenue - Shoulder Improvements & Correction of Substandard Superelevation (16259)	$3,900,000	Adams
1	I-70 East near Bennett - VMS Installation (Westbound)	$300,000	Adams
1	I-25 South: Frontage Road Cable Rail	$1,100,000	Douglas
1	Town of Georgetown - Roundabout	$1,500,000	Clear Creek
1	I-70 West: Moveable Barrier/Reversible "Zipper Lanes" (Feasibility Study, only)	$500,000	Clear Creek
1	SH 9: Bike Path Overlay & Restriping from Alma to Fairplay (Possible partnership with Park County)	$300,000	Park
System Quality		**$3,500,000**	
1	SH 86: Kiowa-East Resurfacing	$3,500,000	Elbert
PE/Design & ROW		**$1,700,000**	

CDOT REGION	CATEGORY OR PROJECT	AMOUNT	County
1	FY 12 Region 1 FASTER Projects Pool (10%)	$1,700,000	
Corridor Improvements		**$ 4,000,000**	
2	SH 12 West of Trinidad - Various Safety related features such as pullouts, shoulders, sight distance corrections and rumble strips	$ 1,000,000	Las Animas
2	Install Fiber Optic lines within CDOT ROW along US 50 Corridor From Canon City to LaJunta and/or on I-25 from South of Pueblo to Trinidad. Expand "Smart Hwys" program	$ 3,000,000	Various
Safety and System Quality		**$ 1,500,000**	
2	Construct Bike/Pedestrian Facilities along US 50 in Canon City.	$ 500,000	Fremont
2	SH 69 Westcliffe South - Shoulders, minor paving, or other safety improvements between Town of Westcliffe and airport.	$ 1,000,000	Custer
Intersection Improvement		**$ 1,000,000**	
2	US 24 & Elbert Road near Falcon - Improve intersection geometry by adding auxiliary lanes to increase capacity and improve safety	$ 1,000,000	El Paso
Complete Interchange at Powers and Union		**$ 849,748**	
2	Design of New Bridges on North Powers Blvd.	$ 849,748	El Paso
Intersection Improvements		**$ 591,000**	
3	SH 139 and US 6 Intersection	$ 591,000	Mesa
Safety Rail Improvements		**$ 2,030,000**	
3	I70 MP 180-190 Vail Pass Type 4 GR Improvements. (this project was partially funded with $670,000 of 2010 FASTER funding)	$ 2,030,000	Eagle
Priority Culverts		**$ 1,180,000**	
3	SH 24 Critical Culvert at MP 151.6	$ 1,180,000	Eagle
Design/ROW		**$ 1,000,000**	
3	SH 13 North from SH 325 to Rio Blanco County line	$ 250,000	Garfield

CDOT REGION	CATEGORY OR PROJECT	AMOUNT	County
3	I-70 Game Fence	$ 350,000	Eagle/ Garfield
3	SH 133 Carbondale Shoulder widening	$ 400,000	Garfield
Shoulder Improvements		**$ 7,029,294**	
3	US 50 Shoulder improvements and passing lanes	$ 7,029,294	Gunnison
Signal Program Supplement - Intersections		**$ 850,000**	
4	New - SH 119 @ WCR 7.5	$ 350,000	Weld
4	Refurbish - SH 52 @ Denver (Ft Lupton)	$ 250,000	Weld
4	Refurbish - SH 52 @ McKinley (Ft Lupton)	$ 250,000	Weld
Intersection Improvements		**$ 3,750,000**	
4	SH 52 @ WCR 11	$ 2,250,000	Weld
4	US 85, Various Locations, Begin with the WCR 42 (Gilcrest) intersection	$ 1,500,000	Weld
I-25 /SH392 Interchange Reconstruction		**$ 2,500,000**	
4	I-25 /SH392 ROW Acquisition	$ 2,500,000	Larimer
SH 7 Safety Improvements		**$ 3,000,000**	
4	Lengthen CBC and Culverts and add shoulders at select locations	$ 3,000,000	Boulder / Larimer
Safety Rail Improvements		**$ 3,000,000**	
4	Median Cable Rail pool for I-76, US 85 Select locations	$ 3,000,000	Various
Design/ROW (constr)		**$ 2,719,945**	
4	US 85, Various Intersections (FY12)	$ 350,000	Weld
4	SH 52 at WCR 59 Intersection Improvement (Weld Central School) (FY13)	$ 400,000	Weld
4	Shoulders design to coincide with Surface Treatment projects (various)	$ 100,000	Various
4	SH 34 @ Mall Road, Intersection Improvement (FY12)	$ 500,000	Larimer
4	US 287, North of Ft Collins to Wyoming (FY12)	$ 369,945	Larimer

CDOT REGION	CATEGORY OR PROJECT	AMOUNT	County
4	SH 66, WCR 17 to 19, includes bridge (FY13)	$ 1,000,000	Weld
Intersection Improvements		**$ 1,500,000**	
5	SH 145 at Society Turn	$ 1,000,000	San Miguel
5	US 160 at Cat Creek Extension	$ 500,000	Archuleta
Shoulder Improvements		**$ 858,462**	
5	US160, Aztec Creek	$ 858,462	Montezuma
Priority Culverts		**$ 1,000,000**	
5	US 50, M.P. 192.5	$ 1,000,000	Saguache
US 550, Ridgway to Colona		**$ 5,500,000**	
5	Construction of passing lanes, M.P. 115.5 to 117.05	$ 5,500,000	Ouray
Geometric/Safety Improvements		**$ 8,793,000**	
6	Arapahoe Rd / Revere Pkwy -- westbound right turn lanes / median improvmts	$ 375,000	Arapahoe
6	Arapahoe Rd / Peoria -- westbound right turn lanes	$ 318,000	Arapahoe
6	SH 93 Shoulders (See also Jeffco below)	$ 5,000,000	Boulder/ Jefferson
6	287 Lowell intersection improvements-- signal timing, double lefts	$ 3,100,000	Broomfield
Incident Management		**$ 1,200,000**	
6	VMS, C470 & Alameda (EB)	$ 350,000	Jefferson
6	VMS, I-70 at Denver West (EB)	$ 350,000	Jefferson
6	VMS, Southbound US 85 north of Mineral Ave	$ 500,000	Douglas
Bicycle Improvements		**$ 1,500,000**	
6	Cherry Creek Regional Trail underpass -- Arapahoe Road over Cherry Creek	$ 1,500,000	Arapahoe
Lighting Improvements		**$ 510,000**	
6	U.S. 36 between 92nd Ave. and Church Ranch Blvd. Lighting Improvements	$ 510,000	Jefferson
Signals		**$ 1,720,000**	

CDOT REGION	CATEGORY OR PROJECT	AMOUNT	County
6	Colorado Blvd / 14th Ave - Signal Improvements	$ 340,000	Denver
6	Colorado Blvd/13th Ave - Signal Improvements	$ 340,000	Denver
6	Colorado Blvd/12th Ave - Signal Improvements	$ 540,000	Denver
6	Signal Upgrade, SH 287 at 92nd Ave	$ 500,000	Adams
Median Cable Rail / Guardrail		**$ 2,600,000**	
6	Region 6 Median Guardrail project	$ 1,000,000	Multiple
6	Median Cable Rail -- SH 270: I-25 to Ivy Street	$ 1,600,000	Adams
FASTER Safety Projects Design		**$ 2,000,000**	
6	Region 6 Design for FY 12 and FY 13 Faster Safety Projects	$ 2,000,000	Multiple

APPENDIX C: LIST OF PROPOSED FY 2010-11 AND FY 2011-12 FASTER ROAD SAFETY PROJECTS

PART 2 OF 2: PROPOSED FY 2011-12 FASTER ROAD SAFETY PROJECTS

CDOT REGION	CATEGORY OR PROJECT	AMOUNT	County
Intersection Improvements **		**$5,100,000**	
1	SH 83 Access Improvements to Landscaping Supply/Commercial Driveway/CDOT Maintenance Building in Franktown	$500,000	Douglas
1	US 85 at North Meadows Extension - New Interchange (In partnership with Douglas County & Town of Castle Rock)	$4,600,000	Douglas
Mobility & System Efficiency/ITS		**$6,400,000**	
1	US 285 Truck Warning System: Aspen Park to Morrison (SH 8)	$400,000	Jefferson
1	I-70 West: Floyd Hill Wildlife Mitigation	$500,000	Clear Creek, Jefferson
1	I-70 West: Silverthorne to Bakerville - Active Traffic Management (Eastbound Downhill)	$2,500,000	Clear Creek, Summit
1	I-70 West: Silverthorne to Bakerville - Active Traffic Management (Westbound Downhill)	$2,500,000	Clear Creek, Summit
1	SH 91: Copper Mountain to Climax Mine - Shoulder additions or improvements as part of asphalt overlay project (Possible partnership with Summit County)	$500,000	Summit
PE/Design & ROW		**$1,150**	
1	FY 13 Region 1 FASTER Projects Pool (10%)	$1,150	
Complete Interchange at Powers and Union		**$ 9,000,000**	
2	SH 21 (Powers) New Bridge	$ 9,000,000	El Paso
Safety and System Quality		**$ 4,017,939**	
2	US 50 Baltimore West- Provide accel / decel lanes for smoother flow and to reduce rear-end and left-turn collisions	$ 4,017,939	Pueblo
Safety		**$ 1,000,000**	
2	Replacement of span wire signals in Pikes Peak Region.SH 105 & McDonald, SH 16 & Safeway, SH 16 & Syracuse, SH 16 & Mesa Ridge and one more to be determined.	$ 1,000,000	El Paso
Intersection Improvements		**$ 606,000**	
3	SH 133 at Samuel Wade Rd.	$ 606,000	Delta
Design/ROW		**$ 1,212,000**	
3	SH 13 Rio Blanco South to Cty. Line	$ 600,000	Rio Blanco
3	Region 3 FASTER Design Unassigned	$ 612,000	Various

CDOT REGION	CATEGORY OR PROJECT	AMOUNT	County
Shoulder Improvements		**$ 10,309,880**	
3	SH 141 Unaweep Canyon	$ 3,121,000	Mesa
3	SH 131 South of Choke Cherry Lane	$ 7,188,880	Routt
Signal Program Supplement - Intersections		**$ 1,150,000**	
4	New - SH 119 @ WCR 5.5	$ 350,000	Weld
4	Three locations in Ft Morgan on US 34	$ 800,000	Morgan
Intersection Improvements		**$ 5,500,000**	
4	SH 34 @ Mall Road, Intersection Improvement	$ 1,000,000	Weld
4	SH 119 @ Jay Rd	$ 1,500,000	Boulder
4	SH 119 @ Niwot Rd	$ 1,500,000	Boulder
4	US 85, Various Locations	$ 1,500,000	Weld
US 287, North of Ft Collins to Wyoming		**$ 3,000,000**	
4	North of Ft Collins, Spot Safety Improvements	$ 3,000,000	Larimer
US 385 Shoulders and Intersections		**$ 2,000,000**	
4	Spot locations according to US 385 Study, Begin with US 385 at US 36 Intersection	$ 2,000,000	
_	**Design/ROW (constr)**	**$ 2,997,959**	
4	US 85, Various Intersections (FY13)	$ 347,959	Weld
4	SH 402 at Paradise Acres Intersection Improvement (FY13)	$ 1,500,000	Larimer
4	Pedestrian/Bike Underpass on Baseline (US 36), East of Broadway (FY13/14)	$ 500,000	Boulder
4	SH 42: Ped/Bike Path Underpass south of Paschal Street (FY14)	$ 650,000	Boulder
Intersection Improvements		**$ 1,200,000**	
5	US 550 at County Road 302	**$ 1,200,000**	La Plata
Priority Culverts		**$ 800,000**	
5	US 160, Milepost 142.77	Estimate $400,000	Archuleta
5	US 160, Milepost 136.61	Estimate $400,000	Archuleta
Cribwall Replacement		**$ 1,000,000**	
5	SH 145, Mountain Village (Priority #1)	Estimate $200,000	San Miguel
5	US 550, Milepost 89.6 (Red Mountain Pass) (Priority #2)	Estimate $600,000	Ouray
5	US 550, Milepost 88.54 (Red Mountain Pass) (Priority #3)	Estimate $200,000	Ouray
US 160, Passing Lanes between Monte Vista and Alamosa		**$ 4,323,979**	
5	Construction of passing lanes, M.P. 222.4 - 226	**$ 4,323,979**	Alamosa

CDOT REGION	CATEGORY OR PROJECT	AMOUNT	County
Geometric/Safety Improvements		**$ 14,492,000**	
6	I-25 Central Corridor Operational Improvements -- 20th to Speer	$ 13,000,000	Regionwide
6	Arapahoe Rd / Havana -- eastbound right turn lanes	$ 362,000	Arapahoe
6	Leetsdale / Monaco Intersection -- Oper. Improvements (signals, ped/auto safety enhancements)	$ 1,130,000	Denver
Signals		**$ 2,100,000**	
6	Signal upgrade, SH93 & Iowa	$ 500,000	Jefferson
6	Signal upgrade, Colorado Blvd (SH 2) / I-70	$ 300,000	Denver
6	Signal Uptrade, turn lanes, SH22 (127th) & US 85	$ 800,000	Adams
6	Signal Upgrade, SH 121 at Cross Drive	$ 500,000	Jefferson
Median Cable Rail/Guardrail		**$ 1,500,000**	
6	Region 6 Median Guardrail project	$ 1,500,000	Regionwide
FASTER Safety Projects Design		**$ 1,000,000**	
6	Region 6 Design for FY12 and FY 13 FASTER Safety Projects	$ 1,000,000	Multiple

APPENDIX D: BRIDGE PROJECTS WITH FASTER FUNDING ALLOCATIONS

Bridge	County	Location	Allocation		
			Pre Construction	Construction	Total
E-17-EZ	ADAMS	84TH AVE over I 25 ML		$ 20,386,000	$ 20,386,000
E-17-GM	ADAMS	I 76 ML EBND over SOUTH PLATTE RIVER	-	-	-
E-16-GQ	ADAMS	SH 95 ML over UP RR, RR SPUR	80,000	-	80,000
E-17-ER	ADAMS	SH 44 ML over BULL SEEP	900,000	-	900,000
E-17-EX	ADAMS	PEORIA STREET over I 76 ML	500,000	-	500,000
E-17-CA	ADAMS	SH44 ML(104TH AVE) over SOUTH PLATTE RIVER	Project costs reported under E-17-ER		
E-17-DC	ADAMS	I 76 ML EBND over UP RR	1,000,000	-	1,000,000
E-17-DU	ADAMS	I 76 ML WBND over UP RR	Project costs reported under E-17-DC		
F-19-B	ARAPAHOE	US 36 ML over COMANCHE CREEK	216,000	-	216,000
F-17-F	ARAPAHOE	US 40 ML EBND over SAND CREEK	700,000	-	700,000
F-16-F	ARAPAHOE	US 85 ML NBND over DAD CLARK GULCH	800,000	-	800,000
F-17-DM	ARAPAHOE	SH 88 ML/ARAP RD over CHERRY CREEK	1,200,000	-	1,200,000
F-17-GO	ARAPAHOE	US 40 ML EBND over TOLLGATE CREEK	750,000	-	750,000
M-24-B	BENT	SH 101 ML over DRAW	150,000	-	150,000
E-16-FL	BROOMFIELD	CNTY RD / OLD WADS over US 36 ML	1,100,000	-	1,100,000
E-16-FK	BROOMFIELD	SH 121 ML SBND over US 36 ML	500,000	-	500,000
F-14-B	CLEAR CREEK	I 70 FRONTAGE RD over CLEAR CREEK SR	14,757	2,111,386	2,126,143
L-22-F	CROWLEY	SH 96 ML over BLACK DRAW	757	3,380,278	3,381,035
F-17-AE	DENVER	SH 30 ML/HAVANA ST over CHERRY CREEK	60,000	6,500,000	6,560,000
E-17-GE	DENVER	I 70 ML WBND over SAND CREEK	-		-
E-17-BY	DENVER	I 70 ML EBND over SAND CREEK	Project costs recorded under E-17-GE		
F-16-DT	DENVER	I 25 ML NBND over US 85 ML		4,400,000	4,400,000
F-16-DW	DENVER	I 25 ML SBND over US 85 ML	Project costs recorded under F-16-DT		
F-16-FW	DENVER	US 287+SH 88 over US 40 ML	-	-	-
F-16-GG	DENVER	PERRY STREET over US 6	400,000	-	400,000

Bridge	County	Location	Allocation		
			Pre Construction	Construction	Total
		ML			
F-16-EJ	DENVER	US 6 ML over BNSF RR	1,100,000	-	1,100,000
E-16-FW	DENVER	PECOS STREET over I 70 ML	1,200,000	-	1,200,000
F-16-EF	DENVER	US 6 ML over SOUTH PLATTE RIVER	500,000	-	500,000
F-16-EN	DENVER	US 6 ML over BRYANT STREET	-	-	-
E-17-AH	DENVER	NEAR SH 2 ML over BNSF RR	500,000	-	500,000
E-17-EW	DENVER	I 70 ML EBND over UP RR	1,300,000	-	1,300,000
F-09-H	EAGLE	US 6 ML over EAGLE RIVER	222,136	-	222,136
F-08-F	EAGLE	I 70 SERVICE RD over COLORADO RIVER SR	736,706	-	736,706
F-11-AC	EAGLE	I 70 ML EBND over US 6, RR, EAGLE RIVER	400,000	-	400,000
H-18-A	EL PASO	US 24 ML over BLACK SQUIRREL CREEK	500,000	-	500,000
I-17-AE	EL PASO	US 24 ML EBND over FOUNTAIN CREEK	-	3,200,000	3,200,000
K-16-K	FREMONT	SH 120 ML over RR, ARKANSAS RIVER	-	-	-
J-15-B	FREMONT	SH 9 ML over CURRANT CREEK	100,000	-	100,000
F-07-A	GARFIELD	SH 82 ML over I70 ML,COLORADO RVR,RR	400,000	-	400,000
J-09-C	GUNNISON	US 50 SERVICE RD over GUNNISON RVR SR	35,878	-	35,878
N-17-N	HUERFANO	I 25 ML NBND over MISSOURI CREEK		3,000,000	3,000,000
N-16-L	HUERFANO	SH 69 ML over TURKEY CREEK	7,222	462,475	469,697
F-16-CS	JEFFERSON	SH121 ML-WADSWORTH over BEAR CREEK	-	-	-
F-16-FL	JEFFERSON	US 6 ML over SH 95 ML/SHERIDAN AVE.	-	-	-
K-23-B	KIOWA	SH 96 ML over DRAW	Project costs record under L-22-F		
K-23-C	KIOWA	SH 96 ML over DRAW	Project costs record under L-22-F		
K-24-A	KIOWA	SH 96 ML over DRAW	Project costs record under L-22-F		
G-11-F	LAKE	US 24 ML over UP RR	72,500	6,777,500	6,850,000
B-16-AE	LARIMER	US 287 ML over DRAW	900,000	-	900,000
B-16-D	LARIMER	SH 14 ML over CACHE LA POUDRE RIVER	1,100,000	-	1,100,000
O-19-H	LAS ANIMAS	US 350 ML over PURGATOIRE RIVER	600,000	-	600,000
G-22-J	LINCOLN	US 24 ML over DRAW	-	-	-

Bridge	County	Location	Allocation		
			Pre Construction	Construction	Total
A-24-C	LOGAN	US 138 ML over DITCH	-	888,194	888,194
L-22-O	OTERO	SH 266 ML over HOLBROOK CANAL	350,000	-	350,000
M-21-D	OTERO	US 350 ML over DRAW	500,000	-	500,000
L-22-E	OTERO	SH 266 ML over FT LYON STORAGE CANAL	Project costs record under M-21-D		
L-05-B	OURAY	SH 62 ML over UNCOMPAHGRE RIVER	-	-	-
L-06-A	OURAY	US 550 ML over BEAR CREEK	6,388	4,193,612	4,200,000
G-12-L	PARK	SH 9 ML over BUCKSKIN GULCH	-	-	-
L-28-F	PROWERS	SH 89 ML over ARKANSAS RIVER	-	-	-
K-18-CK	PUEBLO	I 25 ML NBND over NP RR,ILEX ST,BENNET ST	2,000,000	-	2,000,000
K-18-CL	PUEBLO	I 25 ML SBND over NP RR,ILEX ST,BENNET ST	Project costs record under K-18-CK		
C-09-C	ROUTT	US 40 ML over E FORK ELK RIVER	350,000		350,000
H-16-K	TELLER	SH 67 ML over DRAW	Project costs recorded under I-17-AE		
I-15-Y	TELLER	US 24 ML over TWIN CREEK	Project costs recorded under I-17-AE		
C-17-BN	WELD	I 25 SERVICE RD over LITTLE THOMPSON RIVER SR	400,000	-	400,000
D-17-AK	WELD	SH 66 ML over ST VRAIN River	-	-	-
	Totals		$ 21,652,344	$ 55,299,445	$ 76,951,789

APPENDIX E: CDOT INDIRECT COST CENTERS

Cost Center	Description
C0004-010	INDIRECT_COST_CLEARING
C0675-010	SEP_PAY_ANNUAL_SICK_INDIRECT
C0676-010	PERA over PERA CAP - must zero balance
DE580-010	DTD_ENVIRONMENTAL_UNIT
DE584-010	ENV_OUT_OF_STATE_TRAVEL_IND
DT500-010	DTD_ADMINISTRATION
DT510-010	DTD_PLANNING
DT526-010	DTD_INFO_MANAGEMENT_BRANCH
DT527-010	RESEARCH BRANCH DTD
E0174-010	DEPARTMENT_OF_LAW_010
E0360-010	SAP BUSINESS PROCESS SUPPORT
E0491-010	VEHICLE_LEASE_ ADJUST_IND
EB236-010	OFMB_OUT_OF_STATE_TRAVEL_IND
EB245-010	PROGRAM_MGMT/_OFMB
EC215-010	ACCOUNTING_INDIRECTS_PROJ_SUPP
EE036-010	BUSINESS_PROGRAMS_OFFICE
EE046-010	EEO_INDIRECT_OUT_STATE_TRAVEL
EI327-010	DIS_ENG_APPL_SUPPORT_NPA
EI330-010	ERP_SUPPORT_TEAM
ER239-010	PUB_&_INTERGOV_REL_INDIRECTS
ET663-010	TRAINING_INDIRECT
EU216-010	AUDIT_DIV_INDIRECT_COSTS
EU217-010	MANAGEMENT_AUDITS
R1100-010	AURORA_PDL_EAST
R1114-010	AURORA_PROJECT_TEAM_V
R1115-010	AURORA_PROJECT_TEAM_I
R1117-010	AURORA_EQUIP/OPER_EAST_ENGRG
R1120-010	AURORA_MATERIALS
R1130-010	RIGHT_OF_WAY
R1141-010	AURORA_PROJECT_TEAM_III
R1300-010	AURORA_PROJECT_DEVEL_LDR_WEST
R1312-010	MOUNTAIN_RESIDENCY
R1313-010	AURORA_PROJECT_TEAM_II
R1316-010	AURORA_EQUIP/OPER_WEST_ENGRG
R1330-010	AURORA_ROW
R1340-010	AURORA_PROJECT_TEAM_IV
R1382-010	A_HYDRALICS
R1410-010	AURORA_TRAFFIC/SAFETY_DESIGN
R1415-010	AURORA_TRAFFIC_SECTION_IND
R14MI-010	AURORA_TRAFFIC_SECTION_IND
R1600-010	AURORA_PLANNING
R1620-010	AURORA_EQUAL_OPPORTUNITY
R1650-010	AURORA_ENVIRONMENT
R1680-010	AURORA_PROGRAM_SUPPORT

Cost Center	Description
R1PEC-010	AURORA_PROJECT_ENGINEER_CENTRA
R1PEE-010	AURORA_PROGRAM_ENGR_EAST
R1PEW-010	AURORA_PROGRAM_ENGR_WEST
R1SUP-010	AURORA_SUPPORT
R2100-010	PUEBLO_NORTH_PROGRAM_ENGINEER
R2110-010	PUEBLO_PROJECT_TEAM_I
R2120-010	PUEBLO_PROJECT_TEAM_II
R2130-010	PUEBLO_PROJECT_TEAM_III
R2140-010	PUEBLO_ENVIRONMENT/PLANNING
R2150-010	PUEBLO_REAL_ESTATE_SVC_UNIT
R2151-010	PUEBLO_ACQ/RELOC/PROP_MANGMENT
R2152-010	PUEBLO_SURVEY/PLANS_1
R2153-010	PUEBLO_SURVEY/PLANS_2
R2154-010	PUEBLO_PROPERTY_APPRAISER_II
R2160-010	PUEBLO_UTILITIES
R2170-010	RESIDENT_ENGINEER_N_PROGAM
R2200-010	PUEBLO_SOUTH_PROGRAM_ENGINEER
R2210-010	PUEBLO_PROJECT_TEAM_IV
R2220-010	PUEBLO_PROJECT_TEAM_V
R2230-010	PUEBLO_PROJECT_TEAM_VI
R2240-010	PUEBLO_MATERIALS_UNIT
R2250-010	PUEBLO_PROJECT_TEAM_VII
R2300-010	PUEBLO_REGION_SUPPORT
R2310-010	PUEBLO_BUSINESS_SUPPORT
R2320-010	PUEBLO_EQUAL_EMPLYMT_OFFICE
R2330-010	PUEBLO_INFORMATION_SYSTEMS
R2340-010	SAFETY_OFF_R2_SUPP_SVC
R2510-010	REGION_2_TRAFFIC_INDIRECT
R25MI-010	REGION_2_TRAFFIC_INDIRECT
R2PEN-010	PUEBLO_PROGRAM_ENGRG_NORTH
R2PES-010	PUEBLO_PROGRAM_ENGINEER_SOUTH
R2SUP-010	PUEBLO_REGION_SUPPORT
R3100-010	GRD_JCT_EAST_PROGRAM_ENGR
R3110-010	GLENWOOD_NORTH_RE
R3120-010	EAGLE_RE
R3130-010	GLENWOOD_SOUTH_RE
R3140-010	GR_JCT_MATERIALS
R3400-010	GRD_JCT_WEST_PROGRAM_ENGINEER
R3410-010	GRAND_JCT_RE
R3420-010	MONTROSE_RE
R3430-010	CRAIG_RE
R3440-010	GRD_JCT_WEST_PROJECT_ENGR_XI
R3450-010	GRD_JCT_UTILITIES
R3460-010	ROW_&_SURVEY
R3499-010	GRD_JCT_WEST_PROG/ENG_EQUP_OPR

Cost Center	Description
R3500-010	BUSINESS_OFFICE
R3510-010	STATEGIC_PLANNER
R3520-010	GRD_JCT_EQUAL_EMPLYMT_OFFICE
R3530-010	GRD_JCT_ENVIRON_&_PLANNING
R3540-010	R3_SAFETY_OFFICER
R3802-010	"GRD_JCT_TRAFF_ENGRG,_IND"
R38MI-010	GRAND_JCT_TRAFFIC_IND
R3PEE-010	GRD_JCT_PROGRAM_ENGR_EAST
R3PEW-010	GRD_JCT_PROGRAM_ENGINEER_WEST
R3SUP-010	GRD_JCT_SUPPORT
R4200-010	GREELEY_PROGRAM_ENGINEER_SOUTH
R4210-010	REG.IV_SO_R.E._GREELEY_UNIT1
R4220-010	REG._IV_SO_R.E._GREELEY_UNIT_2
R4230-010	REG._IV_SO_R.E._BOULDER_UNIT_3
R4240-010	REG._IV_SO_R.E._BOULDER_UNIT_4
R4250-010	REGION_IV_SOUTH_SPECIAL_TEAMS
R4260-010	GREELEY_RIGHT_OF_WAY
R4270-010	GREELEY_SURVEY
R4280-010	GREELEY_UTILITIES
R4300-010	GREELEY_PROGRAM_ENGINEER_NORTH
R4310-010	REG._IV_N_R.E._LOVELAND_UNIT_1
R4320-010	REG._IV_N_R.E._LOVELAND_UNIT_2
R4330-010	REG._IV_N_R.E._STERLING_UNIT_3
R4340-010	REG_IV_N_R.E._STERLING_UNIT_4
R4350-010	REGION_IV_NORTH_SPECIALTY_TEAM
R4360-010	GREELEY_MATERIALS
R4370-010	GREELEY_ENVIRONMENT
R4380-010	GREELEY_HYDRAULICS
R4390-010	GREELEY_CONSULTANT/LA
R4400-010	GREELEY_SUPPORT_SVCS_OFFICE
R4410-010	GREELEY_BUSINESS_MANAGER
R4420-010	GREELEY_COMPUTER_SUPPORT
R4430-010	GREELEY_EEO/DIVERSITY
R4440-010	GREELEY_PLANNING
R4450-010	R4_SAFETY_OFFICER
R45MI-010	REG_IV_TRAFF_INDIRECT
R4PEN-010	GREELEY_NORTH_PROGRAM_ENGINEER
R4PES-010	GREELEY_SOUTH_PROGRAM_ENGINEER
R4SUP-010	GREELEY_SUPPORT_SERVICES
R5100-010	DURANGO_PROGRAM_ENGINEER
R5101-010	DURANGO_PRCNST/CNST_INDIRECT
R5111-010	DURANGO_ALAMOSA_RESIDENCY
R5112-010	DURANGO_DURANGO_RESIDENCY
R5115-010	DURANGO_FINALS
R5120-010	DURANGO_MATERIALS_LAB

Cost Center	Description
R5130-010	DURANGO_RIGHT_OF_WAY
R5140-010	DURANGO_RESIDENCY_2
R5150-010	DURANGO_ENVIRONMENT
R5167-010	DURANGO_SURVEY
R5168-010	DURANGO_TRAFFIC_&_ACCESS
R5169-010	DURANGO_CONSULTANT_SUPPORT
R5210-010	DURANGO_BUSINESS_SUPPORT
R5220-010	DURANGO_INFO_SYSTEMS_SUPPORT
R5230-010	DURANGO_EQUAL_EMPLYMT_OPP
R5240-010	R5_SAFETY_OFFICER
R5250-010	R5_ENVIRONMENTAL/PLANNING_UNIT
R55MI-010	REG_V_TRAFFIC_INDIRECT
R5PEW-010	DURANGO_PROGRAM_ENGINEER
R5SUP-010	DURANGO_REGION_SUPPORT_SVCS
R6011-010	DENVER_RE_#1
R6014-010	DENVER_RE_#4
R6048-010	DENVER_B/M_PRE_CONST_IS
R6049-010	DENVER_B/M_EEO_P_CON
R6050-010	DENVER_ENVIRONMENTAL
R6052-010	DR_ADMIN_DIRECTOR
R6053-010	DR_OPERATIONS_DIRECTOR
R6054-010	REG_6_FASTRACKS_TEAM
R6061-010	DENVER_COORD_UNIT
R6100-010	REGION_VI_SO_PROJ_DEV_LEADER
R6110-010	REGION_VI_SO_PROJ_LEAD_UNIT_1
R6111-010	REGION_VI_SO_ENGR_UNIT_#2
R6120-010	REGION_VI_SO_SO_ENG_UNIT_#3
R6121-010	REGION_VI_SO_ENGR_UNIT_#4
R6130-010	REGION_VI_UTILITIES_UNIT
R6140-010	REGION_VI_MATERIALS_UNIT
R6150-010	REGION_VI_SO_ENGR_UNIT_#5
R6151-010	REGION_VI_SO_ENGR_UNIT_#6
R6200-010	REGION_VI_CENT_PROJ_DEV_LEADER
R6210-010	REGION_VI_CENT_PROJ_LDR_UNIT_1
R6211-010	REGION_VI_CENT_RE_#1B
R6220-010	REGION_VI_CENT_PROJ_LDR_UNIT_2
R6221-010	REGION_VI_CENT_RE_#2B
R6230-010	REGION_VI_CENT_PRJ_LDR_UNIT_3
R6240-010	REGION_VI_CENT_PROJ_LDR_UNIT_4
R6250-010	REGION_VI_CENT_PROJ_LDR_UNIT_5
R6300-010	REGION_VI_NO_PROJ_DEV_LEADER
R6310-010	REGION_VI_NO_ENGR_UNIT_#5
R6315-010	REGION_VI_NO_ENGR_UNIT_#_2
R6320-010	REGION_VI_NO_ENGR_UNIT_#3
R6325-010	REGION_VI_NO_ENGR_UNIT_#4

Cost Center	Description
R6330-010	REGION_VI_RIGHT_OF_WAY_UNIT
R6335-010	REGION_VI_NO_ENGR_UNIT_#5
R6340-010	REGION_VI_NORTH_ENGR_UNIT_#6
R658I-010	REG_6_TRAFF_IND
R6ENV-010	DENVER_ENVIROMENT_&_PLANNING
R6PEC-010	DENVER_CENTRAL_PROG_ENGINEER
R6PEN-010	DENVER_NORTH_PROGRAM_ENGINEER
R6PES-010	DENVER_SOUTH_PROGRAM_ENGINEER
R6SUP-010	DENVER_REGIONAL_SUPPORT
S0191-010	STAFF_BRANCHES_SPEC_PRGMS
S0193-010	TRANSP_ENGINEERING_TRAINING_PROG
S0204-010	DIV_OF_HWY_OUT_OF_ST_TRAVEL_IND
S0209-010	BUSINESS_OFFICES
SB219-010	BRIDGE_DESIGN_&_CONST_MGT
SB221-010	BRIDGE_DES_&_CONST_R1_&_R5
SB222-010	BRIDGE_DES_&_CONST_R4
SB223-010	BRIDGE_PROJECT_SUPPORT
SB224-010	BRIDGE_DES_&_CONST_R6
SB226-010	BRIDGE_DES_&_CONST_R2
SB227-010	BRIDGE_INSPECTION
SB229-010	BRIDGE_ASSET_MANAGEMENT
SB230-010	BRG_D&C_R3_&_FAB_INSP
SC901-010	CONSULTANT_AUDITS
SC913-010	PROGRAM_&_PROJECT_ANALYSIS
SC920-010	AGREEMENTS
SC921-010	CONTRACTS_&_MAKET_ANAL_ADMIN
SC943-010	ENGINEER_ESTIMATES_ADMIN
SE180-010	SAFETY_ED_MGMT_IND
SG100-010	GEOTECHNICAL/MATERIALS_LAB
SG104-010	MATERIALS_INELIGIBLE
SG121-010	ASPHALT_MIX_TESTING
SG122-010	PAVEMENT_MGT_&_DESIGN_PROGRAM
SG123-010	ASPHALT_BINDER_TESTING
SG124-010	ASPHALT_INELIGIBLE
SG125-010	ASPHALT_PAVEMENT_PROGRAM
SG133-010	CONCRETE_TESTING
SG134-010	CONCRETE_INELIGIBLE
SG135-010	CONCRETE_&_PHYSICAL_PROPERTIES
SG140-010	DRILLING
SG141-010	ENGINEERING_GEOLOGY_INDIRECT
SG142-010	GEOTECHNICAL_PROGRAM
SG143-010	SOILS_TESTING
SG144-010	SOILS_INELIGIBLE
SG145-010	SOILS_&_ROCKFALL_PROGRAM
SP181-010	CADD_MANAGER

Cost Center	Description
SP260-010	ROW_PROGRAM_IND
SP922-010	PROJECT_DEVELOPMENT_ADMIN
SP923-010	ENGINEERING_COMPUTING_DEV_UNIT
SP934-010	STANDARDS_&_SPECIFICATIONS
SP942-010	HYDRAULICS_UNIT
SP947-010	AEA_ENGINEER_#1
SP948-010	AEA_ENGINEER_#2
SP949-010	AEA_ENGINEER_#3
SP950-010	AREA_ENGINEER_#4
ST162-010	SAFETY_TRAFF_ENG_INDIRECT