

Final
STAFF SUMMARY OF MEETING

TRANSPORTATION LEGISLATION REVIEW COMMITTEE

Date: 08/09/2011

Time: **09:00 AM to 03:02 PM**

Place: HCR 0112

This Meeting was called to order by
Representative Vaad

This Report was prepared by
Elizabeth Hanson

ATTENDANCE

Barker	X
Brown	X
Fischer	X
Hamner	*
Jones	*
King S.	X
Looper	E
Priola	E
Ramirez	*
Renfroe	X
Schwartz	X
Scott	X
Spence	X
Tochtrop	E
Tyler	X
Williams A.	E
Williams S.	X
Young	X
Hudak	*
Vaad	X

X = Present, E = Excused, A = Absent, * = Present after roll call

Bills Addressed:	Action Taken:
Opening Remarks	Witness Testimony and/or Committee Discussion Only
Presentation by Colorado Dept of Transportation	Witness Testimony and/or Committee Discussion Only
Discussion of Transportation Financing	Witness Testimony and/or Committee Discussion Only
Presentation by the Mining Industry	Witness Testimony and/or Committee Discussion Only
Presentation by E470 PHA	Witness Testimony and/or Committee Discussion Only
Presentation by the Northwest PHA	Witness Testimony and/or Committee Discussion Only
Presentation by the Jefferson Parkway PHA	Witness Testimony and/or Committee Discussion Only
Presentation About Denver International Airport	Witness Testimony and/or Committee Discussion Only

09:01 AM -- Opening Remarks

The meeting was called to order.

Representative Vaad, chair, shared his thoughts about the challenges facing the financing of transportation in Colorado. He explained that the committee would spend most of its time focusing on this issue, and shared his views about the balance between the state and the federal government on transportation finance issues.

Senator Hudak, vice chair, explained that the recession has caused a reduction in multiple sources of revenue and that the gasoline tax has not been increased in several years. She discussed the transportation challenges facing the Interstate 70 (I-70) mountain corridor in Colorado, and shared her view that transportation is fundamental to the commerce in the state.

09:12 AM -- Presentation by Colorado Department of Transportation

Mr. Don Hunt, executive director of the Colorado Department of Transportation (CDOT), began a presentation about the transportation system in Colorado. Committee members received a summary of the presentation (Attachment A), a guide prepared by CDOT about the state transportation system (Attachment B), and a list of state bridge projects (Attachment C).

Mr. Hunt explained that the state transportation funding derives primarily from the gasoline tax. The federal tax is about \$0.18 per gallon, while the state tax is \$0.22 per gallon. He stated that revenue from fees established in Senate Bill 09-108, also known as the Funding Advancement and Surface Transportation and Economic Recovery Act (FASTER), is the other major source of state transportation revenue. He further explained that 2007 was the highest year of funding for the transportation system, and he noted that the funding levels have decreased sharply in later years. In inflation adjusted funding, he noted that the state has only about half of the funding that was available ten years ago.

Mr. Hunt stated that CDOT is working to improve its effectiveness and efficiency. He discussed the department's investments in energy efficiency, better customer services, and getting more results from the existing system. Mr. Hunt responded to committee questions about congestion management, and explained that the department is working to improve traffic management during peak periods. The committee also discussed the revenues that can be generated from tolling and congestion along I-70 mountain corridor.

Mr. Hunt stated that the transportation system is at a critical moment and long-term funding challenges need to be explored. He continued by providing the committee with information about transportation maintenance programs and the Colorado Bridge Enterprise programs. He explained the revenue bond program and the bridge safety program. Mr. Hunt responded to committee questions about how maintenance projects are prioritized by the department.

09:45 AM

Mr. Tim Harris, chief engineer of CDOT, responded to committee questions about transportation maintenance. The committee further discussed how projects receive transportation funding and the safety rating of certain reviews. Mr. Hunt noted that the worst bridges are fixed first, and explained that projects are evaluated annually and placed on an annual list for eligibility.

09:52 AM

Mr. Hunt provided the committee with background about the ongoing FASTER safety projects and High Performance Transportation Enterprise (HPTE) projects in the state. Mr. Hunt stated that given the constraints in funding, the state needs to examine whether new lanes should be added for free or whether tolling should be reviewed. Committee members also raised questions about rumble strips, which are located on the shoulders of many roadways. Mr. Harris responded that the state already has 86 ongoing projects and some may have rumble strips. A safety analysis is conducted to determine whether they are needed.

09:58 AM

Mr. Hunt explained that a feasibility study is being conducted on the I-70 mountain corridor, and also provided the committee with background information about the I-70 twin tunnels. He noted that the I-70 corridor has not been updated since its construction, and further explained that an additional lane to the twin tunnels would help to address afternoon traffic congestion. Committee discussion continued about traffic congestion in these areas and improvements that can be made to the I-70 corridor.

10:09 AM

Mr. Hunt discussed the potential of congestion pricing and stated that the state needs to use every available tool. Mr. Hunt noted that CDOT received \$93 million in additional federal funding this year than expected, and there is more surface treatment for paving roads. Committee members shared their thoughts about transportation maintenance needs in the state, and the need for state transit and passenger rail. The committee also discussed the potential of peak pricing for transportation.

10:19 AM

The committee recessed.

10:37 AM -- Discussion of Transportation Financing

The committee reconvened.

Ms. Kate Watkins and Mr. Kurt Morrison, Legislative Council Staff, began a committee presentation about transportation funding. A memorandum about this issue was distributed to committee members (Attachment D).

Ms. Watkins discussed the state constitutional requirements for funding for transportation, which states that all registration, fees, and fines charged with respect to the operation of motor vehicles on Colorado public highways and motor fuel taxes be used for the construction, maintenance, and supervision of the state's highways. She noted that most sources of funding are deposited in the Highway Users Tax Fund (HUTF) directly or in sub-accounts. Ms. Watkins also responded to committee questions about Colorado's population and the specific ownership tax. Committee members raised questions about highway tax collections and receipts, fines, and other sources of state revenue.

Ms. Watkins explained that the first stream of funding for the HUTF is distributed 65 percent to the state, 26 percent to the counties, 9 percent to cities, and to certain off-the-top deductions. Ms. Watkins also summarized the estimates for total state revenue to the HUTF accounts in FY 2010-11.

11:00 AM

Ms. Watkins provided committee members with a summary of sources of General Fund revenue over the past 15 years and explained the impacts of Article 10, Section 20 of the Colorado Constitution, otherwise known as TABOR. She explained that the General Assembly passed legislation in 2009 that changed revenue transfers from the General Fund to the HUTF. Ms. Watkins noted that in instances of a TABOR refund, the transfers would be reduced or would not occur based on statutory triggers. Ms. Watkins also explained the federal sources of funding for the state's transportation system, which derives from the federal gasoline tax. Committee members raised questions about the costs of federal regulations, TABOR exempt revenue, and additional revenue that has resulted from Referendum C.

11:15 AM

Mr. Don Hunt, CDOT executive director, and Mr. Ben Stein, chief financial officer of CDOT, returned to the table and provided the committee with information about the annual budget process. Mr. Stein explained the steps of the budget process and that the draft budget will be presented to the Joint Budget Committee (JBC) in December. He explained that committee members will have the opportunity to comment on the budget, which will be finalized in March of 2012. Mr. Stein noted that local governments and other stakeholders will also have the opportunity to participate in the budget process. Mr. Hunt and Mr. Stein closed by discussing the budget process, federal funding for transportation, and future revenues for transportation funding.

11:29 AM -- Presentation by the Mining Industry

The committee briefly recessed.

11:35 AM

The committee reconvened.

Mr. Stuart Sanderson, representing the Colorado Mining Association (CMA), began his presentation about the impact of transportation on the mining industry. A copy of his presentation is included as Attachment E.

Mr. Sanderson provided an overview of mineral products in Colorado, including coal, molybdenum, and explained the uses of these major mineral sources. Mr. Sanderson explained that coal is a major source of electricity for light-rail and cars. He stated that coal is the United States' most abundant energy fuel and noted that coal makes electricity affordable. Mr. Sanderson also explained that coal in Colorado is high in British Thermal Unit (BTU) content and low in emissions.

11:44 AM

Mr. Sanderson explained that mineral products are shipped on Colorado's transportation system and provided examples about how these minerals are shipped in the state. He closed his comments by providing committee members with a summary of major challenges facing the mineral industry, including regulatory uncertainty, lost production and its impact on state royalties, limitations on the number of trucks from mines, and the number of trains through the tunnels in Colorado.

Mr. Sanderson responded to committee questions about transportation issues. Ms. Dianna Orf, representing CMA, also provided the committee with background information about state limitations on the number of trains that are allowed through tunnels in Colorado. Committee discussion ensued about roadless policies and other transportation issues affecting the mining industry. The panel also responded to committee questions about tracking, molybdenum mines and reclamation.

11:55 AM

The committee recessed.

01:19 PM -- Presentation by E-470 Public Highway Authority

The committee reconvened.

01:19 PM

Mr. John McCuskey and Mr. Joe Donahue, representing the E-470 Public Highway Authority, began their presentation. A summary of the presentation is included as Attachment F.

Mr. McCuskey began the presentation by stating that the Authority does not intend to seek any legislation for E-470 this year, nor ask the TLRC to support any legislation. Mr. Donahue outlined the Authority's traffic, revenue, and expenses position. New issues from the Authority include a revised billing process, and implementing new transponders in the fall of this year. A discussion ensued concerning the increasing level of debt service payments, new collections systems, and the rates thereto. Mr. Donahue also responded to questions concerning the handling of rental car collections.

01:44 PM -- Presentation by the Northwest Public Highway Authority

Mr. Charles Ozaki, representing Northwest Parkway Public Highway Authority, and Mr. Pedro Costa, Northwest Parkway LLC, the concessionaire operating the Northwest Parkway, presented to the committee. A summary of their presentation is included as Attachment G.

Mr. Ozaki, clarified that he is the new city and county manager of Broomfield, and thus the new managing administrator of the Northwest Parkway Public Highway Authority. Mr. Ozaki presented general background about the public highway authority, and moved to a discussion of expansion possibilities. The public highway authority is considering the possibility of extending the Northwest Parkway 2.3 miles to SH-128. Representative Jones expressed concerns of turning a free road into a toll road, as a free road exists where the expansion is planned. Mr. Ozaki explained to Representative Jones that the proposed toll road would run along side the existing free road, which was expected to remain in operation.

Mr. Costa presented after Mr., Ozaki, explaining the role of the concessionaire. The overall presentation included a discussion of toll revenues, electronic tolling and road maintenance.

02:05 PM -- Presentation by the Jefferson Parkway PHA

Mr. Bill Ray, senior policy advisor, and Ms. Victoria Runkle, acting executive director, representing the Jefferson Parkway Public Highway Authority, presented to the committee. A summary of their presentation is included as Attachment H.

Ms. Runkle began by providing an overview of the public highway authority and a list of its significant activities. The public highway authority's current focus is property acquisition. A discussion ensued regarding the potential land acquisition and the owners thereto, which are both private and public. Mr Ray explained that the private property for acquisition has willing sellers. Discussions ensued regarding a possible highway through Golden and SH-93.

02:19 PM

The committee recessed.

02:27 PM -- Presentation About Denver International Airport

The committee reconvened.

Ms. Kim Day, Manager of Aviation, Denver City and County and Mr. Brian Elms, government affairs liaison, presented to the committee. A summary of their presentation is included as Attachment I.

Ms. Day began with an overview of the now 16-year old airport. She stated that 2010 was the busiest year for Denver International Airport (DIA). She explained challenges faced, such as land use, airspace capacity and carriers that are now in business-related transitions. She also discussed the construction of the South Terminal, which will connect to the RTD FasTracks East Corridor Line in 2015. Later, she discussed the NexGen Airspace design, and the issues with moving to a satellite-based control system (vs ground-based). Committee members raised questions about the use of art exhibits and their care. Other questions focused on carrier costs, the fuel tax, and freight traffic.

02:57 PM

Mr. Kurt Morrison, Legislative Council Staff, and Mr. Jerry Payne, Office of Legislative Legal Services (OLLS), provided a brief overview of the Transportation Legislative Review Committee.

03:02 PM

The committee adjourned.

Colorado Department of Transportation



TRANSPORTATION LEGISLATION REVIEW COMMITTEE

AUGUST 9th 2011





WHAT WE DO AND HOW WE DO IT



Overview

Maintain

- 9000 miles of Interstate and State highway system
- routine maintenance
- bridge repair and resurfacing
- snow removal
- safety improvements



Distribute

- Aviation
- Federal funds to Metropolitan Planning Organizations
- Grants to local governments
- Transit

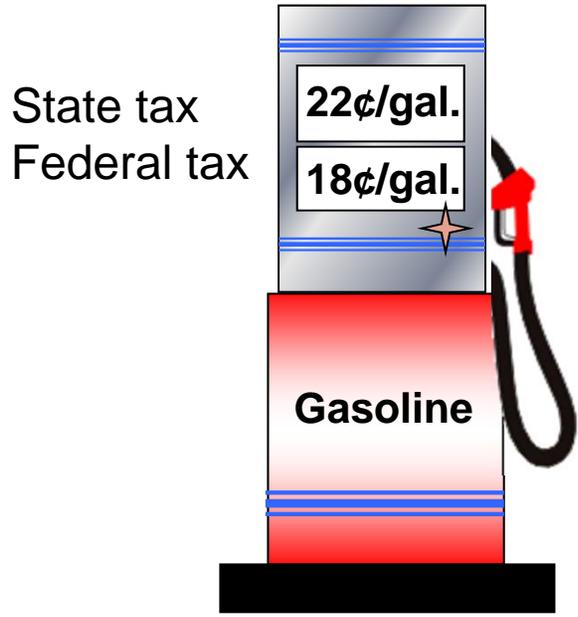


Manage Congestion

- traveler information
- ramp metering
- signal synchronization
- express toll lanes on I-25



Annual Sources of Transportation Funding



+ Vehicle registration fees + Other Fees & Tickets

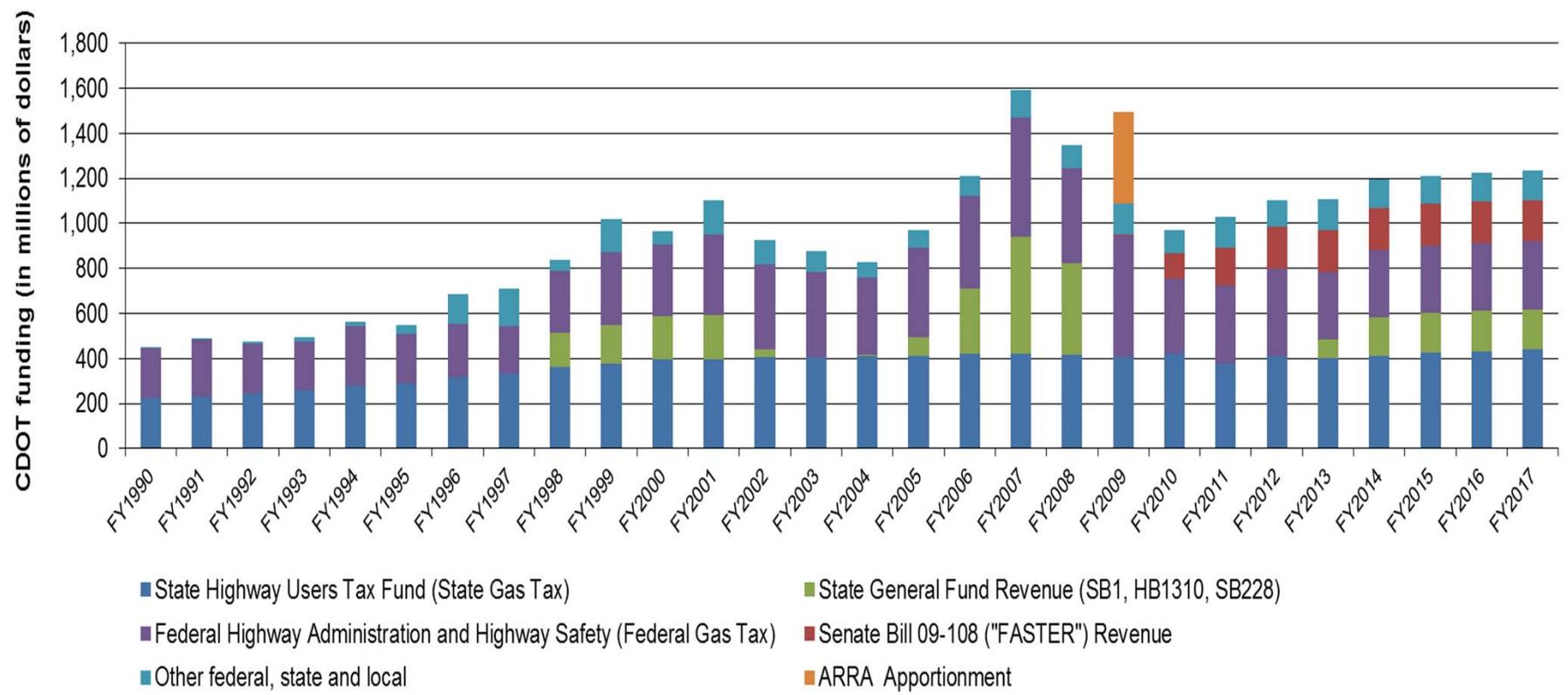
Federal \$500 m / year
State \$650 m / year

** avg/year

Year to Year Funding

Actual

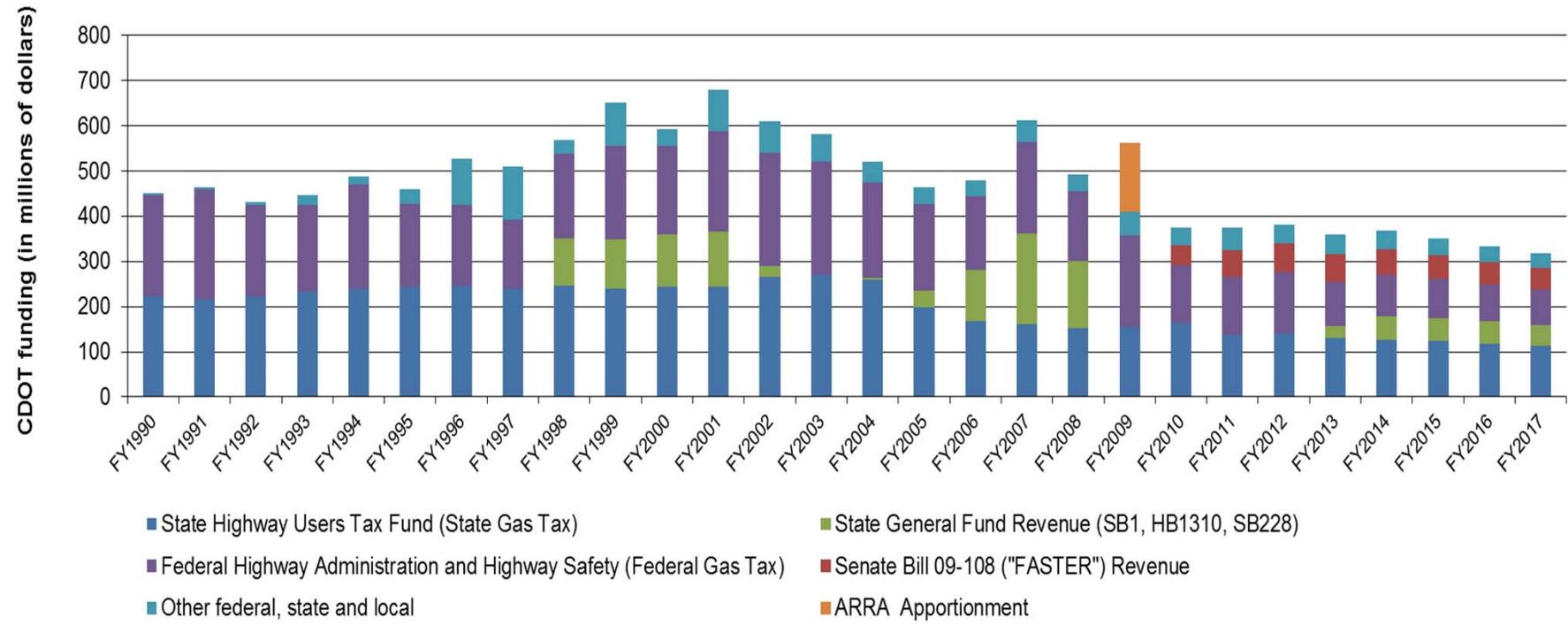
CDOT Funding Sources by Fiscal Year, Actual 1990-2010 and Projected 2011-2017



Year to Year Funding

Inflation Adjusted

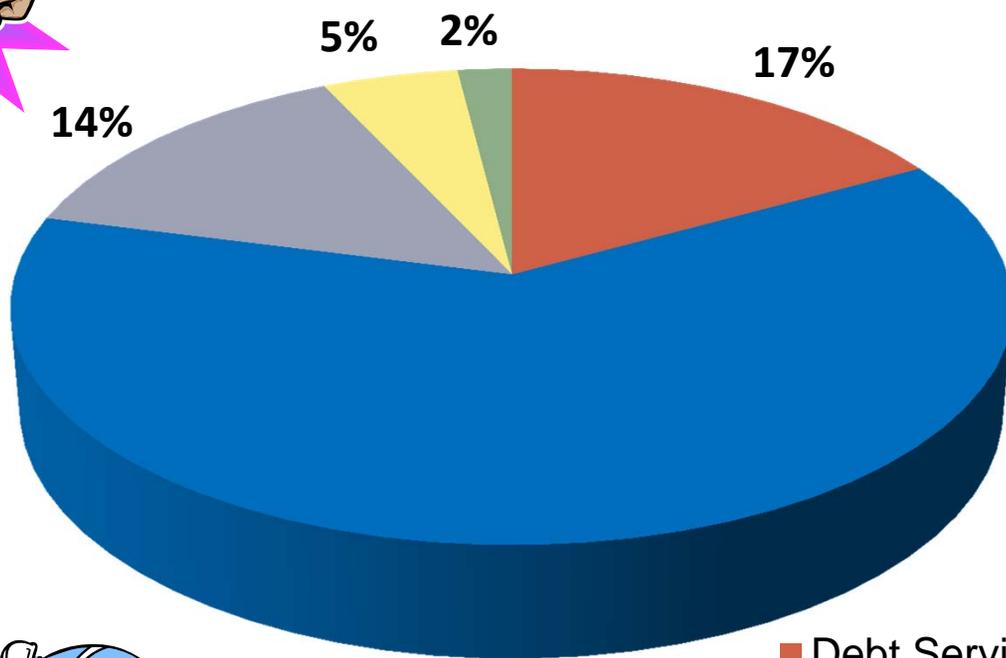
Inflation-adjusted CDOT Funding Sources by Fiscal Year, Actual 1990-2010 and Projected 2011-2017
 Revenues Deflated by CDOT Colorado Construction Cost Index



Uses of Transportation Funding

\$1.1 Billion

no \$ for capacity/mobility



Debt Service	\$167 m
Maintenance	\$677 m
Pass Thru	\$162 m
Program Delivery	\$ 57 m
TC Contingency	\$ 20 m



The Governor has
called for improved
effectiveness
and
efficiency in state
government



What can we do better?

- Improve business processes for better customer service and efficiency
- Apply innovation and improve management to get more money to construction from our fixed budget
- Get more out of the existing system
- Partner with the private sector to augment public funds
 - HPTE
- Achieve better transparency and accountability



Colorado's Transportation Future



- Projected growth from 5 million to 7 million residents by 2030
- Maintenance will not keep pace with inflation -- condition and performance of the highway system will continue to deteriorate
- Improvements in effectiveness and efficiency will provide limited benefits
- Limited funding for capacity and mobility improvements
- Highway deterioration and congestion will have a negative impact on Colorado economic development, quality of life, and competitiveness



HIGHWAY MAINTENANCE

Maintenance Levels of Service (MLOS)

Maintenance Program Area	Current Level of Service Grade	Projected Level of Service Grade FY'12	Projected Expenditure FY'12 (in millions)
Training, Planning and Scheduling	C	C	\$12.6
Roadway Surface	B+	B-	\$51.2
Roadside Facilities	B+	C	\$16.0
Roadside Appearance	B	C	\$7.0
Traffic Services	B-	C	\$58.0
Structure Maintenance	B-	C+	\$12.0
Snow & Ice Control	C+	B	\$64.3
Equip., Rest Areas, Buildings & Grounds	C+	C	\$14.0
Tunnel Maintenance	C+	C+	\$7.3
State	B-	B-	\$242.4



COLORADO BRIDGE ENTERPRISE



Bridge Enterprise

13

Bridge Program

- 121 Bridges currently in the program
 - as of July 2011
- 30 bridges that were part of the original “poor” bridge list funded through separate sources (e.g. ARRA)

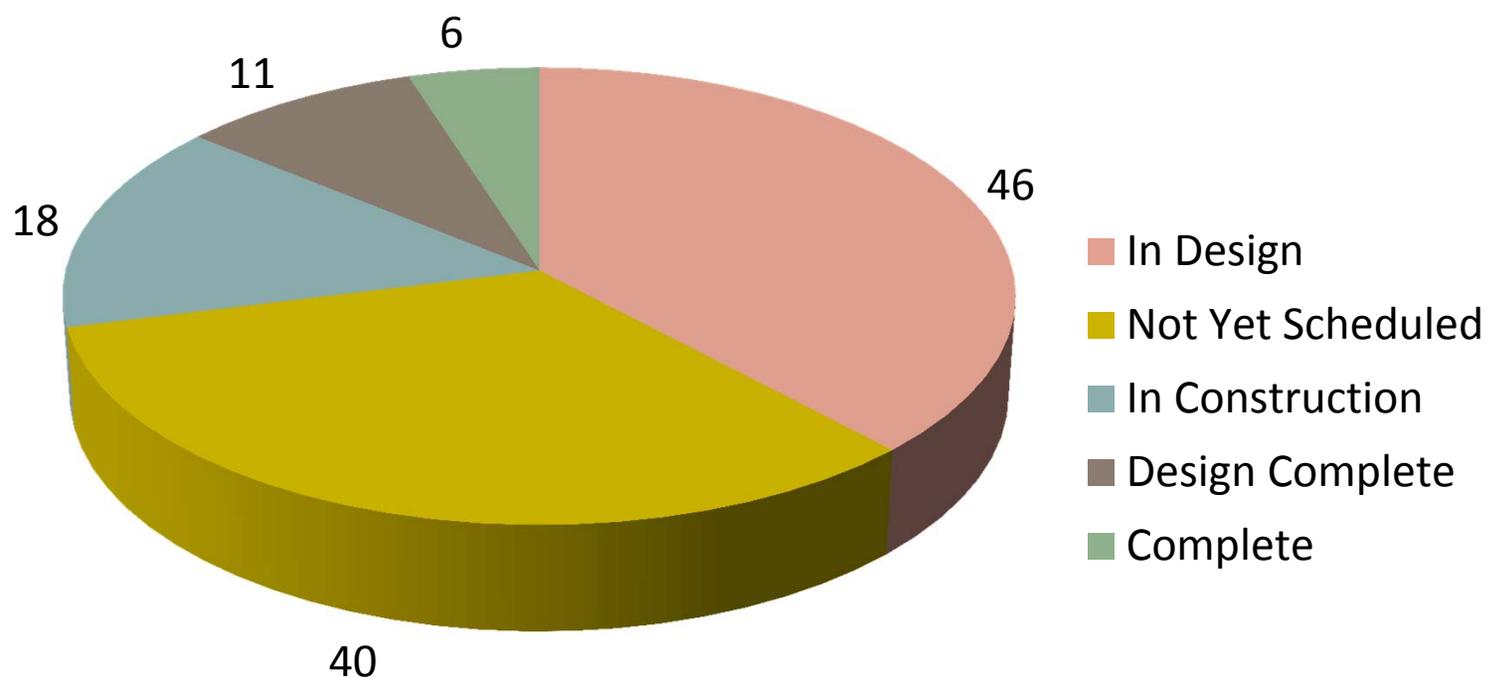
Revenue Bond Program

- \$300 million issued in December 2010
 - 70 bridges
 - 20-30 year debt service structure
 - additional issuances possible based on market conditions



84th Avenue over I-25
Thornton (in construction)

Current Bridge Enterprise Project Status





Bridge Accountability

- Provides interactive information on projects statewide

Go to:

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

then choose Bridge Enterprise under quick links

List of Projects

- Project Status
- Project Maps
- Jobs Data
- Expanded project status beyond just bridges (*coming soon*)

The screenshot shows the Colorado DOT website interface. At the top, the DOT logo and tagline "Taking care to get you there" are visible. A navigation menu includes links for HOME, TRAVEL CENTER, NEWS, BUSINESS CENTER, PROGRAMS, PROJECTS, ABOUT CDOT, and LIBRARY. A search bar and a "SIGN UP FOR EMAIL" option are also present. The main content area features a "Statewide Bridges Classified as Poor" map. The map is populated with colored pins representing different project statuses: blue for "Construction Complete", green for "Under Construction", yellow for "Design Complete", purple for "In-Design", and red for "Not Yet Scheduled". A legend on the right side of the map provides the key for these colors. The left sidebar contains "Quick Links" for "Poor Bridges Map" and filters for "Region 1" through "Region 6", and "By County A-C" through "By County R-Y".



FASTER SAFETY & TRANSIT PROJECTS



FASTER Safety & Transit Projects

17

Safety Projects

**Distributed by
Formula to
CDOT's 6
Engineering
Regions**

Safety

- \$60 million average yearly funding
- 110 projects programmed
- 20 projects completed
- Improvements include:
 - guardrail, signals, wildlife fencing, culverts, shoulders, etc...



Vail Pass-I-70: Safety dollars used for median barrier, drainage and expansion joint repairs (in construction)

Transit Projects

**Distributed
Through a
Statewide
Competitive
Grant Process**

Transit

- \$10 million / year state projects
- \$5 million / year grants for local projects
- 86 projects programmed
- Division of Transit & Rail



Estes Park Transit Hub / Park and Ride center (complete)



HIGH PERFORMANCE TRANSPORTATION ENTERPRISE (HPTE)

HPTE Project Status

19

Develop

Partnerships

*Inviting
entrepreneurship
from the private and
public sectors*

Lead Innovative

Financing

*Employing a variety
of finance tools*

Accelerate

Project Delivery

*Utilizing streamlined
and efficient project
delivery methods*

Completed

- I-25 Express Lanes

Active

- U.S. 36
 - to Interlocken (Phase I)
 - to Boulder (Phase II)



Improvements to U.S. 36 will cut travel times between Denver and Boulder by up to 25 minutes. (Planned)

Other Opportunities

- I-70 Mountain Corridor
- C-470
- I-25 North
- I-70 East
- SH 83/Powers Blvd



I-70

MOUNTAIN CORRIDOR



I-70: Mountain Corridor

I-70 Mountain Corridor

More than 200 recreational sites are within six miles of the corridor including 15 ski areas

Source:
CDOT

I-70 is a key component of Colorado's transportation network, and congestion hampers economic development...

Source:
Denver Metro Chamber of Commerce
&
Metro Denver Economic Development Corporation.

Record of Decision

21

- June 16th, 2011
- <http://www.coloradodot.info/projects/i-70mountaincorridor/final-peis/final-peis-file-download.html>

AGS Feasibility Study

- Advanced Guideway System from C-470 to Eagle
- Fall 2011-Summer 2013

Twin Tunnels

- Industry visioning workshop Feb 2011
- 1st Step in overall corridor improvement
- Spring 2013-Ski Season 2013

Operational Improvements

- Assessment conducted May 2011
- Immediate and long term recommendations

HB 11-1210

- Recommendations due to legislature December 20th 2011





WRAP-UP QUESTIONS?

Elected Officials Guide to the Colorado Department of Transportation



2011



Organization Chart

**Chapter 1:
Commissions, Boards, Management and Outreach**

**Chapter 2:
Funding and Resource Allocation**

**Chapter 3:
Transportation Planning**

**Chapter 4:
National Environmental Policy Act (NEPA)**

**Chapter 5:
Engineering and Maintenance**

**Chapter 6:
Doing Business with CDOT**

**Reference Section:
More Information/Helpful Links**

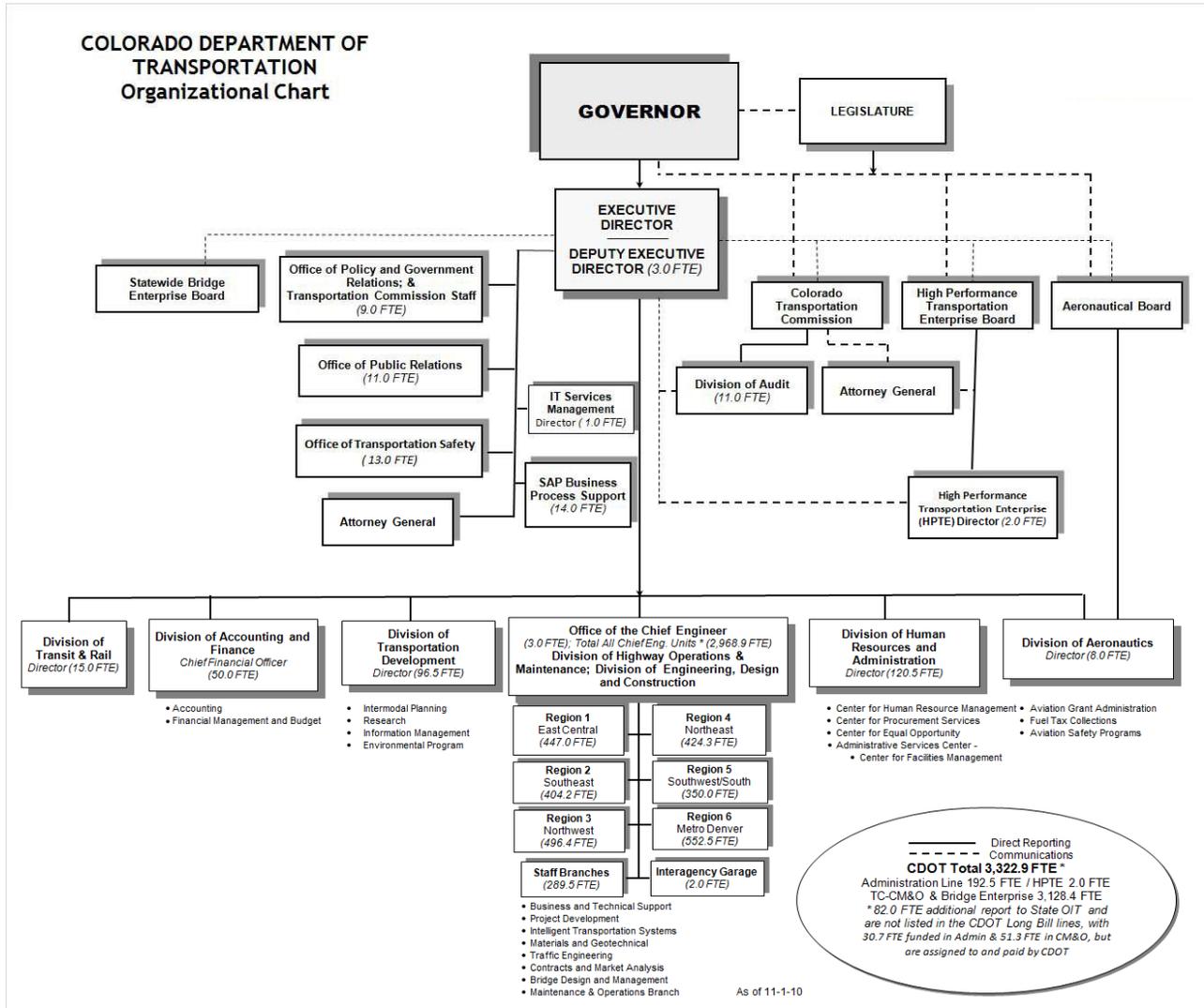


CDOT Headquarters



Colorado Department of Transportation

Organizational Chart



Chapter 1: Commissions, Boards, Management and Outreach

There are a number of governing/advisory boards and commissions that counsel, guide and have oversight over the Colorado Department of Transportation (CDOT).

- **Colorado Transportation Commission.**
- **Bridge Enterprise.**
- **High Performance Transportation Enterprise.**
- **Standing Committee on Efficiency and Accountability.**
- **Colorado Aeronautical Board and Division of Aeronautics.**
- **Transit and Rail Advisory Committee and Division of Transit and Rail.**
- **Offices of the Executive Director.**

In This Chapter



- **1909 - The Colorado General Assembly forms a three-member Highway Commission to approve work and allocate funds.**
- **1917 - The State Highway Fund was created and the State Highway Department was formed.**
- **1968 - Legislation reorganized highway matters and created the Colorado Division of Highways (CDOH).**
- **1991 – Scope of responsibilities expanded as CDOH became Colorado Department of Transportation (CDOT).**

Colorado Transportation Commission

Colorado's transportation system is managed by CDOT under the direction of the Transportation Commission. The Commission is a non-partisan, statutorily authorized body comprised of 11 citizen members who represent specific districts (see map on page 6). Each Commissioner is appointed by the Governor and confirmed by the State Senate to serve a four year term. In order to provide continuity on the Commission, the expiration dates of Commissioners' terms are staggered every two years.

The Commission is CDOT's policy-making body, responsible for setting short-term and long-term priorities, policies and programs. The Commission also has a fiduciary role to approve the Department's budget and allocate funds. Funds are allocated by the investment categories of system quality, safety, program delivery, and mobility. This process is known as resource allocation and is a methodology based on a series of quantifiable performance measures.



The Commission meets the third Wednesday and Thursday of each month, usually at CDOT's headquarters in Denver.

Meetings are open to the public, and time is allotted on the agenda for public comments.

Colorado Transportation Commission Districts



DISTRICT 1

Trey Rogers
Denver County

DISTRICT 2

Jeanne Erickson
Jefferson County

DISTRICT 3

Gary Reiff
Arapahoe and Douglas Counties

DISTRICT 4

Heather Barry
Boulder and Adams Counties

DISTRICT 5

Bill Kaufman
Larimer, Morgan, and Weld Counties

DISTRICT 6

Vacant
Clear Creek, Gilpin, Grand, Jackson, Moffat, Routt, and Rio Blanco Counties

DISTRICT 7

Doug Aden
Chaffee, Delta, Eagle, Garfield, Gunnison, Lake, Mesa, Montrose, Ouray, Pitkin, and Summit Counties

DISTRICT 8

Steve Parker, Vice Chair
Alamosa, Archuleta, Conejos, Costilla, Dolores, Hinsdale, La Plata, Mineral, Montezuma, Rio Grande, Saguache, San Miguel, and San Juan Counties

DISTRICT 9

Les Gruen, Chair
El Paso, Fremont, Park, and Teller Counties

DISTRICT 10

Gilbert Ortiz Sr.
Baca, Bent, Crowley, Custer, Huerfano, Kiowa, Las Animas, Otero, Prowers, and Pueblo Counties

DISTRICT 11

Kimbra Killin
Cheyenne, Elbert, Kit Carson, Lincoln, Logan, Phillips, Sedgwick, Washington, and Yuma Counties

SECRETARY

Herman Stockinger

Colorado Transportation Commission

4201 East Arkansas Avenue Room 277

Denver, CO 80222

Phone: (303) 757-9362

Toni.Kelly@dot.state.co.us

Bridge Enterprise and Bridge Safety Surcharge

SB 09-108 (*FASTER*) established the Bridge Enterprise Board. This Board is comprised of the members of the Colorado Transportation Commission.

Bridges that come within the purview of the Enterprise are structures identified by the Department as structurally deficient or functionally obsolete and are rated as poor. Bridge projects can include the repair, replacement, or ongoing operation or maintenance, or any combination thereof, of a designated bridge by the Bridge Enterprise. The Bridge Enterprise Board may enter into agreements with the Commission or the Department to finance, repair, reconstruct and replace designated bridges in the state.

As of December 10, 2010, 77 poor bridges were transferred to the Bridge Enterprise, and of the 128 original poor bridges on CDOT's inventory at the time SB 09-108 was approved, 23 of those bridges have been repaired or replaced.

To accelerate delivery of repairs to the state's poor bridges and take advantage of historically low interest rates and construction costs, the Enterprise issued \$300 million in bonds in December, 2010. 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. The Enterprise has the option to bond for up to \$400 million more over the next several years.

Improvements to poor bridges are funded through a Bridge Safety Surcharge based on vehicle weight. The fee is reduced by half for farm vehicles and not imposed on rental vehicles if they pay the vehicle rental fee. The fees are being incrementally implemented over a three year period beginning in 2009.

The activities of the Enterprise are reported annually to the General Assembly on or before January 15.



A poor bridge does not equate to an unsafe bridge, but it does mean that reactive and often expensive maintenance is necessary to keep the bridge safe.

High Performance Transportation Enterprise

The High Performance Transportation Enterprise (HPTE) Board was established as part of SB 09-108 (*FASTER*). This new Enterprise has a business purpose to pursue public-private-partnerships and other innovative and efficient means of completing surface transportation infrastructure projects.

The HPTE Board consists of seven members. Four members are appointed by the Governor, each of whom shall have professional expertise in transportation planning or development, local government, design-build contracting, public or private finance, engineering, environmental issues, or any other area that the Governor believes will benefit the Board. In addition to this expertise the four members shall represent the states' major metropolitan planning regions including the Denver Regional Council of Governments (DRCOG), the Pikes Peak Area Council of Governments (PPACG), the North Front Range Metropolitan Planning Organization (NFRMPO), and one from I-70 Mountain Corridor. Additionally, the Transportation Commission appoints three members. Michael Cheroutes was hired as the Executive Director of the HPTE.

Revenues of the Enterprise are made up of user fees and the issuance of revenue bonds. The Enterprise has the ability to borrow funds from the Transportation Commission. Revenues collected by the Enterprise may be expended only for the project for which they were collected or for a project that is integrated with that project.

The ability to toll existing highway/road capacity is another tool of the HPTE. The Enterprise must get local approval from every local government in which all or any portion of the highway segment or highway lanes are contained or that will be substantially impacted.

The activities of the HPTE are reported annually to the General Assembly on or before January 15th.

High Performance Transportation Enterprise Members

Charlotte R. Robinson, Denver Regional Council of Governments (DRCOG) area

Dan Cleveland, Pikes Peak Area Council of Governments (PPACG) area

Stan Matsunaka, North Front Range Metropolitan Planning Organization (NFRMPO) area

Timothy Gagen, I-70 Mountain Corridor area

Doug Aden, Transportation Commissioner

Heather Barry, Transportation Commissioner

Trey Rogers, Transportation Commissioner

Michael Cheroutes, Executive Director

Standing Committee on Efficiency and Accountability

SB 09-108 (*FASTER*) called for the Transportation Commission to create a Standing Committee on Efficiency and Accountability. The committee is charged with “seeking ways to maximize the efficiency of the Department to allow investment in the transportation system over the short, medium, and long term.” CRS 43-1-106(17) (a)

The committee is made up of 15 members. The membership of the committee, as directed by statute, includes members representing: the Transportation Commission, state government, industry, environmental concerns, planning organizations, and public transportation providers.

On an annual basis the CDOT Executive Director will report to both the House and Senate Transportation Committees regarding the committee’s activities and recommendations including any actions taken by the Commission or the Department based on their recommendations.

Standing Committee on Efficiency and Accountability Members

Maribeth Lewis-Baker, Committee Chair; Free Ride Transit System, Breckenridge

Casey Tighe, Committee Vice Chair; CDOT Audit Director

Debra Baskett, Committee Deputy; City and County of Broomfield

Cliff Davidson, North Front Range Metropolitan Planning Organization

Jeff Keller, Asphalt Paving Company

Daniel Owens, Operating Engineers Union

John C. Rich, Jackson County Commissioner

Bob Sakaguchi, Jacobs Engineering

Stephanie Thomas, Colorado Environmental Coalition

Bill Weidenaar, Regional Transportation District

John Vetterling, Engineering Auditor

Heidi Bimmerle, CDOT Division of Human Resources and Administration

Patrick Byrne, CDOT Office of Financial Management & Budget

Dave Childs, CDOT Division of Highway Maintenance & Operations

Jeanne Erickson, CDOT Transportation Commission

Mickey Ferrell, CDOT Office of Policy & Government Relations

Jennifer Finch, CDOT Division of Transportation Development

T.K. Gwin, CDOT Division of Aeronautics

Solomon Haile, CDOT Engineering

Pam Hutton, Chief Engineer

Scott Richrath, non-voting Committee Secretary, CDOT Transportation Development

Samuel Nnuro, CDOT Audit

Colorado Aeronautical Board & Division of Aeronautics



The seven-member Colorado Aeronautical Board was created by state statute in 1988 and is responsible for aviation development in Colorado. Members of the Board represent specific aviation interests across the state. Each member is appointed by the Governor to serve three-year terms and to represent both government and aviation-interest constituencies.

The Colorado Division of Aeronautics supports the Colorado Aeronautical Board as technical advisors on issues of aviation safety. They also maintain the state aviation system plan, prioritize the State Infrastructure Bank (SIB) Grant Program, and manage the Federal Aviation Administration grant and funding programs.

The Division of Aeronautics receives no General Fund revenues to support its aviation activities. Financial support is provided through the State Aviation Fund, which is comprised of funds generated from an excise tax on general and non-commercial jet fuel and a six cents per gallon tax on aviation gasoline (AvGas) for light single-engine and twin-engine aircraft. All but two cents of this revenue is returned to the airport of origin earmarked for airport development. The remaining two cents is placed into the State Aviation Fund to be disbursed as “grants-in-aid” to the aviation community and as administrative expenses for the Division of Aeronautics. The grants are awarded to help fund a variety of projects such as runway repair, emergency equipment upgrades, airport terminal rehabilitation and runway lighting.

Please contact Dave Gordon, Colorado Division of Aeronautics Director, with any additional questions at (303) 261-4418 or David.Gordon@dot.state.co.us.



The Colorado Division of Aeronautics promotes public and private partnerships to enhance aviation safety, aviation education, and efficient administration of the State Aviation Fund.

Colorado Aeronautical Board Members

EASTERN SLOPE GOVERNMENTS

Harold Patton, Chairman
Greenwood Village, CO

Louis Spera
Pueblo West, CO

WESTERN SLOPE GOVERNMENTS

Dale Hancock
Glenwood Springs, CO

Dave Ubell
Montrose, CO

AVIATION INTERESTS-AT-LARGE

Debra Wilcox
Centennial, CO

PILOT ORGANIZATION REPRESENTATIVE

Joseph Thibodeau
Denver, CO

AIRPORT MANAGEMENT REPRESENTATIVE

Dennis Heap
Watkins, CO

Transit and Rail Advisory Committee and the Division of Transit and Rail

In 2009, SB 09-094 created the Division of Transit and Rail within CDOT to plan, develop, finance, operate, and integrate transit and rail services. The Division works in coordination with other transit and rail providers to plan, promote and implement investments in transit and rail services statewide.

In addition to federal transit grants, the division receives \$15 million annually from FASTER. Five million to be used for local transit projects and \$10 million for statewide transit and bike and pedestrian projects. The Division will also develop a statewide transit and passenger rail plan to be integrated into the next statewide transportation plan.

Initial program focus areas also include:

- Maintaining and expediting the management of federal transit grants for rural and specialized transit operations
- Creating a process to distribute FASTER transit funding
- Identify gaps in transit services and missing connections
- Conduct feasibility studies of potential new services
- Pursuing the feasibility and environmental studies for high speed rail on strategic corridors

SB 09-094 also called for the creation of a Transit and Rail Advisory Committee to make recommendations to the Division Director and the Transportation Commission regarding the Division's focus. Committee members are listed on the following page. The Committee will:

- Advise on transit and rail policy issues
- Assist in development of Division vision, goals, program emphasis and early action items
- Make recommendations on the use of transit and rail funds
- Work with the Statewide Transportation Advisory Committee (STAC) on planning related issues
- Serve as sounding board for and provide advice on stakeholder issues

For more information on the Division of Transit and Rail contact Mark Imhoff, Director, at (303) 757-9007 or Mark.Imhoff@dot.state.co.us.

Transit and Rail Advisory Committee Members

Tom Allen	Transit Director, South Central Council of Governments, Trinidad
Gary Beedy	County Commissioner, Lincoln County
Terri A. Binder	Citizen
Craig Blewitt	Mountain Metropolitan Transit, Colorado Springs
Richard M. Hartman	Director of Public Affairs, Union Pacific Railroad
Todd Hollenbeck	Grand Valley Metropolitan Planning Organization, Grand Junction
Jonathan Hutchison	Amtrak
David Johnson	Roaring Fork Transit Authority, Glenwood Springs/Aspen
Peter Rickershauser	OmniTrax
Douglas Lehnen	Rocky Mountain Rail Authority
Matthew O'Neill	Colorado Municipal League, Windsor
Michael Penny	I-70 Coalition
Paul Smith	Citizen, Retired Railroad Industry
William Van Meter	Acting Asst. General Manager, RTD Planning, FasTracks Team
Ann Rajewski	Executive Director, Colorado Assn. of Transit Agencies (shared position)
Elena Wilken	Executive Director, Colorado Assn. of Transit Agencies (shared position)
James Souby	Colorado Rail Passenger Association
Michael E. Timlin	Greyhound
Bill VanMeter	Regional Transportation District, Denver
Scott Weeks	Denver Regional Council of Governments/Western High Speed Rail Alliance

Executive Director

Don Hunt was appointed by Governor John Hickenlooper to serve as the executive director for the Colorado Department of Transportation (CDOT) in January, 2011. In this position, Hunt is charged with leading the Department in planning for and addressing Colorado's transportation needs. Hunt oversees 3,300 employees statewide and an annual budget of approximately \$1 billion to help CDOT continue its mission of providing the best multi-modal transportation system for Colorado that safely and most effectively moves people, goods and information.

Hunt graduated from the University of Minnesota with Bachelor's degrees—in both Environmental Science and Landscape Architecture. Don's first job out of college was with the Minnesota Highway Department working on corridor studies. He received a Master of City and Regional Planning from Harvard University.

Prior to his appointment with CDOT, Hunt spent the past eleven years as the president of the Antero Company, a project development and management firm. During this time, he was also appointed by then-Mayor Hickenlooper to manage the Better Denver Bond Program, a \$550 million infrastructure program.

Hunt worked twenty-five years with BRW, Inc., a national transportation and urban development consulting firm, where he was the principal for transportation and urban projects serving as President and CEO. While there, he served on the White House Comprehensive Design Plan and Memorial Core Transportation Study in Washington, D.C., and as the chair of the Joint Venture Board for the design of the Salt Lake City light rail system. In Colorado, he was also involved in redevelopment of the Stapleton International Airport site as well as other public works and infrastructure projects in Denver, Colorado Springs and Arapahoe County.

Hunt is on the Board of directors of the Denver Union Station Project Authority, which is overseeing a \$484 million transit redevelopment. He has also served on various organizations including the Downtown Denver Partnership, Children's Museum of Denver, Denver Metro Chamber of Commerce, Stapleton Foundation and Crowfoot Valley Metropolitan District.

Don and his wife Diane reside in Denver and Summit County. Don and Diane are outdoor enthusiasts, and enjoy hiking, skiing, and golf.



Don Hunt

Office of Policy & Government Relations

All elected official liaison activities are coordinated through CDOT's Office of Policy & Government Relations. This office is responsible for outreach efforts to elected officials at the federal, state, and local government levels on behalf of the Transportation Commission and CDOT.

Specifically, the office provides strategic and analytical support to the Executive Director, Executive Management Team, and Transportation Commission in both transportation policy development and government relations. The office also serves as a resource to elected officials and other CDOT external partners to assist in explaining and understanding complex transportation financing, planning, and engineering practices.

In addition, the office is responsible for maintaining and updating CDOT's statutorily authorized official rules, internal policy directives, as adopted by the Transportation Commission, and procedural directives, as adopted by the Executive Director.

For information regarding the office, please contact Herman Stockinger, Director of the Office of Policy & Government Relations, at 303-757-9077 or Herman.Stockinger@dot.state.co.us.

Federal Government Liaison

CDOT's Federal Liaison provides support to both internal CDOT staff and external stakeholders. Specifically, the Federal Liaison is responsible for outreach efforts with Colorado's Congressional Delegation and their staff as well as representatives of federal government agencies on behalf of CDOT. Because federal transportation authorization and appropriation bills delineate how much funding is received by each state, and how those funds must be allocated, the primary focus of the Federal Liaison is to work with our elected representatives and senators in Congress to ensure Colorado's transportation programs are considered in the most optimum light. In order to advise the Executive Director, Executive Management Team and Transportation Commission on the federal process, the Federal Liaison must have a strong understanding of the federal authorization, appropriations, and earmarking processes.

For specific questions, please contact Mickey Ferrell, Federal Government Liaison, at (303) 757-9755 or Mickey.Ferrell@dot.state.co.us.

State Legislative Liaison

The State Legislative Liaison is responsible for outreach efforts with members of Colorado's General Assembly. Primarily, the State Legislative Liaison develops and advances CDOT's annual legislative agenda while serving as the Department's representative in the Colorado State Capitol during each legislative session. The legislative agenda is developed with the input of CDOT's Executive Management Team and approval of the Transportation Commission in close coordination with the Governor's Office.

The Legislative Liaison advises the Executive Director, Executive Management Team and Transportation Commission on pending issues before the state legislature and provides strategic and analytical support to identify potential impacts of legislation to the Department.

For specific questions, please contact Melissa Nelson-Osse, State Legislative Liaison, at (303) 757-9703 or Melissa.Nelson@dot.state.co.us.

Local Government Liaison

The function of CDOT's Local Government Liaisons is to enhance and improve the Transportation Commission and the Department's relationship with local governments. Local governments are one of CDOT's most active and vocal constituencies because the transportation planning process is a locally driven, grass-roots effort. The impacts of transportation issues and projects are often felt the greatest at the local level. The Local Government Liaisons provide strategic and analytical policy support to the Executive Director, Executive Management Team and Transportation Commission on transportation issues of concern to local governments. The position also helps to communicate to local governments the issues being considered by the Transportation Commission and how those issues may impact individual local communities.

For specific questions, please contact:

Angie Drumm, Local Government Liaison at (303) 757-9105 or Angie.Drumm@dot.state.co.us

Rebecca White, Local Government Liaison at (303) 757-9441 or Rebecca.White@dot.state.co.us



If an elected official keeps only one CDOT number in his/her contact list, it should be the number of the Office of Policy & Government Relations (303)757-9772.

The office staff will research your questions; visit with your constituents, or help explain the various transportation processes in layperson's terms.

Office of Public Relations

All media communications are coordinated through CDOT's Office of Public Relations which serves as the link between CDOT and the news media statewide. The office is responsible for news releases, construction and maintenance advisories and publications, advertising development and placement and both internal and external communications, especially during emergencies or crises. Over 300 media contacts are fielded and responded to every week, including news releases and advisories, reporter inquiries and guest editorials.

In addition to working with members of the media, the office provides internal support to the Transportation Commission by writing news releases concerning policy decisions and Commission activities, along with formulating responses to media inquiries on behalf of each transportation Commissioner.

The office also is charged with running statewide safety information campaigns to educate drivers and promote safety. "Click It or Ticket" is just one example of many that is used to promote the use of safety belts.

In order to help the public resolve disputes with CDOT and respond to complaints and compliments, the Office of Public Relations also works closely with the Governor's Advocacy Corps to help citizens resolve issues.

Please direct all media calls to Stacey Stegman, Director of Public Relations, at (303) 757-9362 or Stacey.Stegman@dot.state.co.us.



***The Office of Public Relations
is the link between CDOT
and the news media.***

Funding and Resource Allocation

The Colorado Department of Transportation’s (CDOT) revenue may be derived from the state Highway Users Tax Fund (HUTF), federal funds including the Highway Trust Fund (HTF), fees generated from vehicle registrations including those generated by SB 09-108 (*FASTER*), increased flexibility in the use of state revenues (SB 09-228), gaming funds, and capital construction funds.

- **State HUTF.**
- **Federal Funds**
- **ARRA.**
- **SB 09-108 (*FASTER*).**
- **Other State Revenues.**
- **Repealed/Previous Sources.**

In This Chapter

CDOT’s Division of Accounting and Finance is tasked with working with the Executive Management Team and Executive Director to develop a draft annual budget for the Transportation Commission’s approval and submission to the Governor’s office for review and approval. The budget includes both legislatively appropriated items and non-appropriated items.

The majority of CDOT’s budget is directed and allocated by the 11-member Transportation Commission. The Colorado State Legislature has authority over approximately 3% of CDOT’s budget. In order to make budgeting decisions, the Transportation Commission uses a performance based resource allocation process that provides guidance on how to allocate funding among four major investment categories: safety, system quality, mobility and program delivery.

Every year the Transportation Commission reviews their performance objectives in each of these investment categories in order to make policy decisions regarding the allocation of these resources.



The annual budget includes the administrative portion, subject to legislative approval, and the Commission budget, subject to approval by the Governor.



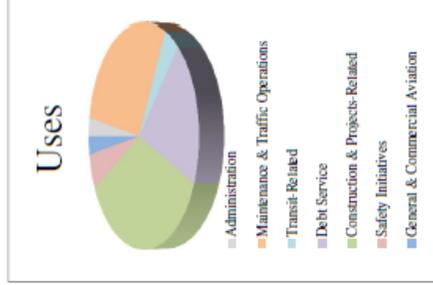
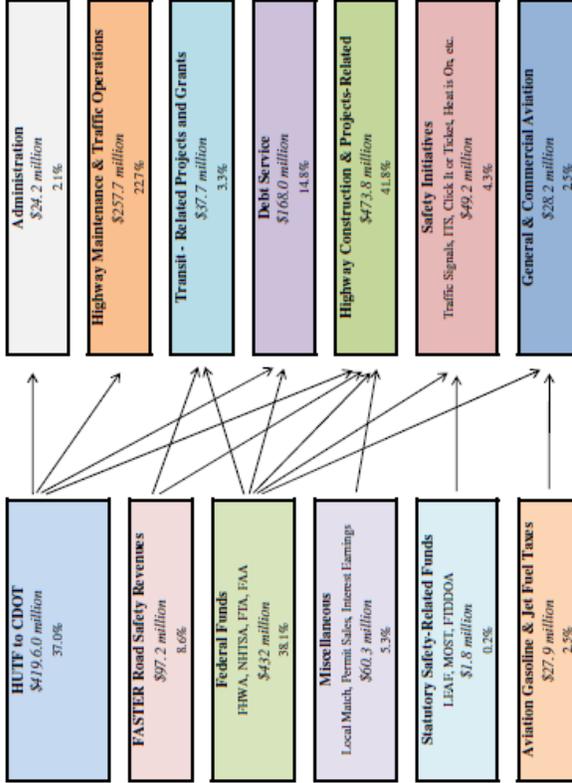
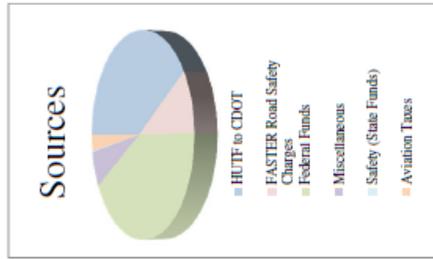
Summary of Revenue Sources and Uses

Fiscal Year 2011-12 Adopted Budget, as of 11/4/2010

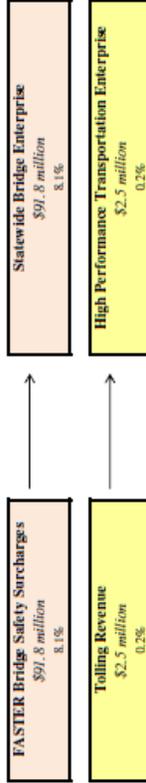
FY 2011-12 CDOT Revenues
\$1,133.1 million

FY 2011-12 Budgeted CDOT Expenditures
\$1,133.1 million

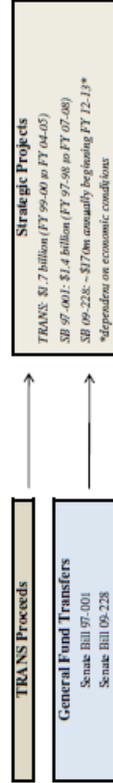
CDOT PROGRAMS



CDOT ENTERPRISES



STRATEGIC PROJECTS



ACRONYMS	Full Name
CDOT	Colorado Department of Transportation
FAA	Federal Aviation Administration
FASTER	Senate Bill 09-108
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FIDDOA	First Time Drink Driving Offenders Account
HUTF	Highway Users Tax Fund
ITS	Intelligent Traffic Systems
LEAF	Law Enforcement Assistance Fund
MOST	Motorcycle Operator Safety Training Fund
NHTSA	National Highway Traffic Safety Administration
TRANS	Transportation Revenue Anticipation Notes

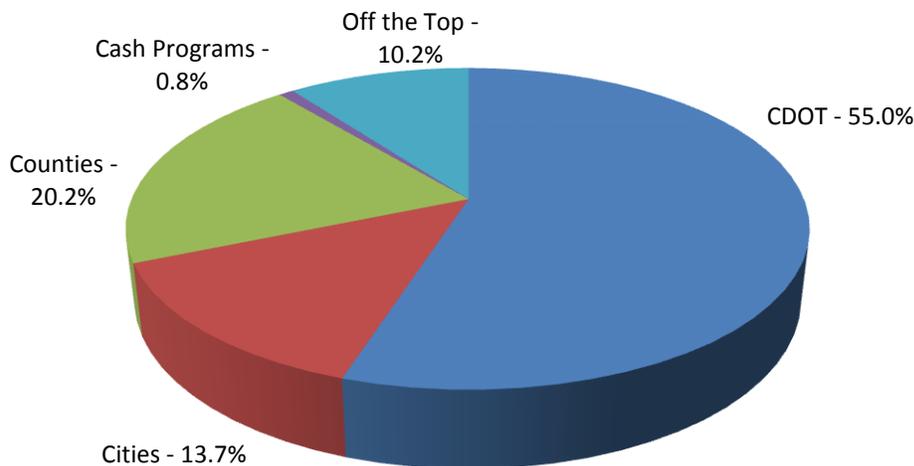
Highway Users Tax Fund (HUTF)

The major source of revenue for CDOT is the Colorado Highway Users Tax Fund (HUTF). Almost three-fourths of the HUTF is funded through Colorado's motor fuel tax, which is 22 cents per gallon of gasoline and 20.5 cents per gallon of diesel fuel. The remaining funding is comprised of motor vehicle registrations and other fees.

Prior to distribution to CDOT, the General Assembly appropriates "off-the-top" money from the HUTF to Ports-of-Entry, the Division of Motor Vehicles (Department of Revenue) and the Department of Public Safety (Colorado State Patrol). "Off-the-top" appropriations cannot increase more than 6% annually.

Following the allocation of "off-the-top" money from the HUTF, the remaining dollars are distributed by statutory formula: to CDOT, counties, and municipalities.

FY 2011 Distribution: \$982.7 Million



Source: Division of Financial Management and Budget



A major source of revenue for CDOT is the Colorado Highway Users Tax Fund (HUTF). Almost three-fourths of the HUTF is funded through Colorado's motor fuel tax.

Federal Funding Sources

Highway Trust Fund (HTF)

The national Highway Trust Fund (HTF) was created by the Highway Revenue Act of 1956 to ensure a dependable source of revenue for the National System of Interstate and Defense Highways. It is also the source of funding for the remainder of the federal-aid highway program.

Similar to other federal trust funds, the HTF is a financing mechanism established by law to account for tax receipts that are collected by the federal government for specific purposes. Originally the HTF was dedicated solely for highways, but later Congress determined that a portion of the highway tax revenues collected should be used for transit needs. To that end, the Mass Transit Account was created and became effective in 1983.

The HTF is funded primarily by a federal fuel tax, which is currently 18.4 cents per gallon of gasoline and 24.4 cents per gallon of diesel fuel. Of the motor fuel taxes, the Mass Transit Account usually receives 2.86 cents per gallon.

Surface Transportation Authorization

Congress must give permission for federal funds to be expended from the Highway Trust Fund; transportation authorization is the means by which this permission is granted. Each transportation authorization bill establishes transportation policy, defines programs, outlines areas of emphasis for spending, and authorizes funding to the states. Transportation authorization legislation covers multiple years because transportation projects take a great deal of time from planning through construction. ISTEA, TEA-21, and SAFETEA-LU are the most recent examples of transportation authorization bills enacted by Congress.

Annual Appropriations

The annual appropriations legislation places yearly limits on the amount of funds that can be spent within the multiple-year transportation authorization legislation. In addition to funding authorized programs on a year-by-year basis, appropriation legislation utilizing the HTF fuel tax usually provides the opportunity for a certain number of specific projects, or “earmarks,” to be selected by Congress.



Congress must give permission for federal funds to be expended from the Highway Trust Fund; transportation authorization is the means by which this permission is granted.

Earmarks

An earmark is a project identified by Congress and has a specific dollar amount identified in federal law for that project's funding. CDOT's intent with earmarks is to ensure that their funding comes from discretionary money—a portion of the Highway Trust Fund (HTF) that is set aside for this specific purpose prior to the remaining Highway Trust Fund (HTF) being distributed by “formula” back to the states. CDOT works closely with Colorado's Congressional Delegation to ensure that projects which are earmarked are also identified as a transportation priority to Colorado's transportation planning partners and can be found in the short-term, six-year Statewide Transportation Improvement Program (STIP). Typically federal funding for earmarked projects flows through CDOT and, as such, the Department administers the projects. Earmarked projects typically require a funding match of approximately 20% by the local government who sought the federal funding.

The trend of earmarking projects has decreased over the last several years from its peak in the early part of SAFETEA-LU. While it is the intent that earmarks come from discretionary funds, there is always the risk that earmarks can come out of states' formula funds - revenues that have already been anticipated and programmed for other projects by Colorado's Transportation Planning Regions (TPRs). For this reason, the Transportation Commission has taken a policy position that earmarking should be coordinated to the extent possible with Colorado's Congressional delegation members and TPR representatives to ensure earmarks reflect the STIP.



While it is the intent that earmarks come from ‘discretionary’ funds, there is always the risk that these earmarks can come out of states’ ‘formula’ funds that have already been anticipated and programmed for other projects.

SB 09-108 (*FASTER*)

Road Safety Fund

In 2009, SB 09-108 (*FASTER*) established the Road Safety Fund. The fund dollars are allocated based on the HUTF statutory formula: 60% to CDOT, 22% to counties and 18% to municipalities. Per CRS 43-4-803 (21), Road Safety eligible projects are defined as construction, reconstruction or maintenance that the Transportation Commission determines is needed to enhance the safety of a state highway, a county determines is needed to enhance the safety of a county road, or a municipality determines is needed to enhance the safety of a city street.

Bridge Special Fund

SB 09-108 (*FASTER*) also created the Bridge Special Fund CRS 43-4-805 (3) (a). See page 7.

Multi-Modal & Transit

SB 09-108 (*FASTER*) established provisions for multi-modal transit, bicycle, and pedestrian projects. CRS 43-4-802.

This legislation allows for fees collected by the High Performance Transportation Enterprise, a Public Highway Authority, or a Regional Transportation Authority to be used for transit-related projects that relate to the maintenance and supervision of the highway segment or highway lanes on which the user fee or toll is imposed.



Monies collected under FASTER are used for construction, reconstruction, or maintenance projects that the Transportation Commission, a county or municipality determine are needed to enhance the safety of a state highway, county road, or city street.

Additional State Revenue

SB 09-228

In 2009, the legislature passed Senate Bill 09-228 which established methods to transfer money to transportation, capital construction, and the statutory reserve. After a five percent growth rate is met, a five year transfer of General Funds will occur to transportation totaling 2 percent of General Fund revenues at approximately \$170M with 10% for transit. This law also maintains a six percent growth limit on HUTF off-the-top-transfers.

This bill eliminated the Arveschoug-Bird 6% annual growth in spending limit which factored into SB97-001, HB 02-1310 and Capital Construction dollars. CDOT does not anticipate funds being made available for transportation under this new law until at least FY '13-'14. (OSP estimate)

Gaming Funds

Limited gaming began in Colorado on October 1, 1991. The most immediate and visible impact was to the roads surrounding the gaming communities of Black Hawk, Central City, Cripple Creek, and casinos in Southwest Colorado. Traffic increases on state highways in the vicinity of the gaming communities was great and most of these roads were not built to handle the large amount of traffic that was generated since gaming began.

Pursuant to Colorado Revised Statute, 12-47.1-701 (1) (c) (I) CDOT may request an appropriation from the state's Limited Gaming Fund to address the construction and maintenance needs associated with the increased traffic on state highways in the vicinity of gaming communities.

While successful in the past, CDOT has not received gaming funds since FY '08-'09.

Capital Construction Funds (House Bill 95-1174)

In 1995, the Colorado General Assembly enacted HB 95-1174 requiring the Transportation Commission to annually submit to the Capital Development Committee (CDC) a prioritized list of state highway reconstruction, repair, and maintenance projects for possible funding with Capital Construction Funds. Prior to 1995, CDOT was not eligible to receive Capital Construction Funds as these funds were reserved for non-transportation-related capital improvements like state buildings.

Under the legislation, the Capital Development Committee (CDC) reviews the Transportation Commission-approved list of projects. The CDC-approved list of projects is forwarded to the Joint Budget Committee for possible funding up to the available amount of Capital Construction Funds. These funds are appropriated in a lump sum, not by individual projects.

CDOT last received HB 95-1174 funds in FY 2008-09, and has received \$404.5 million over the life of the law.

Repealed/Previous Funding Sources

Sales and Use Tax (Senate Bill 97-001)

In 1997, the Colorado General Assembly passed SB 97-001. SB 97-001 provided additional funding from sales and use tax revenues associated with automobiles and automobile-related accessories. In Colorado, the general fund could only grow by six percent annually. Any additional money was directed to roads and bridges as a Senate Bill 1 transfer. 10% of Senate Bill 1 transfers were required to fund transit. The Transportation Commission dedicated any Senate Bill 97-001 revenues to fund strategic projects known as 7th Pot Projects.

SB 97-001 was repealed in 2009 by SB 09-228. Over 12 years SB 97-001 provided \$1.3 billion in funds for Colorado's 28 Strategic projects and \$63.1 million for strategic transit projects. A list of the 7th Pot projects and progress can be found on page 29.

House Bill 02-1310

In 2002, Colorado HB 02-1310 was enacted by the General Assembly to provide, beginning on July 1, 2003, a General Fund surplus less the 4% reserve and less any revenues in excess of the TABOR constitutional limitation, to be allocated two-thirds to the State Highway Fund and one-third to the state's Capital Construction Fund. The HUTF allocation from the General Fund surplus under House Bill 02-1310 was to be used for reconstruction, repair, maintenance, and capital expansion projects.

HB 02-1310 was repealed in 2009 by SB 09-228. Over seven years HB 02-1310 provided \$625.3 million in funds for projects across the state.

Transportation Revenue Anticipation Notes (TRANS Bonds)

In 1999, the General Assembly passed TRANS and referred it to the voters, who in turn approved it. TRANS provided a financing mechanism allowing CDOT to issue bonds that accelerated strategic transportation projects. The legislation required that bond proceeds must be used on 28 strategic transportation projects across the state commonly referred to as 7th Pot Projects. TRANS bonds were used to fund portions of these projects statewide and are scheduled to be paid off in 2017.

**Updated Status of 28 Strategic Corridors
as of February 8, 2011**

(Constant 2000\$)

\$ in thousands



Corridor	PROJECT LOCATION	Strategic Corridor Project Total TC Commitment	Budgeted To Date	Uninflated Remaining Cost to Complete	Percent Funded	Remaining Cost to Complete in FY11 Dollars*
SP4001	I-25/US 50/SH 47 Interchange	\$70,737	\$70,737	Complete	100%	\$0
SP4002	I-25, S. Academy to Briargate	\$186,894	\$179,657	Complete	96%	\$0
SP4003	I-25/US 36/SH 270	\$146,448	\$146,448	Complete	100%	\$0
SP4004	I-225/Parker Rd.	\$86,169	\$86,136	Complete	100%	\$0
SP4005	I-76/120th Ave.	\$40,814	\$40,393	Complete	99%	\$0
SP4006	I-70/I-25 Mousetrap Reconstruction	\$101,272	\$100,980	Complete	100%	\$0
SP4007	I-25, Owl Canyon Rd. to Wyoming	\$28,846	\$28,846	Complete	100%	\$0
SP4008	East I-70, Tower Rd. to Kansas	\$123,672	\$123,521	Complete	100%	\$0
SP4009	North I-25, SH 7 to SH 66	\$77,883	\$76,063	Complete	98%	\$0
SP4010	US 50, Grand Junction to Delta	\$67,117	\$65,668	Complete	98%	\$0
SP4011	US 285, Goddard Ranch Ct. to Foxton Rd.	\$60,165	\$60,165	Complete	100%	\$0
SP4012	South US 287, Campo to Hugo	\$184,232	\$176,915	\$7,317	96%	\$14,700
SP4013	US 160, Wolf Creek Pass	\$67,276	\$67,276	Complete	100%	\$0
SP4014	US 40, N. City Limit of Winter Park to South of Berthoud Pass	\$66,328	\$66,328	Complete	100%	\$0
SP4015	US 550, New Mexico State Line to Durango**	\$48,819	\$48,205	Complete	99%	\$0
SP4016	US 160, Jct. SH 3 to Florida River**	\$60,068	\$61,518	Complete	102%	\$0
SP4017	C-470 Extension	\$18,498	\$18,498	Complete	100%	\$0
SP4018	US 34, I-25 to US 85	\$15,725	\$15,725	Complete	100%	\$0
SP4019	US 287, Broomfield to Loveland	\$86,305	\$86,143	Complete	100%	\$0
SP4020	Powers Blvd. in Colorado Springs	\$217,906	\$141,445	\$76,461	65%	\$153,610
SP4021	SH 82, Basalt to Aspen	\$208,501	\$208,501	Complete	100%	\$0
SP4022	Santa Fe Corridor	\$7,755	\$7,755	Complete	100%	\$0
SP4023	Southeast MIS: I-25, Broadway to Lincoln Ave.	\$648,861	\$648,860	Complete	100%	\$0
SP4024	East Corridor MIS †	\$74,000	\$33,501	\$40,499	45%	\$81,362
SP4025	West Corridor MIS †	\$74,000	\$14,199	\$59,801	19%	\$120,140
SP4026	I-70 MIS: DIA to Eagle County Airport	\$1,102,191	\$118,615	\$983,576	11%	\$1,976,004
SP4027	I-25 South Corridor MIS: Denver to Colorado Springs	\$522,522	\$284,806	\$237,716	55%	\$477,571
SP4028	I-25 North Corridor MIS: Denver to Fort Collins	\$308,988	\$171,392	\$137,596	55%	\$276,430
SP5497	Environmental Streamlining Fund	\$1,683	\$1,683	\$0	100%	\$0
	Totals	\$4,701,991	\$3,148,296	\$1,542,966	67%	\$3,099,819
	*Inflated Remaining to Budget in FY 2011 dollars					
	**Remaining Control Total from SSP4015 transferred to SSP4016 per TC Resolution TC-1703					
	† Per Transportation Commission Resolution TC-1761 \$2.8m (2008 Dollars) of the SSP4024 control total has been transferred to SSP4025					

Innovative Funding Options

Public and Private Partnerships

The Colorado General Assembly gave CDOT the authority to become involved in Public Private Initiatives (PPIs). PPIs are joint partnerships that can be formed between a private entity and CDOT to implement transportation projects funded mostly by private dollars. If a private entity is awarded a project, some or all of the financing and design/construction are the responsibility of that entity. Before the initiation of construction, CDOT must complete the appropriate environmental studies and clearances, as well as meet applicable state and federal requirements.

Tolling

SB09-108 (*FASTER*) allows for the tolling of new or existing capacity through the High Performance Transportation Enterprise. Tolling of existing capacity can occur if a number of conditions are met, these conditions including:

- Federal approval.
- Local government approval by every local government in which all or any portion of the highway segment or highway lanes is contained or that will be substantially impacted.
- A local air quality impact statement and community traffic safety assessment that specifically takes into account any diversion of vehicular traffic from the highway segment or highway lanes onto other highways, roads, or streets that is expected to result from the imposition of the user fee.

The state currently owns High Occupancy Toll (HOT) lanes on I-25 in north Denver. These lanes are the only state owned managed lanes.

Regional Transportation Authorities (RTAs)

Formerly known as Rural Transportation Authorities, the state legislature broadened the rural authority to regional or a statewide authority in 2005. Prior to the passage of this legislation, every area of the state except the Denver Metro area was allowed to form RTAs. Currently, an RTA allows two or more jurisdictions, including Special Districts, to form a taxing authority in order to fund local transportation projects. An Intergovernmental Agreement between the RTA and CDOT is required prior to taking it to a vote of the people of said region in order to form and fund a transportation project on the state highway system.

Per CRS 43-4-605, RTAs have the following means to obtain revenue

- Impose an annual motor vehicle registration fee up to \$10 (*for persons residing within authority boundaries*).
- Portion of visitor benefit tax (*collected within authority boundaries*).
- Sales and use tax.
- Mill levy authority (up to 5 mills) on all taxable property (*this measure expires in 2019*).

Currently there are four RTAs statewide, including: Baptist Road RTA, Gunnison RTA, Pikes Peak RTA and the Roaring Fork RTA.



A Regional Transportation Authority allows two or more jurisdictions to form a taxing district in order to fund local transportation projects.

Resource Allocation by Investment Categories

Resource Allocation is the process by which revenue estimates are used by the Commission to distribute expected funding by CDOT investment categories: safety, system quality, mobility, and program delivery. Resource allocations are then geographically distributed based on performance measures of the state highway system to the six CDOT engineering regions and are referred to as control totals.

Investment Categories

Safety

Services, programs, and projects that reduce fatalities, injuries, and property damage for all users of the system fall under the Safety Investment Category. The goal of the safety program is to reduce transportation-related crashes, injuries, and fatalities. The investment category includes the following two areas of focus: The driver behavior program studying alcohol use, young drivers, etc., who are disproportionately represented in crashes, to promote safety through education, and the roadway safety program with an emphasis on highway or signage improvements to better the safety of the motoring public.

System Quality

System Quality includes all programs that maintain the physical functionality and aesthetics of the existing transportation infrastructure at Transportation Commission-defined service levels. There are six program areas within the System Quality Investment Category:

- Pavement
- Bridge
- Roadside Maintenance
- Rest Area
- Traffic Operations
- Tunnel

This investment category includes CDOT's maintenance activities on the highway system, right-of-way, and bridges. In addition to highway maintenance, the investment category includes maintenance activities for airports and the preservation of railroad rights-of-way for transportation users.



Resource Allocation is the process by which revenue estimates are used to distribute expected funding geographically to investment categories.

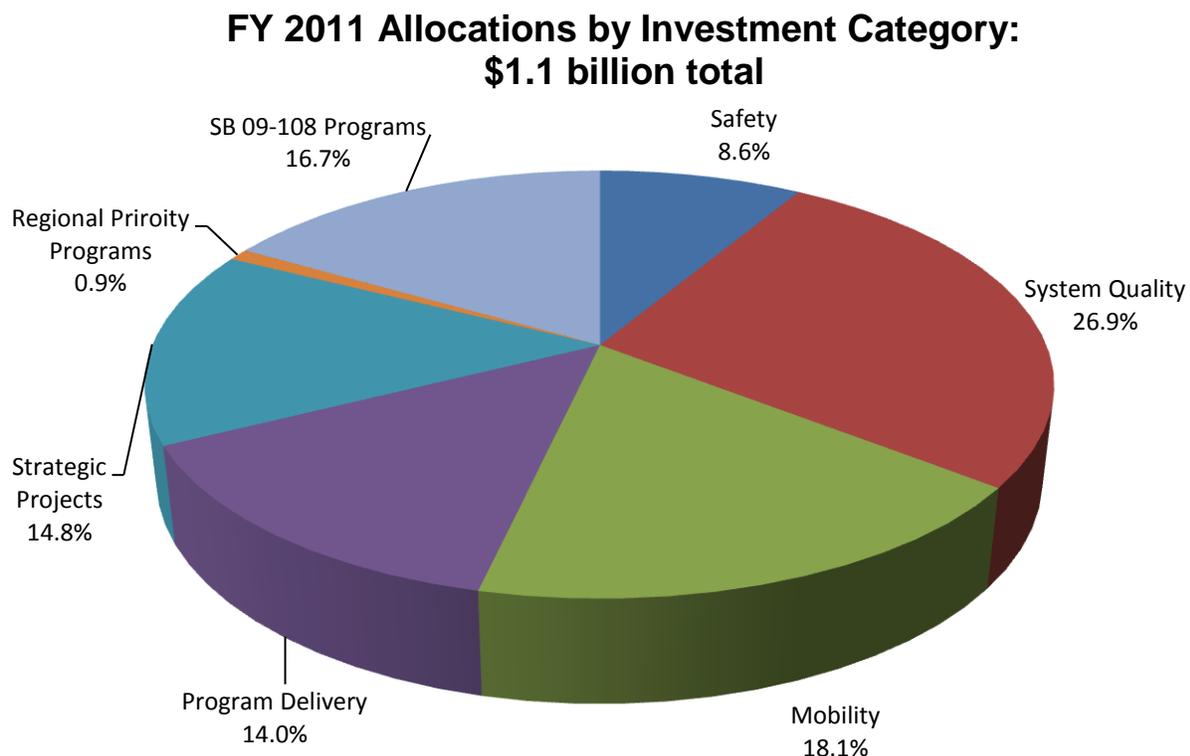
Mobility

Mobility Investment Category goals focus on improving mobility and increasing travel reliability. The activities within this category address issues that impact the travel time and quality of the movement of people and goods, accessibility to transportation, reliability of the system, or connectivity from one system to another. The programs used to address these issues include highway construction, alternate modes, intelligent transportation systems, travel demand management programs, weather-related incident management teams and traveler information. Mobility focuses on the following five programs:

- Highway Performance
- Alternative Mode Performance
- Facility Management
- Travel Demand Management
- Road Closures

Program Delivery

Program Delivery supports functions that enable the delivery of CDOT's programs and services with the following goals: (1) deliver high quality products and services in a timely fashion; (2) attract and retain an effective and qualified workforce; and (3) foster an environment that respects workforce diversity. The programs and services with this investment category are the foundation for delivery of all of the other investment categories.



Source: Office of Financial Management and Budget

TRANSPORTATION PLANNING

The transportation planning process exists to provide the information needed for decision makers to choose among alternative strategies for improving transportation system performance. Long-term and short-term planning strategies based on significant public engagement guide where the Colorado Department of Transportation (CDOT) makes multi-modal investments.

- **Background/History.**
- **Statewide Transportation Plan.**
 - **Planning Regions.**
- **Short-term Planning.**
- **Statewide Transportation Advisory Committee (STAC).**
- **Nine Steps to Develop a Project.**
- **Regional and Statewide Planning Managers.**

In This Chapter

Background

In 1991, Colorado's General Assembly enacted legislation directing CDOT to provide strategic statewide transportation planning and develop a multi-modal transportation system. The Transportation Commission was tasked with developing a statewide transportation policy to address the state's transportation problems and to respond to federal mandates for comprehensive transportation planning.

Federal Mandates

Federal mandates for multi-modal transportation planning are embodied in national transportation bills that are reauthorized approximately every six years. In 2005 SAFETEA-LU revised several statewide and metropolitan transportation planning requirements, included provisions for consideration of environmental issues in transportation planning, and encouraged linkages between the transportation planning and National Environmental Policy Act (NEPA) processes.

Additional State Planning Direction

In 2009, the Colorado General Assembly passed SB 09-108 (*FASTER*). This legislation directs the Department to address additional factors in transportation planning:

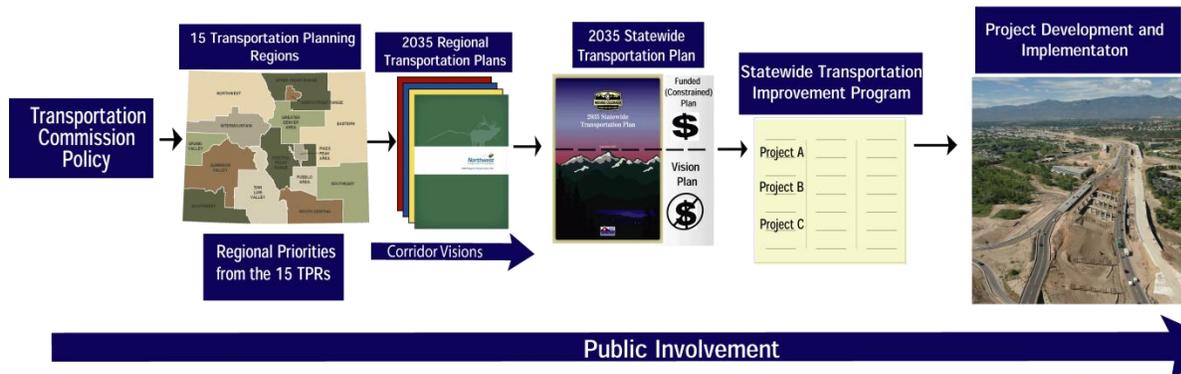
- The targeting of infrastructure investments, including preservations of the existing transportation system
- Safety enhancement
- Strategic mobility and multimodal choice
- Support of urban or rural mass transit
- Environmental stewardship
- Effective, efficient, and safe freight transport
- Reduction of greenhouse gas emissions

Statewide Transportation Plan

The Statewide Transportation Plan represents the people of Colorado's vision of the transportation system. Prepared by CDOT's Division of Transportation Development, this 20-year plan includes all modes of transportation and integrates Commission policies with input from a variety of stakeholders. It also outlines the state's transportation needs from a fiscally constrained and un-constrained perspective.

The 2035 Statewide Plan acknowledges that population growth, the booming energy industry, increasing congestion, deteriorating roadways and bridges, and funding shortfalls require tough choices and open dialogue among all stakeholders. Increasing awareness of these issues and educating the public is critical to a successful process resulting in a sound transportation system.

Colorado Transportation Planning Process



The 2035 Regional and Statewide Transportation Plans are available on CDOT's website at <http://www.dot.state.co.us/StatewidePlanning/PlansStudies/2035Plan.asp>.

Each CDOT engineering region has a planner that directs planning activities for their region while facilitating communications between CDOT and Colorado's 15 planning partners. See page 41 for contact information. Please contact Sandi Kohrs, Multimodal Planning Branch Manager, at (303) 757-9795 or sandi.kohrs@dot.state.co.us for more information on CDOT's statewide planning process.



CDOT's Statewide Transportation Plan is corridor-based including approximately 350 corridors statewide. Corridor visions propose strategies aimed at meeting each corridor's unique transportation goals.

Planning Regions

For transportation planning purposes, Colorado is divided into 15 Transportation Planning Regions (TPRs). Ten of these are rural in nature and five are urban. The urban areas are designated as Metropolitan Planning Organizations (MPOs). Each planning region is comprised of municipalities and counties within given boundaries and is responsible for preparing a long range Regional Transportation Plan (RTP) to address the long-term transportation needs within that area.

Rural Transportation Planning Regions and the Long Range Plan

For the 10 rural TPRs, state law enables elected officials from the counties and municipalities in the TPR to form a Regional Planning Commission (RPC) that acts as an executive board for the TPR through an intergovernmental agreement. The RPC develops and adopts the RTP, identifies and establishes priorities in the regional plan, and forwards this recommended plan to CDOT for confirmation and integration into the Statewide Transportation Plan. The plans must be multi-modal in nature, cover a planning horizon of at least 20 years and have a fiscally-constrained element in addition to a vision or unconstrained element.

Metropolitan Planning Organizations and the Long Range Plan

An MPO is a federally required entity, designated by the Governor in coordination with local officials and CDOT. They are responsible for implementing a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs for the urbanized area.

The five MPOs are in urban areas with populations of 50,000 or more. The MPOs include the Denver Regional Council of Governments, Grand Valley MPO (Mesa County), North Front Range MPO (Fort Collins/Loveland/Greeley), Pikes Peak Area Council of Governments (Colorado Springs area), and Pueblo Area Council of Governments. The MPOs are required to use more complex planning tools and techniques than the 10 TPRs with predominantly rural characteristics. The MPOs receive federal funds to assist with these additional requirements.

MPOs with populations larger than 200,000 are designated as Transportation Management Areas (TMAs) and have additional federal requirements and responsibilities for long-range planning, programming, and project selection. Colorado has three TMAs: Denver Regional Council of Governments, North Front Range MPO, and Pikes Peak Area Council of Governments. The TMAs receive a direct allocation of federal funds, called STP-Metro, to fund transportation projects and programs in their area.

Short-term Transportation Planning

Transportation Improvement Program (TIP)

Under federal law, all MPOs are required to narrow their 20-year plan to a short-term, prioritized four-year TIP. In Colorado, however, the MPOs develop a six-year TIP, with the first four years demonstrating fiscal constraint. The TIP is updated every four years, adopted by the MPOs and approved by the Governor. They are then incorporated without modification into the six-year Statewide Transportation Improvement Program (STIP).



CDOT works cooperatively with each of the transportation planning regions, elected officials, the general public and other stakeholders to achieve CDOT's mission of providing the best multimodal transportation system for Colorado that most effectively moves people, goods and information.

Statewide Transportation Improvement Program (STIP)

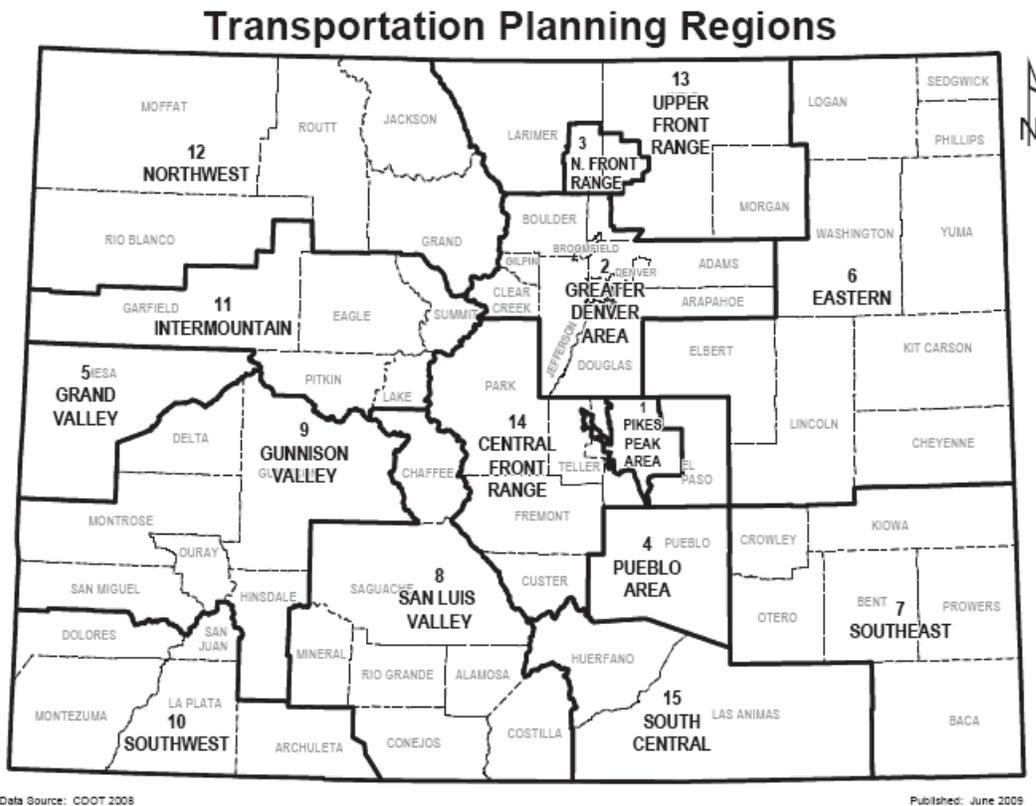
A separate six-year TIP is not required for the rural TPRs. However, regional priorities are established by the TPRs through their regional transportation planning process and then discussed with CDOT and the Transportation Commission through the Project Priority Planning Process (4P), which generally occurs once every two years. The 4P utilizes the fiscally-constrained, regionally prioritized projects as the basis for identifying new projects and priorities to be included in the six-year STIP.

The long-term, 20-year Statewide Transportation Plan is implemented by programming priority projects into this six-year document. Every CDOT project statewide is identified in the STIP based on its ability to solve or improve a particular congestion, safety, or system quality need on the transportation system.

Similar to the TIP, the STIP is updated every four years through the Project Priority Planning Process (4P) required by SAFETEA-LU. This 4P effort incorporates the state statutory requirement that CDOT must formally hear the transportation needs of Colorado's 64 counties through meetings with the 15 transportation planning regions. The 4P also meets the federal requirement that CDOT work cooperatively with the MPOs to develop their TIPs prior to incorporating the TIP into the STIP. The STIP is approved by the Transportation Commission and is forwarded to FHWA and FTA for their review and approval.

Statewide Transportation Advisory Committee (STAC)

The STAC is made up of representatives of each of the 15 transportation planning regions and advises CDOT on the needs of the transportation system in addition to reviewing the regional and statewide transportation plans. Colorado's two Native American tribes, the Ute Mountain Ute and Southern Ute Tribe also have representation on the STAC as non-voting members. The STAC meets on a monthly basis prior to each Transportation Commission (TC) meeting and the Chair provides regular updates on STAC activities and sentiment to the TC.



STAC Representatives are listed on the next page

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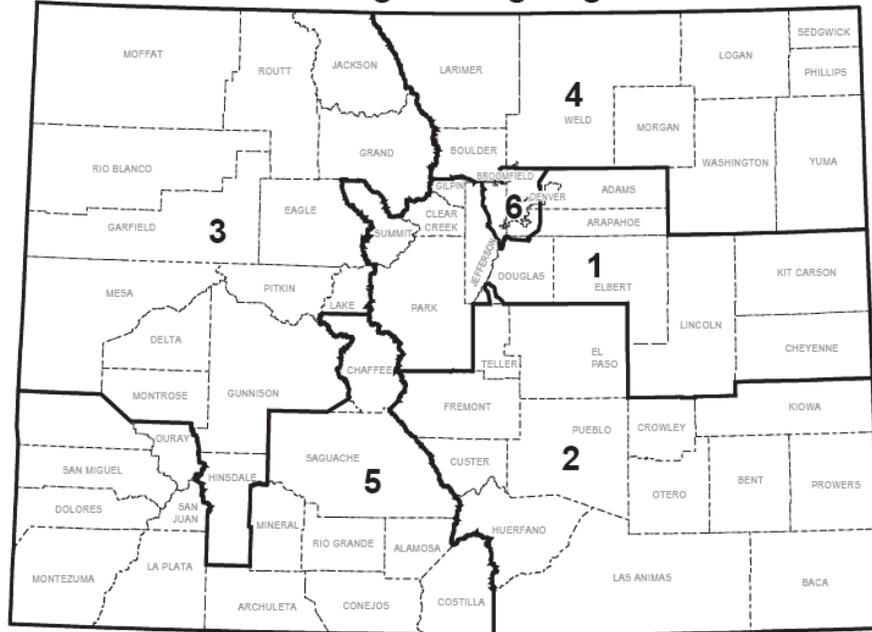
Nine Steps to Plan and Build a Project

Every CDOT project is identified in the six-year STIP based on its ability to meet or improve a particular congestion, safety or system quality need. Before projects are narrowed into the STIP, they must first be identified in the Statewide Transportation Plan. Local government should follow the steps below to advance important projects.

1. Determine your appropriate TPR and or MPO. See pages 38 and 39.
2. Participate in the planning activities held by the TPR and CDOT. Through planning meetings, the development of corridor visions, goals, and strategies are established to address the needs for each corridor in each planning region. This is important because projects built by CDOT or using federal funds must be consistent with the corridor visions, goals and strategies identified in the Regional and Statewide Transportation Plans.
3. Regional Transportation Plans are adopted by the respective TPR or MPO and integrated into the 20-year Statewide Transportation Plan, which is adopted by the Colorado Transportation Commission. Public involvement is conducted at both the regional and statewide level.
4. The STIP process determines how available funds will be programmed over the next six years. The CDOT Regions using the 4P, discuss with local governments accomplishments and identify local funding priorities over the next few years. The projects selected must be consistent with the corridor visions identified in the adopted Regional and Statewide Transportation Plans.
5. CDOT prepares a draft STIP (a fiscally constrained, 6-year plan). Joint meetings are then held with all the TPRs in each CDOT Region to prioritize projects submitted. The projects selected must be consistent with CDOT's regional budgets.
6. The final STIP is reviewed to ensure state and federal regulations are met and made available for public comment.
7. The STIP is approved by the Colorado Transportation Commission, the Federal Highway Administration, and the Federal Transit Administration.
8. STIP projects are programmed, budgeted, designed and must meet all other applicable federal and state regulations.
9. STIP projects are advertised for contractors, a contractor is selected, and project construction begins.

Regional Planners

CDOT Engineering Regions



Data Source: CDOT 2005

Published: May 2005

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National Environmental Policy Act

The National Environmental Policy Act (NEPA) of 1969 is the principle environmental law governing federal decision-making, planning, and development activities. NEPA requires all federal agencies and subdivisions desiring to use federal funds, to consider the environmental impacts of proposed actions with the potential to affect the quality of the “human environment.”

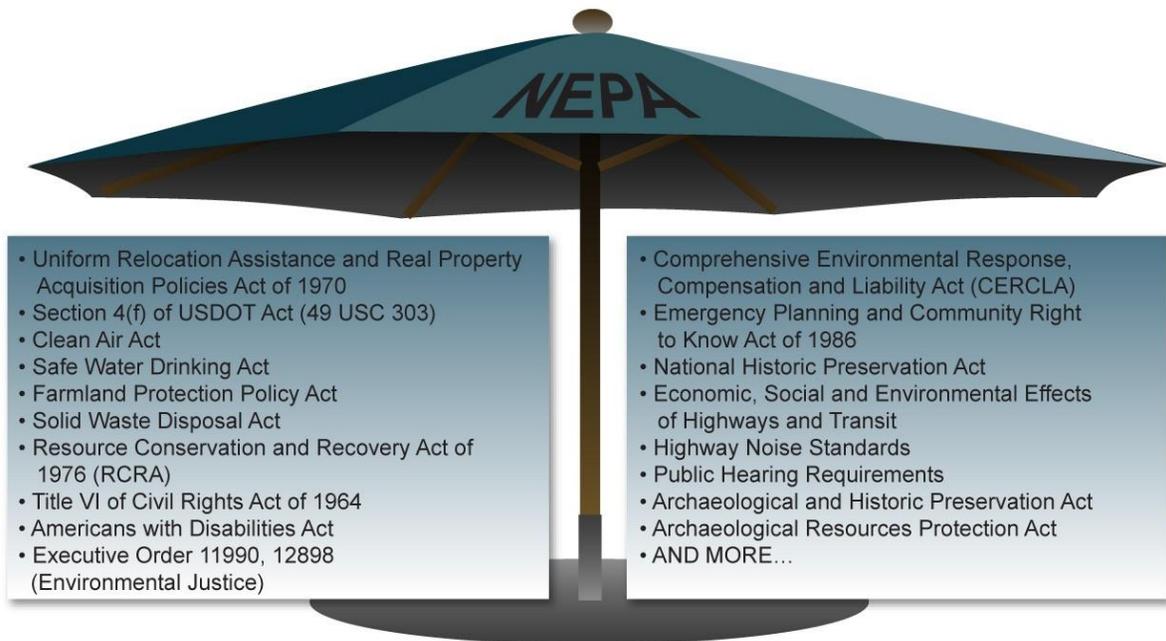
- **NEPA Umbrella.**
- **NEPA Classes of Action Chart.**
- **Public Participation in NEPA.**

In This Chapter

NEPA Umbrella

CDOT's transportation decisions are subject to more than 40 state and federal environmental laws that often fall under the NEPA umbrella.

The NEPA Umbrella



The essential elements of NEPA decision-making include:

- Assessment of the social, economic, and environmental impacts of a proposed action or project.
- Analysis of a range of reasonable alternatives to the proposed project based on the project's defined purpose and need.
- Consideration of appropriate impact mitigation: through avoidance, minimization and compensation.
- Interagency participation: through coordination and consultation.
- Public involvement, including opportunities to participate and comment.
- Documentation and disclosure.

The effects of transportation projects on the human environment can vary from very minor to significant depending on a project type, size and/or complexity. To account for the variability of project impacts, there are three basic "classes of action" (described on the next page) prescribing the level of documentation required in the NEPA process.

CDOT has committed to complying with the intent and requirements of NEPA for all transportation activities, regardless of whether they are federally funded or require federal approval. To that end, the essential elements of NEPA have been incorporated into the CDOT transportation planning and project development process, as well as the operation and maintenance of the state transportation system.

Public Participation in NEPA

Public participation in the NEPA process has a high degree of flexibility to meet the needs of the project and stakeholders. In some instances, projects are required to ask local, state, Tribal, and federal agencies to play a formal role by becoming participating or coordinating agencies. Agencies choosing to become participating or cooperating agencies have a significant responsibility to provide time and resources towards completing the NEPA process. All agencies and elected officials have the opportunity to provide input into decision-making on major projects through the public comment process required by NEPA.

In most cases, the roles of local agencies and elected officials will change as the project develops depending on the types of decisions being made by the project, and the level of interest local agencies and elected officials have in the outcomes of those decisions. At the beginning of a project, local agencies and elected officials can play a significant role by helping the Department understand what issues are important to their constituents, identifying stakeholders who understand community issues and concerns, and sharing important information on the local context. If you would like to be involved, contact the Regional Planning and Environmental Manager for your region listed at the end of this chapter.



***Did you know approximately 90% of
CDOT's NEPA documents are
Categorical Exclusions?***

NEPA Classes of Action

Class I Environmental Impact Statement (EIS)	Class II Categorical Exclusion (CatEx)	Class III Environmental Assessment (EA)
Required for actions likely to have significant environmental effects that cannot be mitigated.	Actions that do not individually or cumulatively have a significant environmental effect. Necessary environmental studies and compliance with all applicable requirements are still required for the project.	Required for actions that do not qualify as CatEx, but where there is insufficient information to determine whether the project's impacts warrant an EIS. An EA may also be a useful tool in that it incorporates environmental considerations with project design and can aid in NEPA compliance when an EIS is not required.
Normally required for: <ul style="list-style-type: none"> ▶ A new, controlled-access freeway ▶ A highway project of four or more lanes in a new location ▶ New construction or extension of fixed rail transit facilities 	Examples may include: <ul style="list-style-type: none"> ▶ Pedestrian facilities ▶ Landscaping ▶ Routine maintenance, including resurfacing, bridge replacement and rehabilitation, and minor widening 	Examples include: <ul style="list-style-type: none"> ▶ Actions that are not clearly Class II (CatEx) ▶ Actions that are not clearly Class I (EIS)
Upon completing the EIS, CDOT (or FHWA for federal projects) signs a Record of Decision (ROD) that presents the basis for the determination, summarizes any mitigation measures to be incorporated in the project, and documents any Section 4(f) approval. ¹	CDOT or FHWA approval is required on all CatEx projects. In Colorado, FHWA has programmatically approved some CatExs.	In coordination with FHWA, CDOT determines whether a Finding of No Significant Impact (FONSI) is appropriate or if further study is required in an EIS.

Source: 23 CFR § 771.115 et seq.

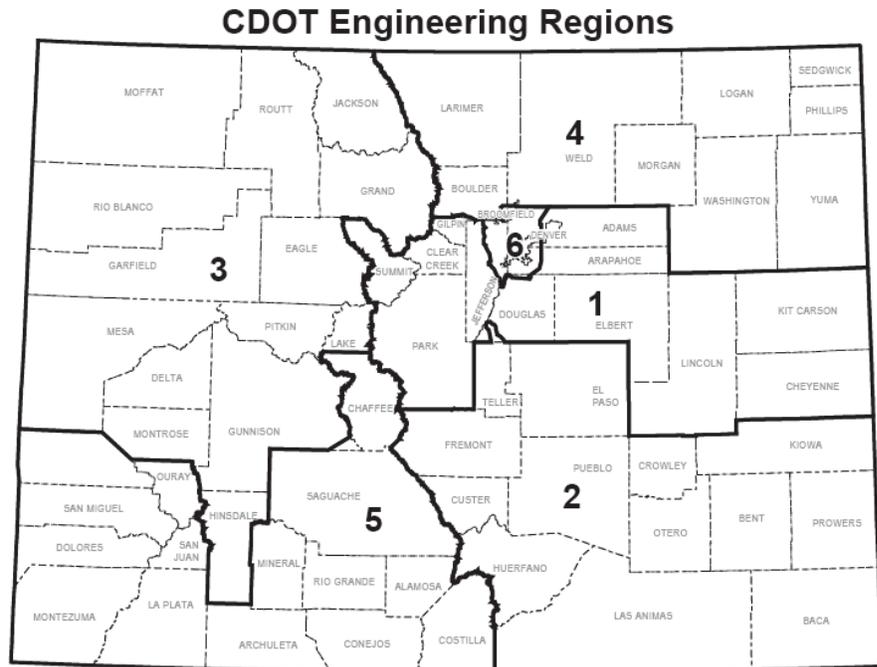
NOTE:

(1) In some cases, if during the course of the project it is determined clearly that the project will not have significant impacts on the environment; the project may be reclassified as Class III (EA) and result in a FONSI. FHWA retains final categorization determination for federal projects.

For more detailed information about NEPA, please see the *CDOT Environmental Stewardship Guide* (<http://www.dot.state.co.us/environmental/StandardsForms/ESGuide5-12-05PrePress.pdf>) and the *CDOT NEPA Manual* (<http://www.dot.state.co.us/environmental/Manual/NepaManual.asp>).

If you have additional questions concerning NEPA, please contact Jane Hann, Environmental Programs Branch Manager, at (303) 757-9630 or Jane.Hann@dot.state.co.us.

Regional Planning & Environmental Managers



Data Source: CDOT 2005

Published: May 2006

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Chapter 5: Engineering and Maintenance

Over 2,500 Department employees are located within six geographic regions of the state. These semi-autonomous operating entities perform design, construction and maintenance functions, implementing CDOT's mission on a daily basis.

- **CDOT Regions.**
- **Maintenance Program.**
- **Traffic Engineering Program.**
- **Safety Program.**

In This Chapter



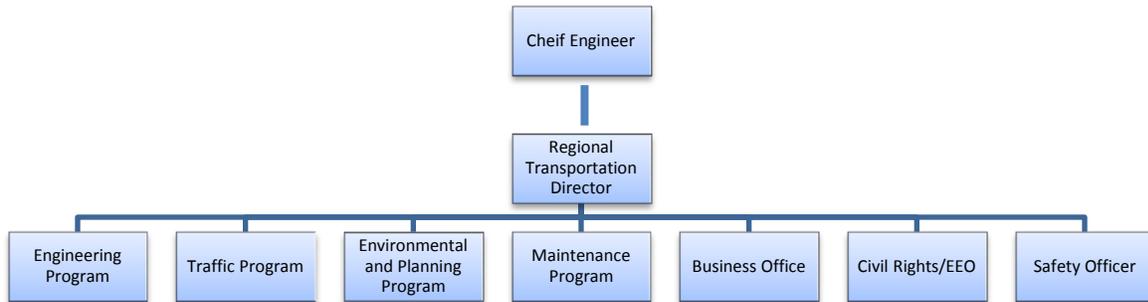
CDOT divides the state into six regions. These regions help to decentralize functions and maximize contact with the local communities.

CDOT Regions

Each CDOT region is led by a Regional Transportation Director (RTD), who reports to the Chief Engineer and is responsible for implementing the Department's goals and managing all activities within the geographic area. While there are some slight differences in how each of CDOT's six engineering regions are organized, they all have the same basic structure (depicted on the next page). Below is a general description of the functional areas that report directly to the RTD:

- **Project Engineering.** Each region has one to three engineering units headed by a Program Engineer. These units are responsible for the design, construction, inspection and management of all construction projects completed within their region. Program Engineers rely on engineers and technicians assigned to engineering residencies to complete these activities. Program Engineers also oversee one or more specialty areas that support the administration of construction projects, such as survey, right-of-way, materials and hydraulics. The engineering program also supports federally funded local agency transportation projects.
- **Maintenance.** Each region has one to two Maintenance Superintendents who direct the maintenance services provided by the maintenance patrols for the region. Maintenance Superintendents plan, budget, and execute scheduled and reactive maintenance operations. Local patrols maintain those portions of the state highways and the bridges that are within their geographical area including necessary winter maintenance.
- **Traffic.** This program is responsible for the design, installation, maintenance, and as appropriate, the operation of traffic signal, traffic signs, pavement markings and other safety devices on the roadways within the region.
- **Planning and Environment.** The Department coordinates local planning partners in the decision-making process for allocating scarce CDOT resources and developing the statewide plan. This program oversees the environmental review performed on all projects and assists construction and maintenance personnel in meeting CDOT's environmental stewardship commitments.
- **Business Office.** The business office establishes and tracks the region's budgets and expenditures for projects and operations. They also provide quality assurance reviews of payments and purchases done by regional staff.
- **Civil Rights/EEO.** The civil rights/EEO manager assists the RTD in personnel matters that are inherent to their management role. They also set Disadvantaged Business Enterprise project goals, support DBE subcontractors, and review contract compliance.
- **Safety Officer.** The safety officer is the ombudsperson for safety in the region, developing region-specific action plans to improve employee safety performance. They audit work sites, provide safety training, do job hazard assessments, and seek employee input on what can be done to improve safety.

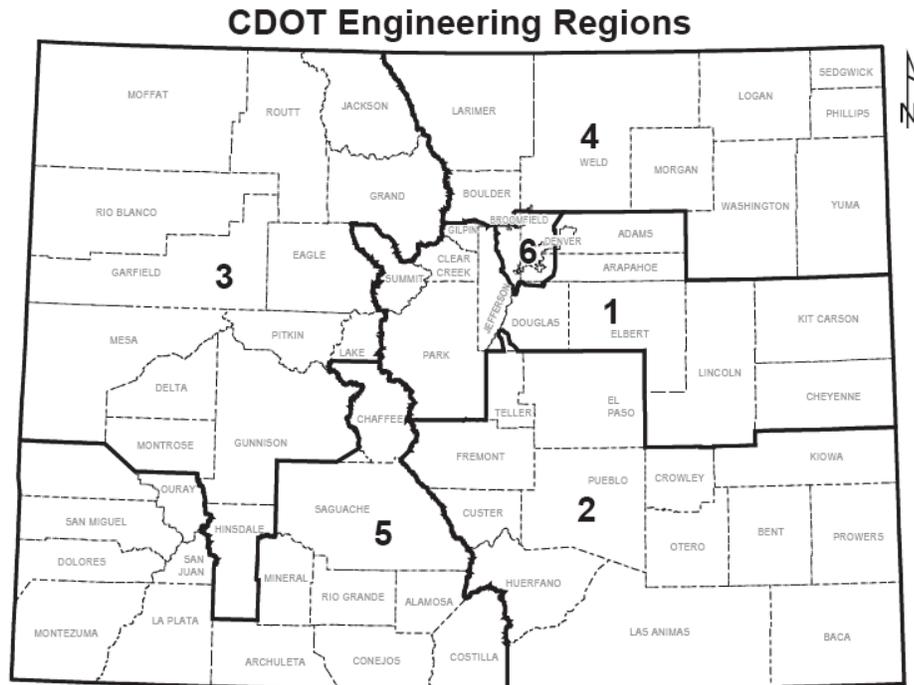
Regional Organization Chart



This decentralized approach maximizes contact with local partners and the general public. Each region's RTD serves as a member of the statewide executive management team and assists in policy development for the Department.

For more information about CDOT's region offices, please contact the appropriate RTD listed on the next page.

Regional Transportation Directors (RTDs)



Data Source: CDOT 2005

Published: May 2005

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Maintenance Program

CDOT's maintenance program is designed to protect the state's largest capital investment: infrastructure. The Department currently maintains 9,200 centerline-miles of road, 3,754 bridges, 1,700 miles of guardrail, 6,000 miles of ditches, 1,800 signalized intersections and 180,000 signs across the state.

Examples of CDOT maintenance activities include:

- Patching and pothole repair
- Sealing of pavement cracks and joints
- Cleaning drainage structures and maintaining stream beds
- Maintaining roadway signs and lighting
- Picking up litter and sweeping road surfaces
- Painting bridges
- Snow plowing, snow and sand removal and ice control

This preservation effort is vital to the integrity of the infrastructure and is an imperative component of highway safety for the traveling public.

Shared Maintenance Responsibility

The state shares maintenance responsibilities for state highways with local governments. The most general statute on maintenance responsibilities for state highways is § 43-2-102, C.R.S., which provides that CDOT shall "construct and maintain all roads comprising the state highway system." However, § 43-2-135(1)(e) provides that cities and counties shall, at their own expense, provide street illumination and clean all streets, including storm sewer inlets and catch basins, which are a part of the state highway system.

The statute (§ 43-2-103) also allows CDOT to enter into a contract with a city or county regarding maintenance or construction of state highways, allowing local governments to provide a higher level of maintenance services for residents than the state could provide. For state highways within local jurisdictions that do not have specific maintenance agreements, CDOT maintains the roads as required, relying on Department maintenance policies while cities and counties provide those services delineated in statute.

Maintenance Levels of Service

While maintenance work by nature is somewhat reactive, Department personnel strive to provide statewide consistency in the level of service experienced by the traveling public.

The Maintenance Levels Of Service (MLOS) system include an annual physical rating to observe physical conditions for approximately 50 system items. The measured items are then categorized into nine maintenance program areas listed below. These calculations result in five service levels which use a grading scale of A through F, with A being the very best MLOS and F being the worst.

The ratings for each program area are then applied as the base level to a modeling system that identifies the budget requirements necessary that reach changes to target the level of service goals. This performance budgeting program provides the Transportation Commission with the necessary cost/benefit analysis to allow prioritization of a level effort and related funding to all major program areas.

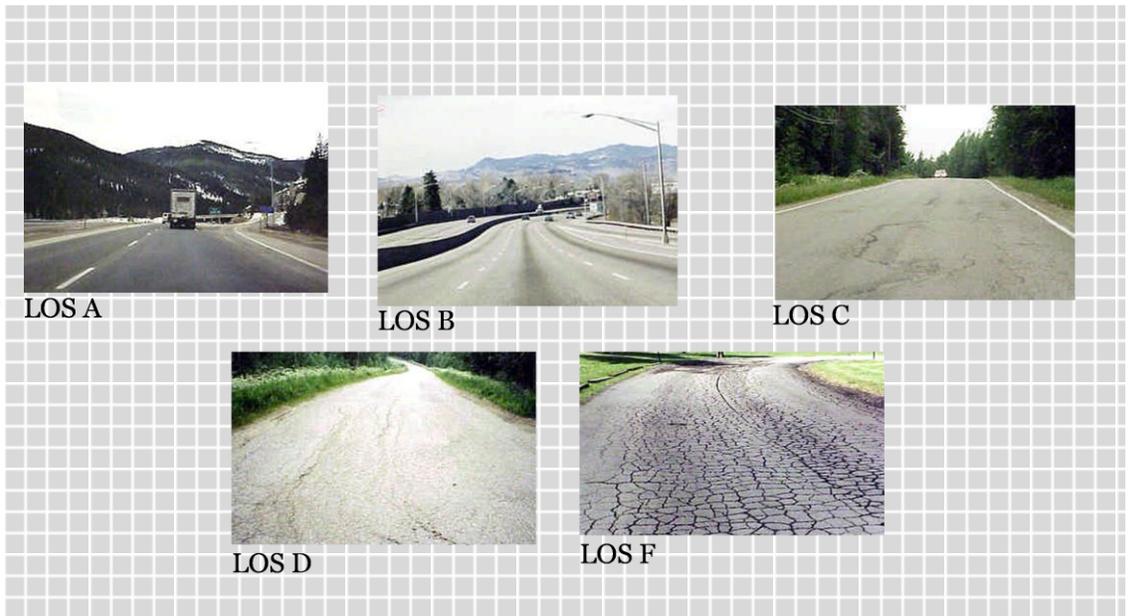
Level of Service FY 2010

Maintenance Program Areas	Commission LOS Goals with Available Revenue	Actual Performance
Planning, Scheduling, Inspection & Training	C	C
Roadway Surface	C	B+
Roadway Facilities	C	B+
Roadside Appearance	C	B
Traffic Services	C	B-
Bridge	C	B-
Snow and Ice	B	C+
Buildings, Grounds, Rest Areas and Equipment	C	C+
Major Tunnels	C	C+

Source: CDOT Staff Maintenance

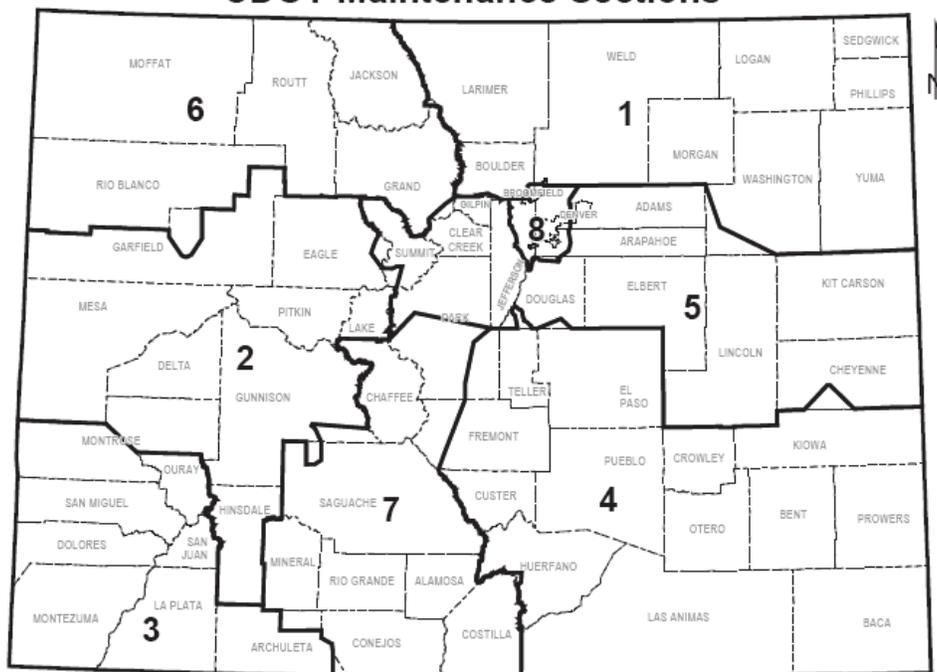
CDOT's ability to maintain the infrastructure at acceptable levels has declined. The state currently has 128 bridges that are rated poor; nearly half of the road surface is in poor condition; and 20% of the roads are in such poor shape they require complete reconstruction. As noted in the budget and funding chapter, while the Transportation Commission has made system quality the top priority for resources, limited dollars have resulted in declining levels of service. Difficult choices lie ahead as the Department will need to decide what infrastructure elements will be maintained in the future and at what level given current revenues.

Levels of Service (LOS)



Maintenance Superintendents

CDOT Maintenance Sections



Data Source: CDOT 2008

Published: June 2009

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Traffic Engineering Program

The mission of CDOT's traffic engineering program is to reduce the incidence and severity of motor vehicle crashes. The statewide staff traffic program provides several functions, including:

- Providing standard plans and traffic control specifications
- Conducting speed and school zone studies
- Performing safety assessments
- Compiling traffic data and analysis

The region's traffic engineering program is responsible for the design, installation, maintenance, and (as appropriate) the operation of traffic signals, traffic signs, pavement markings and other safety devices on the roadways within the region. The traffic engineering program also processes all applications for state highway access, and is usually assigned the responsibility for agency coordination on local projects funded with federal aid.

Please contact your appropriate regional traffic engineer referenced on page 58 for questions about specific projects or concerns.

Safety Programs

Before raising or lowering speed limits, state law requires that all road authorities conduct a traffic engineering study in accordance with the federal Manual on Uniform Traffic Control Devices (MUTCD). The federal guidance notes that all speed limits should be established through an engineering investigation, which examines the 85th percentile speed and roadway factors such as road shoulder conditions, grade, alignment, and sight distance. Once a traffic engineering study is completed, CDOT's traffic engineers analyze the traffic investigation figures to determine a realistic speed limit. For further information, contact Bryan Allery at (303) 757-9967 or Bryan.Allery@dot.state.co.us.

Pedestrian safety on state highways is another issue of importance because of the obvious differences in travel patterns and potential for serious injury when conflicts occur. CDOT attempts to balance the needs of all users of the facility and make the best accommodation possible. Options available to enhance pedestrian safety include appropriate signing and pavement markings, pedestrian signals, lighting, behavioral education projects and establishing "safe walking routes" and school zones. For further detail on pedestrian safety on the state highway system, please contact your regional traffic engineer located on page 58.

Signals

Traffic signals on state highways are under the control of the CDOT regional traffic offices. When a traffic engineer receives a call with a request to change the timing of a stoplight, they do the following: (1) perform field visits to verify field conditions have not changed (*i.e., a new shopping center opened, etc.*) and (2) vary signal programming remotely via computer.

If nothing has changed and the Traffic Engineer observes irregular flows, minor modifications to the timing might be made. In more complicated situations, CDOT would re-evaluate corridor timing patterns. However, the ability to make modifications is limited. Often minor changes for one movement adversely affect other movements and negate possible benefits. For more detailed inquiries, please contact your regional traffic engineer located on page 58.

Access Control Plans

Access management studies and reviews of access traffic movements are needed for any new access points along a state or interstate highway. These studies reduce the frequency of accidents related to access issues and to ensure the smooth flow of traffic, improve roadway capacity and maintain the functional integrity of the public highway system.

Signing

The design, size, type and location of signs found along state and federal highways are governed by the federal *Manual on Uniform Traffic Control Devices* (MUTCD) and CDOT's *Guide Signing Practices and Procedures* manual. Signs identifying the location of museums and National Historic Districts may also be erected in the rights-of-way (ROW) under guidance of the manuals listed above.

LOGO & TODS

The Federal Highway Beautification Act of 1965 prohibits all advertising on interstate rights-of-way (ROW). Traveler information signs, known as LOGO signs, with plaques for gas, food, lodging, camping and tourist attractions, are permitted in some interstate ROW locations. Colorado Logos, Inc. runs the LOGO sign program for CDOT and can be reached at (303) 462-2320 in order to answer specific questions or determine if a business or attraction is eligible.

Advertising on private property outside CDOT ROW but visible from the interstate —referred to as Bonus Areas — is handled on a case-by-case basis. As a result of the federal Highway Beautification Act of 1965, no new signs can be erected along the interstate in Bonus Areas unless the proposed sign location falls into two exceptions to the Bonus Area exclusion.

Tourist Oriented Directional Signs (TODS) are for rural highways. The TODS program provides business identification and directional information for tourist oriented activities. TODS are the blue business identification and directional information signs found on non-interstate highways in Colorado. Colorado Logos, Inc. is contracted by CDOT to administer the TODS program. They can be reached at (303) 462-2320 in order to answer specific questions or determine if a business or attraction is eligible, or visit their web sites:

LOGO signs

<http://www.colorado.interstatelogos.com/state/home.aspx>

TODS signs

<http://www.coloradotods.interstatelogos.com/state/home.aspx>.

Please contact Jerry Miller, CDOT's Outdoor Advertising Program Manager with additional questions at (303) 757-9273 or Jerry.Miller@dot.state.co.us.



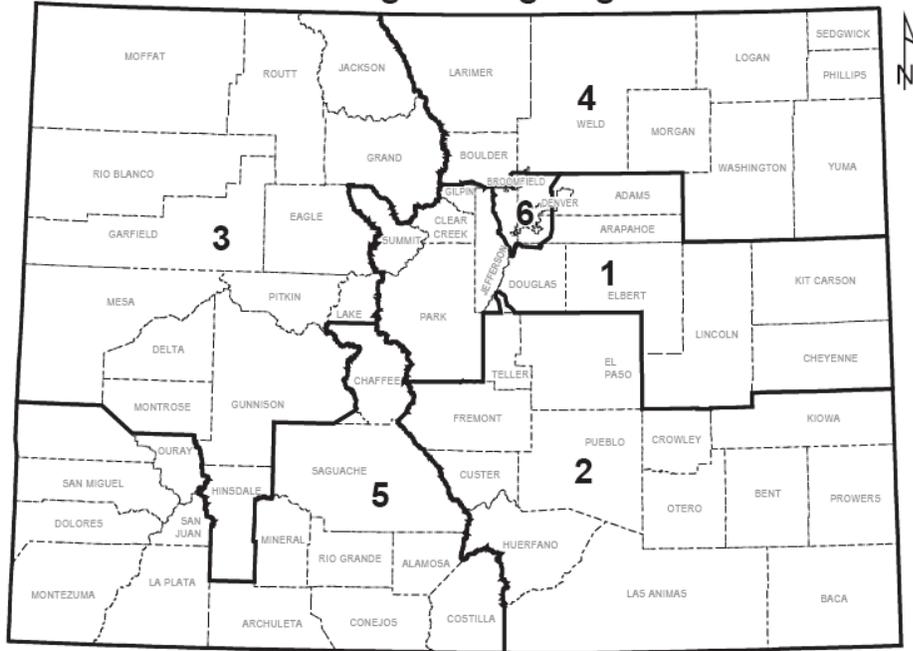
LOGO Sign on Interstate



TODS Sign on state highway

Traffic Engineers

CDOT Engineering Regions



Data Source: CDOT 2005

Published: May 2006

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Safety Program

The Office of Transportation Safety is responsible for developing and implementing the state's Highway Safety Program. Colorado has been successful at reducing its traffic fatality rate in recent years. As of 2007, Colorado had the 13th lowest traffic fatality rate among all states, a significant improvement from its 29th ranking in 2000. In Colorado, the rate of fatal traffic accidents has declined from 1.63 fatalities per 100 million VMT in Calendar Year 2000 to 1.14 in 2007, a 30 percent reduction. During that same time period, the national traffic fatality rate fell from 1.53 to 1.36 fatalities per 100 million VMT, an 11 percent decline.

The primary goal of the Highway Safety program is to further reduce traffic crashes, fatalities, and injuries in Colorado through the coordinated efforts of state and local agencies, groups, coalitions, and organizations. Programs such as The Heat is On, Click-It or Ticket, and Car Seats Colorado rely on community-based education and training, enforcement, and media outreach to reduce alcohol-related traffic deaths, increase adult seat belt use, car seat and seat belt use for children; and reduce teen driving deaths.

Seatbelt use continues at a steady, high rate, and CDOT is on track to reach its 2010 goal of 85% compliance statewide. Overall, rural seat belt use continues to increase. 2009 saw rural seat belt use in the eastern plains surpass the western slope for the first time since 2009. Seat belt use by children aged 5-15 rose from 69.7% to 73.7% – a 4% increase in two years. Statewide teen seat belt use in 2009 rose to an all-time high of 80.6%. This represents a 7.7% increase from the 2007 rate of 72.9%.

The Office of Transportation Safety also administers the Colorado Department of Transportation employee safety program and its homeland security and emergency management functions including planning, training, and exercising CDOT employees in preparation for large-scale emergencies and disasters

For more information contact Michael Nugent, Office of Transportation Safety Manager at 303-757-9465 or mike.nugent@dot.state.co.us.



Did You Know...? Federal grants fund programs to improve hazardous intersections.

Chapter 6: Doing Business with CDOT

The Colorado Department of Transportation engages in numerous business related activities. The following chapter offers vital information about how the Department conducts business, from acquiring goods and services, to providing guidance to small businesses, contracting and intergovernmental agreements.

Procurement.

Center for Equal Opportunity.

Agreements.

In This Chapter

Procurement

The Center for Procurement and Contract Services is a part of the Division of Human Resources and Administration and provides the infrastructure for the acquisition of goods and services in support of CDOT's overall mission and values.

CDOT's three major buying and contracting units:

Center for Procurement and Contract Services

Day to day operations and
maintenance goods and
services

Agreements

Highway construction
and design

Property Management

Building
construction and
design

Center for Procurement and Contract Services

Vendors who want to sell goods and services to CDOT should register on the Bid Information and Distribution System (BIDS) website. All competitive purchases conducted by CDOT and other state agencies, institutions, and colleges are completed thru this system. There is an annual registration fee of \$40, payable to the State of Colorado. For more information visit: www.gssa.state.co.us

CDOT utilizes the State of Colorado's purchasing department's price agreements whenever possible. When goods and services are needed and they are not on the state price agreements, CDOT will issue its own Invitation for Bids, Documented Quotes and Request for Proposals – thru the BIDS system. Below are examples of goods and services that the Center for Procurement and Contract Services might purchase directly:

- Aircraft/aerospace supplies & equipment
- Art/graphics/drafting/engineering supplies/equipment
- Asphalt
- Building maintenance services
- Clothing and uniforms
- Computer programming & consulting services
- Concrete
- Consulting – organization, management, research
- Grounds maintenance & landscaping equipment
- Ice and snow removal materials and supplies
- Laboratory & scientific services/analysis/testing
- Road/bridge materials & equipment
- Tools
- Training Services

Robert Corman is CDOT's Procurement Manager and can be reached at (303) 512-4523 or Robert.Corman@dot.state.co.us

Center for Equal Opportunity

In accordance with state and federal civil rights law the Center for Equal Opportunity promotes and maintains a qualified, diverse and respectful CDOT and contractor workforce, promotes equal access to transportation improvements, maintenance and systems for Colorado residents, and promotes and maintains equal opportunity for small and underutilized highway construction contractors and consultants

The Center for Equal Opportunity implements and administers statewide initiatives to help ensure its overall mission is achieved.

The DBE Program

The U.S. of Transportation (USDOT) has a policy of helping small businesses owned by socially and economically disadvantaged individuals, including minorities and women, to participate in contracting opportunities through Disadvantaged Business Enterprise (DBE) programs. In order for small disadvantaged firms to participate in CDOT's DBE Program, they must apply for and receive certification as a DBE. The groups that are presumed to be socially disadvantaged are African American, Asian American, Native American, Hispanic and women. People not falling into one of those groups may establish individual proof of their personal, social and economic disadvantage.

The ESB Program

The Emerging Small Business Program (ESB) is a race-neutral program designed to aid small companies in procuring work on CDOT's highway construction and design projects. The program is intended to assist emerging small businesses to gain knowledge, experience and resources needed to successfully compete for highway construction, design and research contracts.

Construction Development Center (CDC)

The CDOT Construction Development Center (CDC) staff assist DBEs with bidding and estimating. The CDC offers classes and individual training sessions to provide firms (DBE and non-DBE) with business development skills and networking opportunities. The center offers classes, training sessions, access to plans and individual support to promote growth and self-sufficiency. For more information on the CDC and their program offerings, stop by 700 E. 24th Avenue, Suite 2B Denver, CO 80205 or visit <http://www.dot.state.co.us/CDC/contact.html>

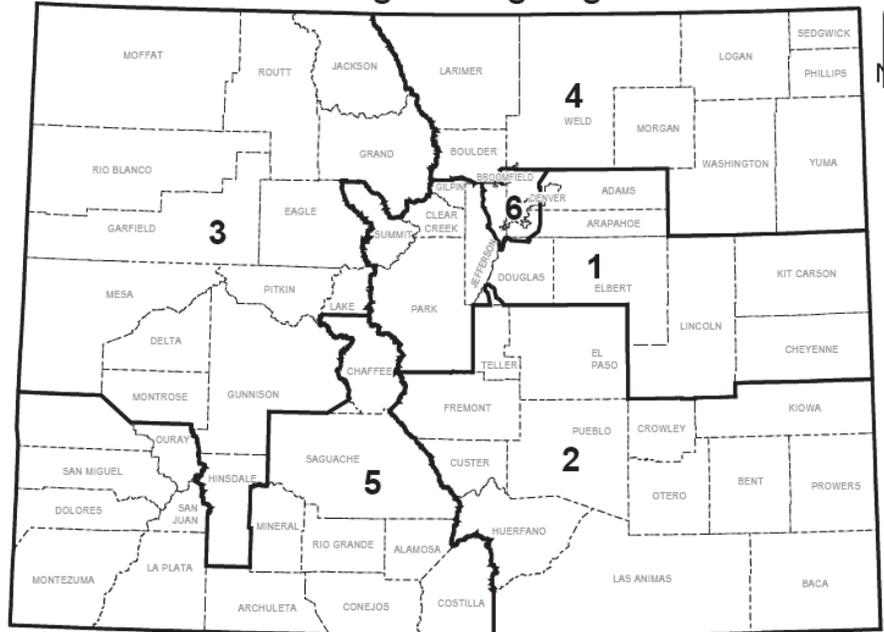
Workforce Development Programs

The CDOT Center for Equal Opportunity implements several workforce development programs to increase opportunities for careers in highway design and construction. With contractors, CDOT implements the On-the-Job Training Program to increase the employment of minorities and women in the highway construction industry and to develop full journey workers in the trades. In addition to on-the-job training, CDOT utilizes the supportive service funds it receives from the Federal Highway Administration (FHWA) and the Transportation Commission to support entry level training for labor trades and crafts careers in highway construction.

Colorado youth are introduced to career opportunities in transportation through Construction Career Days and the Summer Transportation Institute. These programs are sponsored by CDOT, FHWA, Colorado State University-Pueblo and the construction industry.

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CDOT Engineering Regions



Data Source: CDOT 2005

Published: May 2006

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Agreements

CDOT's Agreements Unit ensures that state and federal-aid highway program funds are effectively and efficiently managed and delivered in accordance with applicable laws, regulations, policies, and consistent with good business practices. The unit achieves this goal by executing contracts and Inter-Governmental Agreements (IGAs).

Contracting

The construction contracting unit conducts the hard-bid contracting process for all CDOT projects.

The Agreements Unit conducts the contracting process for professional services, such as engineers, architects, surveyors and industrial hygienists. This process includes consultant prequalification, issuance of Requests for Proposal, facilitation of the selection process, contract negotiations and contract execution.

Intergovernmental Agreements (IGAs)

IGAs are required any time CDOT or a local agency (public/private) are spending funds or providing goods/services for either party. This legal agreement defines the project scope, identifies roles and responsibilities, details funding amounts, encumber project funds and payment obligations. The Agreements Unit creates and processes IGAs for the Department, with support from each region. The state controller and attorney general allow CDOT to use boilerplate IGA language to expedite the agreements process between local agencies and the Department. While CDOT can alter the scope, funding and project description, deviations from either party from these pre-approved contracts requires approval from other state agencies. Once an IGA is executed, a notice to proceed is issued and the project can begin.

For more information contact agreements manager, Bernie Rasmussen at 303-757-9400 or Bernie.Rasmussen@dot.state.co.us.

GLOSSARY OF TERMS

4P Process (Project Priority Planning Process)

A hearing process held with the boards of county Commissioners in all 64 counties in Colorado generally once every two years to discuss regional transportation priorities that update the plan.

7th Pot

A program of 28 statewide strategic priority transportation projects identified by the Transportation Commission and financed through Senate Bill 97-001 (*repealed*) funds and TRANS Bonds.

1601 Procedural Directive

Established by the Transportation Commission for the approval of new interchanges and major modifications to existing interchanges on the state highway and interstate system.

Agency Coordination

A process followed to involve other federal, state, and/or local agencies in the decision-making process for plans, programs, and projects.

Alignment

The horizontal and vertical location of the centerline on a proposed or existing highway.

Alternatives

Potential solutions to a transportation problem. Alternatives may consist of different alignments, lane configurations, types of access control, or transportation modes and strategies.

Appropriations

An annual process to fund authorized projects within the federal transportation authorization bill by Congress.

Arterial Street

A class of street serving major traffic movements for travel between major points.

Attainment Area

An area considered to have air quality that meets or exceeds the U.S. Environmental Protection Agency (EPA) health standards used in the Clean Air Act.

Authorization

Congress must give permission for federal funds to be expended from the Highway Trust Fund; transportation authorization is the means by which this permission is granted. Each transportation authorization bill establishes transportation policy, defines programs, outlines areas of emphasis for spending, and authorizes funding to the states.

Capacity

A transportation facility's ability to accommodate a moving flow of vehicles in a given time period.

Categorical Exclusion (Cat Ex)

A classification under the National Environmental Policy Act (NEPA) of actions that have been determined not to have a significant effect on the environment, either individually or cumulatively.

Conformity

The requirement for transportation plans, programs, and projects to be consistent with the local and state air quality plans.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

A categorical federal-aid program, which directs funding to projects that contribute to meeting national air quality standards.

Control Totals

Resource allocations geographically distributed to the six CDOT engineering regions are referred to as control totals.

Corridor

A linear route or geographic area that accommodates travel or potential travel.

Design

The process by which engineering plans, estimates, and specifications for a transportation project are developed.

Design-Build

Design-Build is an alternative delivery strategy where design and construction services are included in a single contract. The design-build method requires construction firms to team with consultant design firms to work together to design and construct improvements shifting responsibility to parties who can best manage the processes and outcomes.

Design Phase

The project development phase from the time a project has been cleared and authorized by an environmental document to the start of construction.

Draft Environmental Impact Statement (DEIS)

Prior to the completion of an Environmental Impact Statement (EIS) a DEIS is presented publicly prior to determination of a final preferred alternative.

Environmental Impact Statement (EIS)

The process of developing detailed environmental document required by the National Environmental Policy Act (NEPA) when an agency proposes an action that is likely to significantly affect the environment. The EIS includes a discussion of purpose and need, alternatives, environmental conditions and effects, and public involvement activities. The document is completed as a draft and presented to the public before a final preferred alternative is determined.

Earmarks

An earmark is most commonly referred to as a specific high priority project identified by Congress with a specific dollar amount attached for funding.

Environmental Assessment (EA)

Prepared for actions in which the significance of the environmental impact is not clearly established. Includes a brief discussion of the need for a proposed action, potential alternatives, and the environmental impacts of the proposed action.

Environmental Justice (EJ)

The Environmental Protection Agency describes Environmental Justice as “the fair treatment and meaningful involvement of all people regardless of race, color, national origin or income with respect to the development, implementation, and enforcement of environmental laws, regulations and policies.”

Environmental Protection Agency (EPA)

The federal agency responsible for regulating and enforcing federal environmental laws including the Clean Air Act, the Clean Water Act, and the Endangered Species Act among others.

Federal Highway Administration (FHWA)

A division of the U.S. Department of Transportation that administers the Federal-aid Program, which provides funding to states to construct and improve highways, bridges, and urban and rural roads.

Federal Transit Administration (FTA)

A branch of the U.S. Department of Transportation that assists communities in developing and improving mass transportation.

Final Environmental Impact Statement (FEIS)

A detailed statement on the significant impacts on the environment required by the National Environmental Policy Act. It contains the same supporting information required by the Draft EIS (DEIS) with appropriate revisions to reflect comments received from circulation of the DEIS and the public hearing process.

Financial Planning

The process of defining and evaluating funding sources and determining how to allocate the funds.

Financial Programming

A commitment of funds to specific projects.

Finding of No Significant Impacts (FONSI)

A document by a federal agency, such as FHWA, prepared after completing an Environmental Assessment (EA) when it is determined the action will not have a significant impact on the human environment, and for which an Environmental Impact Statement (EIS) is not needed. The FONSI authorizes a project for design.

Fiscally-Constrained

A program or plan that is budgeted within the amount that CDOT can reasonably expect to receive in funding allocation.

Gaming Funds

Funds allocated by the Colorado General Assembly to address the construction and maintenance needs associated with the increased traffic on state highways in the vicinity of gaming communities.

Geographic Information System (GIS)

Computerized data management system designed to capture, store, retrieve, analyze, and display geographically referenced information.

High-Occupancy Toll (HOT) Lanes

Single-occupancy vehicles are allowed to travel in HOT Lanes by paying a variable toll based on the amount of congestion on the general purpose lanes. Usually as congestion on the general purpose lanes increase, more single-occupancy vehicles use the HOT Lanes causing the tolls to go up in order to keep the HOT Lanes congestion free.

High-Occupancy Vehicle (HOV) Lanes

Lanes specifically designated for vehicles carrying two or more people and motorcycles. These vehicles are allowed to travel for free or reduced cost in these lanes

Highway Trust Fund (HTF)

The federal Highway Trust Fund (HTF) is a financing mechanism established by law to account for tax receipts that are collected by the federal government for transportation needs and is funded primarily by a federal fuel tax.

Highway Users Tax Fund (HUTF)

The major source of revenue for CDOT is the Colorado Highway Users Tax Fund (HUTF), which is funded through Colorado's motor fuel tax, motor vehicle registrations and other fees.

Intelligent Transportation System (ITS)

The application of advanced technologies to improve the efficiency and safety of transportation systems.

Intermodal

Connections and the ability to connect between modes of transportation.

Investment Category

The Transportation Commission utilizes a resource allocation system following four major investment categories: Safety, System Quality, Mobility, and Program Delivery.

ISTEA

The Intermodal Surface Transportation Efficiency Act (ISTEA) was the six-year federal transportation authorization bill enacted by Congress in 1991. This law was reauthorized in 1998 with the passage of the Transportation Equity Act for the 21st Century (TEA-21) and subsequently in 2005 with the passage of the Safe, Accountable, Flexible, Efficient, Transportation Act: A Legacy for Users (SAFETEA-LU).

Long-Range Transportation Plan (LRTP)

A document resulting from regional and statewide collaboration prioritizing Colorado's transportation needs over the next 20-years. All 15 TPRs and the state create long range transportation plans. See RTP and Statewide Transportation Plan.

Managed Toll Lanes

A lane or lanes along a freeway that have a variable toll based on the amount of congestion on the general purpose lanes. Usually as congestion on the general purpose lanes increase more people use the managed lanes, causing the tolls to go up in order to keep the managed lanes congestion-free.

Metropolitan Planning Organization (MPO)

Regional Planning entity responsible for transportation planning in urban areas with populations of 50,000 or more. Coordinates with local governments and CDOT.

Mitigation

Action taken to avoid or to minimize adverse environmental impacts.

Mobility

The quality and/or level of movement. Involves accessibility to transportation, reliability of the systems and ability of systems to connect to one another. Also a CDOT Investment Category.

Mode

A specific form of transportation, such as automobile, subway, bus, rail, or air, etc.

Multi-Modal

Incorporating more than one mode of transportation. i.e.: light rail in conjunction with highway.

National Environmental Policy Act (NEPA)

A national policy requiring any project using federal funding or requiring federal approval, including transportation projects, to weigh the impacts to the environment on proposed and alternative choices before a decision is made.

Non-Attainment Area

A geographic region that the EPA has designated as not meeting national air quality standards.

Performance Measures

Indicators used as feedback in CDOT decision-making to determine how well the transportation system is performing.

Program Delivery

A CDOT Investment Category which supports administrative functions that enable the delivery of CDOT's programs and services.

Public, Private Partnerships (P3)

The Colorado General Assembly has given CDOT the authority to become involved in Public Private Initiatives (PPIs) and or partnerships (3P). PPIs/3Ps are joint partnerships that can be formed between a private entity and CDOT to implement transportation projects funded mostly by private dollars.

Public Hearing

A public meeting to formally present and gather comments on project alternatives within an Environmental Assessment or Environmental Impact Statement.

Public Information Meeting

A meeting to provide information to the public and/or receive input from the public with regard to a proposed action.

Public Involvement

The process by which the public is informed, made aware, and involved in the transportation project development process.

Regional Priority Program (RPP)

Funds allocated to each CDOT region to be used by that region for capital improvement projects generated from the Transportation Planning Regions. The funds are from the Highway User Tax Fund (HUTF) and the Federal Highway Administration (FHWA), as well as other sources.

Regional Transportation Plan (RTP)

Long range transportation plan developed by each of the 15 transportation planning regions.

Right-of-Way (ROW)

Real property or interests therein, acquired, dedicated or reserved for the construction, operation, and maintenance of a transportation mode.

SAFETEA-LU

The Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users is a 6-year federal transportation authorization bill signed into law on August 10, 2005. It replaces TEA-21.

Safety

An Investment Category with the primary goal to reduce transportation-related crashes, injuries, and fatalities.

Senate Bill 1 (SB 1 / SB 97-001)

Senate Bill 1 was a law enacted by the Colorado General Assembly in 1997 to provide additional funding from sales and use tax revenues associated with automobiles and automobile related accessories to fund high priority state transportation projects. This law was superseded in 2009 by SB 09-228.

Significant Impact

An action in which the cumulative primary and secondary effects significantly alter the quality of the human environment. Significance considers the context and intensity of a proposed action.

Stakeholders

Individuals and organizations involved in or affected by the transportation planning process.

State Infrastructure Bank (SIB)

The General Assembly authorized CDOT to establish a State Infrastructure Bank, a low interest revolving loan fund that issues loans and credit assistance to local governments or private entities for capital transportation improvements for highway, transit (bus and/or rail), and aviation projects.

Statewide Transportation Plan

A long range (20+ years) transportation plan comprised of the 15 TPR, TRP's + integrates Commission policies and guidance.

Strategic Projects

This investment category is comprised of 28 high priority Strategic Projects also known as 7th Pot Projects. These 28 projects have been selected to address corridors of statewide and regional significance.

Statewide Transportation Improvement Program (STIP)

The long-term 20+ year statewide transportation Plan is implemented by programming priority projects into this short-term, six-year document. Every CDOT project statewide is identified in the STIP.

System Quality

The System Quality Investment Category includes all programs that maintain the functionality and aesthetics of the existing transportation infrastructure at Transportation Commission-defined service levels.

Taxpayer's Bill of Rights (TABOR)

The Taxpayer's Bill of Rights (TABOR) is a Colorado constitutional amendment mandating that any excess tax revenues collected by the General Assembly above the 1% plus inflation and population formula must be returned to the taxpayer's in the form of a TABOR rebate. TABOR also requires that any proposed tax increases be forwarded to the Colorado voters for their consideration.

TEA-21

The Transportation Equity Act for the 21st Century (TEA-21) is the 6-year federal transportation bill authorized in 1998 replacing ISTEA.

Transportation Revenue Anticipation Notes (TRANS Bonds)

In 1999, Colorado voters approved a ballot measure referred to them by the General Assembly to provide a financing mechanism, or Transportation Revenue Anticipation Notes (TRANS), allowing CDOT to issue bonds to accelerate strategic transportation projects.

Transportation Demand Management (TDM)

Programs designed to reduce demand for transportation such as the use of transit and of alternative work hours.

Transportation Improvement Program (TIP)

Each Metropolitan Planning Organizations (MPO) is required to narrow the RTP into a short-term, prioritized six-year TIP. The TIP is incorporated into the STIP with modification.

Transportation Management Area (TMA)

Metropolitan Planning Organizations (MPOs) with a population over 200,000 with more stringent federal requirements.

TRANSPORTATION ACRONYM GUIDE

3P Public Private Partnership
4P Project Priority Planning Process

#

AASHTO American Association of State Highway and Transportation Officials
ACEC American Council of Engineering Companies of Colorado
ACPA American Concrete and Paving Association
ADA Americans with Disabilities Act
ADT Average Daily Traffic (7 days)
AG Attorney General
APA American Planning Association
APCC Air Pollution Control Commission
APCD Air Pollution Control Division
APTA American Public Transportation Association
ARC Audit Review Committee
ARRA American Recovery and Reinvestment Act
ARTBA American Road and Transportation Builder Association
AWDT Average Week Day Traffic (5 days)
AWOS Automated Weather Observation System

A

BAC Blood Alcohol Level
BACCHUS Boosting Alcohol Consciousness Concerning Health of University Students
BAMS Bid Analysis Management System
BMP Best Management Practice
BMS Bridge Management System
BOCC Board of County Commissioners
BRT Bus Rapid Transit
BTS Bureau of Transportation Statistics

B

CAA Clean Air Act of 1990
CASTA Colorado Association of State Transit Agencies
CBAC Colorado Bicycle Advisory Board
CBD Central Business District
CCA Colorado Contractors Association
CCD City and County of Denver
CCI Colorado Counties Incorporated
CDC Construction Development Center
CDL Commercial Drivers License
CDOT Colorado Department of Transportation
CDO Colorado Division of Wildlife
CDPHE Colorado Department of Public Health and Environment
CE Categorical Exclusions (or Cat Ex)
CEQ Council on Environmental Quality
CFR Code of Federal Regulations
CFR TPR Central Front Range Transportation Planning Region
CHUC Colorado Highway Users Conference
CIFGA Colorado Intermountain Fixed Guideway Authority (sunset)
CFLHD Central Federal Lands Highway Division
CIP Capital Improvement Program
CMAQ Congestion Mitigation and Air Quality Program
CMCA Colorado Motor Carriers Association

C

CML Colorado Municipal League
CMO Contract Modification Order
CO Carbon Monoxide
COFRS Colorado Financial Reporting System
COG Council of Governments
COP Certificate of Participation
COPIRG Colorado Public Interest Research Group
CORIS Colorado Roadway Information System
COSH Colorado Occupational Safety and Health
COSMIX Colorado Springs Metro Interstate Expansion
COTRIP Colorado Transportation Resource and Information Partnership
CRHRS Colorado Rockfall Hazard Rating System
CRS Colorado Revised Statute
CSP Colorado State Patrol
CTAA Community Transportation Association of America
CTE Colorado Tolling Enterprise
CTI Colorado Transportation Institute
CTMC Colorado Transportation Management Committee/Center
CVO Commercial Vehicle Operations

DBE Disadvantaged Business Enterprise
DEIS Draft Environmental Impact Statement
DIA Denver International Airport
DMS Dynamic Message Signs
DMU Diesel Multiple Unit
DOLA Department of Local Affairs
DORA Department of Regulatory Affairs
DOT Department of Transportation
DRCOG Denver Regional Council of Governments
DTD Division of Transportation Development within CDOT (Planning)
DUI Driving Under the Influence
DUS Denver Union Station
DWAI Driving While Ability Impaired

EA Environmental Assessment
ECO Eagle County Transit
EEOC Equal Employment Opportunity Commission
EHS Emergency Highway System
EIS Environmental Impact Statement
EJ Environmental Justice
EJMT Eisenhower Johnson Memorial Tunnel
EMS Equipment Management System
EMT Executive Management Team (CDOT)
EO Executive Order
EOC Emergency Operations Center
EOS Environmental Overview Study
EPA Environmental Protection Agency
ERP Enterprise Resource Planning
ESB Emerging Small Business
ETPR Eastern Transportation Planning Region

FAA Federal Aviation Administration
FAI Federal Aid Interstate

D

E

F

FAP Federal Aid Primary (old—prior to 1991 National Highway System)
FAS Federal Aid Secondary (prior to 1991 Surface Transportation Program)
FASTER Funding Advancements for Surface Transportation and Economic Recovery|Senate Bill 09-108
FasTracks 2004 RTD Ballot Initiative
FAU Federal Aid Urban
FAUS Federal Aid Urban Systems
FCP Federally Coordinated Program (of highway research and development)
FEIS Final Environmental Impact Statement
FEMA Federal Emergency Management Agency
FHP Forest Highway Program
FHPM Federal Highway Program Manual
FHWA Federal Highway Administration
FMCS Fleet Management and Control Systems
FMTS Freeway Metering
FONSI Finding of No Significant Impact
FRA Federal Railroad Administration
FTA Federal Transit Administration
FTE Full Time Employee
FY Fiscal Year

GDL Graduated Driver Licensing Law of 1999
GFE Good Faith Effort
GHSA Governors Highway Safety Association
GIS Geographic Information Systems
GOCO Great Outdoors Colorado (funded through Colorado Lottery money)
GPS Global Positioning Systems
GUI Graphical User Interface
GVT Grand Valley Transit
GV TPR Gunnison Valley Transportation Planning Region

G

HAZMAT Hazardous Materials
HI Hazard Index
HLT Hanging Lake Tunnel
HOT High-Occupancy Toll
HOV High-Occupancy Vehicle
HSR High Speed Rail
HTF Highway Trust Fund (federal)
HUTF Highway Users Tax Fund (state)

H

IBTTA International Bridge Tunnel and Turnpike Association
IG Inspector General (federal)
IGA Intergovernmental Agreement
IGS Interactive Graphics System
IHS Interstate Highway System
IM Interstate Maintenance
IMS Intermodal Management System
IM TPR Intermountain Transportation Planning Region
IRIS Integrated Roadway Information System
ISTEA Intermodal Surface Transportation Efficiency Act of 1991
IT Information Technology
ITI Intelligent Transportation Infrastructure
IT-ITS Information Technology-Intelligent Transportation System Committee
ITS Intelligent Transportation Systems
IVHS Intelligent Vehicle Highway System

I

J

JBC Joint Budget Committee (Colorado General Assembly)
JEC Jefferson Economic Council
JEFFTAAG Jefferson County Transportation Advocacy and Action Group
JPO Joint Program Office (US DOT)

LCAT Larimer County Area Transit
LEAF Law Enforcement Assistance Fund
LEDPA Least Environmentally Damaging Practicable Alternative
LEV Low Emissions Vehicle
LOS Level of Service
LRP Long-Range Plan
LRT Light Rail Transit
LRV Light Rail Vehicle

L

MACC Metro Area County Commissioners
MBE Minority Business Enterprise
MIS Major Investment Study
MLOS Maintenance Level of Service
MMC Metro Mayors' Caucus
MMS Maintenance Management System
MOA Memorandum of Agreement
MOST Motorcycle Operator's Safety Training Fund
MOU Memorandum of Understanding
MPA Maintenance Program Area
MPO Metropolitan Planning Organization
MSA Metropolitan Statistical Area
MTL Managed Toll Lane
MTP Metropolitan Transportation Plan
MVIC Metro Vision Issues Committee (DRCOG)

M

NAA Non-attainment Area
NAAQS National Ambient Air Quality Standards
NACO National Association of Counties
NAFTA North American Free Trade Agreement (U.S., Mexico, and Canada)
NARC National Association of Regional Councils
NCHRP National Cooperating Highway Research Program
NEPA National Environmental Policy Act of 1969
NFA Non-Federal Aid
NFR AP&CD North Front Range Air Pollution & Control District
NFRMPO North Front Range Metropolitan Planning Organization
NHI National Highway Institute
NHS National Highway System
NHTSA National Highway Traffic Safety Administration
NOS National Ocean Survey
NPRM Notice of Proposed Rule Making
NPS Non-Project Specific
NSIDH National System of Interstate and Defense Highways
NTS National Transportation System
NWCCOG Northwest Colorado Council of Governments
NW TPR Northwest Transportation Planning Region

N

O&D Origin and Destination (survey)
O&M Operations and Maintenance
OFMB Office of Financial, Management and Budget (CDOT)
OIG Office of the Inspector General
OJT On-the-Job Training
OSHA Occupational Safety and Health Association
OSPB Office of State Planning and Budgeting (Governor's Office)
OTS Office of Transportation Safety

O

P&A Planning and Administrative Costs
PACOG Pueblo Area Council of Governments
PCCP Portland Cement Concrete Pavement
PE Preliminary Engineering
PEIS Programmatic Environmental Impact Statement
PL Public Law or Planning Funds
PLH Public Land Highways
PM10 Particulate Matter Less than 10 Micron Size
PMP Pavement Management Program
PMS Pavement Management System
PNP Private Non-Profit
POE Port-of-Entry
PPACG Pikes Peak Area Council of Governments
PPI Public/Private Initiative Program
PPPP Project Priority Programming Process (4P)
PPTN Public Private Transportation Network
ProBE Project Budget & Expenditure Subsystem
ProMIS Program Management Information System
PRT Personal Rapid Transit
PS&E Plans, Specifics, and Estimate
PSI Pavement Serviceability Index
PSTS Project Scheduling Tracking System
PTMS Public Transportation Management System
PUC Public Utilities Commission

P

RAQC Regional Air Quality Council (Denver)
RDS Radio Data System
REDDI Report Every Drunk Driver Immediately
RFP Request for Proposal
RFTA Roaring Fork Transit Authority
MMCA Rocky Mountain Minority Contractors Association
ROD Record of Decision
ROW Right-of-Way
RPC Regional Planning Commission
RSL Remaining Surface Life (of road)
RTA Regional Transportation Authority
RTAP Rural Transit Assistance Program
RTD Regional Transportation District (Denver's mass transit operator)
RTD Regional Transportation Director (CDOT Engineering Region Director)
RTMS Radar Traffic Management System
RTP Regional Transportation Plan
RWIS Road Weather Information System

R

SAFETEA-LU Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users

SAP Manufacturer of CDOT's enterprise resource planning software that manages operational and financial activities of the Department.

SC TPR South Central Transportation Planning Region

SEBP Southeast Business Partnership

SE TPR Southeast Transportation Planning Region

SH State Highway

SHPO State Historical Preservation Officer

SHRP Strategic Highway Research Program

SIB State Infrastructure Bank

SIP State Implementation Plan (plan for attaining air quality compliance)

SLV TPR San Luis Valley Transportation Planning Region

SMP State Management Plan

SOV Single-Occupancy Vehicle

STAC Statewide Transportation Advisory Committee

STE Surface Transportation Program- Enhancements

STF Surface Transportation Program- Flexible

STIP State Transportation Improvement Program

STM Surface Transportation Program- Metro

STP Surface Transportation Program

STPP Surface Transportation Policy Project

STS Surface Transportation Program- Safety

STU Surface Transportation Program- Urban

SWP Statewide Plan

TABOR Taxpayer's Bill of Rights

TAC Technical Advisory Committee

TAFS Transportation Alternatives Feasibility Study

TAZ Traffic Analysis Zone

TC Transportation Commission (CDOT)

TCD Traffic Control Device

TDM Transportation Demand Management

T&E Threatened and Endangered (Species)

TE Transportation Enhancement

TEA-21 Transportation Equity Act for the 21st Century

TIFIA Transportation Infrastructure Finance and Innovation Act of 1998

TIGER Transportation Investment Generating Economic Recovery

TIP Transportation Improvement Program

TLRC Transportation Legislation Review Committee

TMA Transportation Management Area

TMO Transportation Management Organization

TOC Traffic Operations Center (CDOT)

TOD Transit-Oriented Development

TODS Tourist Oriented Directional Signs

TPL Total Project Leadership

TPR Transportation Planning Region

TRAC Transportation and Civil Engineering Program

TRANS Transportation Revenue Anticipation Notes

TRB Transportation Research Board

T-REX Transportation Expansion Project in Southeast Denver

TRIP Transportation Resource Information Partnership

TSM Transportation System Management

S

T

UFR TPR Upper Front Range Transportation Planning Region
UGB Urban Growth Boundary
UPWP Unified Planning Work Program
USACE United States Army Corp of Engineers (also see COE)
USC United States Code
USDOT United States Department of Transportation
USFS United States Forest Service

U

V/C Volume Capacity Ratio
VMS Variable Message Sign
VMT Vehicle Miles Traveled
VO Vehicle Occupancy
VOC Volatile Organic Compound
VPD Vehicles Per Day

V

WASHTO Western Association of State Highway and Transportation Officials
WBE Women-Owned Business Enterprise
WIM Weigh In Motion
WIPP Waste Isolation Pilot Project
WTS Women in Transportation Seminar

W

FASTER Bridge Enterprise Projects - Statewide
July 20, 2011

FASTER Bridge Enterprise Projects July 2011*

Original Bridge Number	CDOT Region	County	Facility Carried over Featured Intersection	Milepost	Total Estimated Budget	Status	Estimated Const. Start Date**
E-17-EZ	6	ADAMS	84TH AVE over I 25 ML	218.416	\$ 18,400,000	In Construction	Winter 2011
E-17-GM	6	ADAMS	I 76 ML EBND over SOUTH PLATTE RIVER NE of JCT I 270	7.651	\$ 17,407,290	Design Completed	Summer 2011
E-17-GL	6	ADAMS	I 76 ML WBND over SOUTH PLATTE RIVER NE of JCT I 270	7.65	Included in E-17-GM estimate above	Design Completed	Summer 2011
E-17-DC	6	ADAMS	I 76 ML EBND over UP RR E of JCT US 85	12.745	\$ 11,750,000	in Design	Winter 2013
E-17-DU	6	ADAMS	I 76 ML WBND over UP RR E of JCT US 85	12.746	Included in E-17-DC estimate above	in Design	Winter 2013
E-17-EX	6	ADAMS	PEORIA STREET over I 76 ML NE of JCT US 85	15.048	\$ 5,500,000	in Design	Summer 2012
E-17-ER	6	ADAMS	SH 44 ML(104TH AVE) over BULL SEEP W of US 85	2.672	\$ 8,000,000	Not Programmed	Winter 2013
E-17-CA	6	ADAMS	SH44 ML(104TH AVE) over SOUTH PLATTE RIVER W of JCT US 85	2.902	Included in E-17-ER estimate above	Not Programmed	Winter 2013
E-16-GQ	6	ADAMS	SH 95 ML (SHERIDAN BLVD) over UP RR, RR SPUR N of JCT I 70 in WHEATRIDGE	10.329	\$ 7,400,000	in Design	Fall 2011
F-19-AF	1	ADAMS	COUNTY ROAD over I 70 ML	305.37	TBD*	Not Programmed	TBD*
E-17-IC	6	ADAMS	YORK STREET over I 270 ML	0.385	TBD*	Not Programmed	TBD*
F-17-DM	6	ARAPAHOE	SH 88 ML/ARAP RD over CHERRY CREEK W OF SH 83(PARKER RD)	21.13	\$ 19,000,000	In Design	Winter 2013
F-17-F	6	ARAPAHOE	US 40 ML(E COLFAX) EBND over SAND CREEK E of I-225	308.833	\$ 18,737,000	In Design	Summer 2012
F-17-BS	6	ARAPAHOE	US 40 ML(E COLFAX) WBND over SAND CREEK E of I-225	308.9	Included in F-17-F estimate above	In Design	Summer 2012
F-17-GO	6	ARAPAHOE	US 40 ML(E COLFAX) EBND over TOLLGATE CREEK W of I-225	306.218	\$ 12,300,000	In Design	Spring 2014
F-16-F	6	ARAPAHOE	US 85(SANTA FE) ML NBND over DAD CLARK GULCH in LITTLETON	201.018	\$ 4,100,000	Not Programmed	Fall 2012
F-19-B	1	ARAPAHOE	US 36 ML over COMANCHE CREEK E of STRASBURG	95.303	\$ 2,256,000	In Design	Summer 2012
O-25-H	2	BACA	US 160 ML over N FK SAND ARROYO SW of PRITCHETT	438.25	\$ 3,000,000	In Design	Winter 2012
O-25-I	2	BACA	US 160 ML over DRAW W of PRITCHETT	445.413	\$ 2,980,000	In Design	Winter 2012
O-26-L	2	BACA	US 160 ML over CAT CREEK W of SPRINGFIELD	461.737	\$ 780,000	In Design	Winter 2012

FASTER Bridge Enterprise Projects - Statewide

July 20, 2011

Original Bridge Number	CDOT Region	County	Facility Carried over Featured Intersection	Milepost	Total Estimated Budget	Status	Estimated Const. Start Date**
L-24-F	2	BENT	SH 101 ML over PURGATOIRE RIVER S of LAS ANIMAS	2.55	\$ 12,820,019	In Design	Winter 2012
M-24-B	2	BENT	SH 101 ML over DRAW S of LAS ANIMAS and JCT US 50	5.829	\$ 1,750,000	In Design	Winter 2012
E-16-FK	6	BROOMFIELD	SH 121 ML SBND (INTERLOCKEN LOOP) over US 36 ML (DENVER/BOULDER TNPK)	26.021	\$ 32,500,000	Not Programmed	Spring 2012
E-16-FL	6	BROOMFIELD	CNTY RD / OLD WADS over US 36 ML (DENVER/BOULDER TNPK) SE of JCT SH 121	49.466	\$ 14,000,000	In Design	Spring 2012
F-14-B	1	CLEAR CREEK	I 70 FRONTAGE RD over CLEAR CREEK (SR) W IDAHO SPRINGS	238.638	\$ 1,900,003	Construction Complete	Summer 2010
F-15-D	1	CLEAR CREEK	I 70 FRONTAGE RD over CLEAR CREEK (SR)	242.992	TBD*	Not Programmed	TBD*
F-15-BL	1	CLEAR CREEK	I 70 ML WBND over US 6, CLEAR CREEK	244.208	TBD*	Not Programmed	TBD*
F-14-Y	1	CLEAR CREEK	I 70(BUSINESS RT) over I 70 ML	241.073	TBD*	Not Programmed	TBD*
L-22-F	2	CROWLEY	SH 96 ML over BLACK DRAW	114.542	\$ 3,530,335	In Construction	Summer 2010
K-23-B	2	KIOWA	SH 96 ML over DRAW	123.2	Included in L-22-F estimate above	In Construction	Summer 2010
K-23-C	2	KIOWA	SH 96 ML over DRAW	121.085	Included in L-22-F estimate above	In Construction	Summer 2010
K-24-A	2	KIOWA	SH 96 ML over DRAW	141.858	Included in L-22-F estimate above	In Construction	Summer 2010
E-17-GE	6	DENVER	I 70 ML WBND over SAND CREEK E of QUEBEC ST	278.672	\$ 13,056,485	In Construction	Spring 2011
E-17-BY	6	DENVER	I 70 ML EBND over SAND CREEK E of QUEBEC ST	278.671	Included in E-17-GE estimate above	In Construction	Spring 2011
F-16-DT	6	DENVER	I 25 ML NBND over US 85 ML (SANTA FE)	207.455	\$ 17,171,728	In Construction	Summer 2011
F-16-DW	6	DENVER	I 25 ML SBND over US 85 ML (SANTA FE)	207.455	Included in F-16-DT estimate above	In Construction	Summer 2011
F-17-AE	6	DENVER	SH 30 ML/HAVANA ST over CHERRY CREEK	3.098	\$ 6,500,000	In Construction	Winter 2011
E-16-FW	6	DENVER	PECOS STREET over I 70 ML in DENVER	272.956	\$ 18,000,000	Not Programmed	Summer 2012
F-16-FW	6	DENVER	US 287+SH 88 (FEDERAL) over US 40 ML (COLFAX)	296.092	\$ 10,908,708	Design Completed	Summer 2011
F-16-EJ	6	DENVER	US 6 ML over BNSF RR E SIDE OF I-25	284.529	\$ 10,800,000	In Design	Fall 2012
E-17-JP	6	DENVER	I 70 ML over HAVANA ST, UP RR	280.57	TBD*	Not Programmed	TBD*
E-17-FX	6	DENVER	I 70 ML over US 6, RR, CITY ST	274.696	TBD*	Not Programmed	TBD*
E-17-DF	6	DENVER	I 70 ML WBND over UP RR	278.36	TBD*	Not Programmed	TBD*
F-16-OG	6	DENVER	RAMP to I 25 NBND over US 6 ML	209.191	TBD*	Not Programmed	TBD*

FASTER Bridge Enterprise Projects - Statewide

July 20, 2011

Original Bridge Number	CDOT Region	County	Facility Carried over Featured Intersection	Milepost	Total Estimated Budget	Status	Estimated Const. Start Date**
F-16-EF	6	DENVER	US 6 ML over SOUTH PLATTE RIVER W SIDE of I-25	284.344	\$ 70,000,000	In Design	Summer 2013
F-16-EN	6	DENVER	US 6 ML over BRYANT STREET W SIDE OF I-25	284.126	Included in F-16-EF estimate above	In Design	Summer 2013
E-17-EW	6	DENVER	I 70 ML EBND over UP RR W of COLORADO BLVD	278.361	TBD*	Not Programmed	TBD*
G-16-B	1	DOUGLAS	US 85 ML over DRAW	194.796	TBD*	Design Completed	TBD*
G-16-C	1	DOUGLAS	US 85 ML over DRAW	195.073	TBD*	Design Completed	TBD*
G-17-A	1	DOUGLAS	US 85 ML over SAND CREEK	193.313	TBD*	Not Programmed	TBD*
F-09-H	3	EAGLE	US 6 ML over EAGLE RIVER E of EAGLE	150.208	\$ 5,510,681	Design Completed	Summer 2011
F-08-F	3	EAGLE	I 70 SERVICE RD over COLORADO RIVER (SR) N. of DOTSERO INT.	133.481	\$ 11,020,541	In Design	Fall 2012
F-11-AC	3	EAGLE	I 70 ML EBND over US 6, RR, EAGLE RIVER E of JCT SH 131	168.722	\$ 24,692,000	In Design	Spring 2014
F-11-AB	3	EAGLE	I 70 ML WBND over US 6, RR, EAGLE RIVER E of JCT US 24	168.723	\$ 23,910,000	In Design	Spring 2014
F-10-L	3	EAGLE	I 70 ML EBND over US 6, RR, EAGLE RIVER	158.85	TBD*	Not Programmed	TBD*
H-17-M	2	EL PASO	I 25 ML over DRAW	156.936	TBD*	Not Programmed	TBD*
H-18-A	2	EL PASO	US 24 ML over BLACK SQUIRREL CREEK W of PEYTON	327.257	\$ 4,604,601	In Design	Fall 2011
I-17-O	2	EL PASO	I 25 SERVICE RD over PINE CREEK S of JCT SH 56	149.28	TBD*	Not Programmed	TBD*
J-18-S	2	EL PASO	I 25 ML NBND over DRAW S of FOUNTAIN	122.823	\$ 1,500,000	Design Completed	Summer 2011
J-18-T	2	EL PASO	I 25 ML NBND over DRAW S of FOUNTAIN	122.538	\$ 800,000	Design Completed	Summer 2011
G-21-Y	1	ELBERT	I 70 BUSINESS SPUR over I 70 ML	340.353	TBD*	Not Programmed	TBD*
G-21-B	1	ELBERT	I 70 FRONTAGE RD over DRAW (SR)	355.466	TBD*	Not Programmed	TBD*
J-15-B	2	FREMONT	SH 9 ML over CURRANT CREEK NW of JCT US 50	11.348	\$ 3,800,000	In Construction	Spring 2011
K-14-J	2	FREMONT	US 50 ML over DRAW	248.41	TBD*	Not Programmed	TBD*
K-16-K	2	FREMONT	SH 120 ML over RR, ARKANSAS RIVER E of PORTLAND	3.696	\$ 5,390,000	In Design	Summer 2011
K-16-S	2	FREMONT	SH 120 ML over DRAW, UP RR E of FLORENCE	0.165	\$ 5,200,000	In Design	Winter 2013

FASTER Bridge Enterprise Projects - Statewide

July 20, 2011

Original Bridge Number	CDOT Region	County	Facility Carried over Featured Intersection	Milepost	Total Estimated Budget	Status	Estimated Const. Start Date**
F-07-A	3	GARFIELD	SH 82 ML over I70 ML, COLORADO RVR,RR GLENWOOD SPRINGS	0.226	\$ 59,020,000	In Design	Winter 2015
F-05-L	3	GARFIELD	I 70 ML WBND over COLORADO RIVER	88.57	TBD*	Not Programmed	TBD*
J-09-C	3	GUNNISON	US 50 SERVICE RD over GUNNISON RVR OVERFLOW (SR) W. SIDE of GUNNISON	155.376	\$ 2,995,183	Design Completed	Summer 2011
J-09-D	3	GUNNISON	US 50 SERVICE RD over GUNNISON RVR (SR) W. SIDE of GUNNISON	155.556	Included in J-09-C estimate above	Design Completed	Summer 2011
M-16-P	2	HUERFANO	SH 69 ML over MILLIKEN ARROYO	28.61	TBD*	Not Programmed	TBD*
N-16-L	2	HUERFANO	SH 69 ML over TURKEY CREEK	19.038	\$ 2,475,022	In Construction	Spring 2010
N-17-AD	2	HUERFANO	I 25 ML SBND over US 160 ML, RR SPUR	50.044	TBD*	Not Programmed	TBD*
N-17-C	2	HUERFANO	I 25 BUS RT over SULL CREEK	3.43	TBD*	Not Programmed	TBD*
N-17-N	2	HUERFANO	I 25 ML NBND over MISSOURI CREEK	54.268	\$ 2,521,902	In Construction	Winter 2011
O-16-A	2	HUERFANO	SH 12 ML over CUCHARAS RIVER S of LA VETA	12.947	\$ 1,470,000	in Design	Fall 2011
F-16-CS	6	JEFFERSON	SH121 ML-WADSWORTH over BEAR CREEK N OF 285	8.347	\$ 11,153,564	in Design	Spring 2012
F-16-FL	6	JEFFERSON	US 6 ML over SH 95 ML/SHERIDAN AVE.	282.272	\$ 11,951,237	in Design	Fall 2011
G-11-F	3	LAKE	US 24 ML over UP RR	170.981	\$ 6,593,852	In Construction	Winter 2010
B-16-AE	4	LARIMER	US 287 ML over DRAW N of JCT SH 1	349.14	\$ 4,700,000	In Construction	Summer 2011
B-16-D	4	LARIMER	SH 14 ML over CACHE LA POUDDRE RIVER E of JCT US 287	135.88	\$ 13,281,834	In Design	Spring 2013
B-16-EU	4	LARIMER	COUNTY ROAD 48 over I 25 ML	270.372	TBD*	Not Programmed	TBD*
C-17-EL	4	LARIMER	I 25 ML over DRAW	254.826	\$ 1,080,000	In Design	Fall 2011
O-19-H	2	LAS ANIMAS	US 350 ML over PURGATOIRE RIVER NE of JCT US 160	6.636	\$ 5,280,000	In Design	Winter 2013
O-19-J	2	LAS ANIMAS	US 350 ML over DRAW S of MODEL	8.61	\$ 1,600,000	In Design	Fall 2012
P-17-H	2	LAS ANIMAS	SH 12 ML over PURGATOIRE RIVER NW of WESTON	46.656	\$ 1,470,000	In Design	Fall 2011
P-19-AD	2	LAS ANIMAS	SH 239(CO RD 75) ML over IRRIGATION CANAL in TRINIDAD	0.95	\$ 1,100,000	In Design	Fall 2012
P-23-A MINOR	2	LAS ANIMAS	US 160 ML over SMITH CANYON	407.3	TBD*	Not Programmed	TBD*
G-22-J	1	LINCOLN	US 24 ML over DRAW E of LIMON	379.475	\$ 1,575,589	In Construction	Spring 2011

FASTER Bridge Enterprise Projects - Statewide

July 20, 2011

Original Bridge Number	CDOT Region	County	Facility Carried over Featured Intersection	Milepost	Total Estimated Budget	Status	Estimated Const. Start Date**
A-24-C	4	LOGAN	US 138 ML over DITCH	14.381	\$ 489,981	Construction Complete	Summer 2010
A-26-F	4	SEDGWICK	US 138 ML over DRAW	41.877	Included in A-24-C estimate above	Construction Complete	Summer 2010
G-03-Q	3	MESA	I 70 ML WBND over COLORADO RIVER OVERFLOW	56.79	TBD*	Not Programmed	TBD*
L-22-E	2	OTERO	SH 266 ML over FT LYON STORAGE CANAL NE of ROCKY FORD	2.626	\$ 1,700,000	In Design	Winter 2012
L-22-K	2	OTERO	SH 71 ML over FT LYON CANAL NW of ROCKY FORD	19.26	\$ 2,700,000	Not Programmed	Winter 2012
L-22-O	2	OTERO	SH 266 ML over HOLBROOK CANAL NE of ROCKY FORD	2.658	\$ 1,400,000	In Design	Winter 2012
M-21-D	2	OTERO	US 350 ML over DRAW SW of LA JUNTA & TIMPAS	54.976	\$ 3,900,000	In Design	Fall 2011
L-05-B	5	OURAY	SH 62 ML over UNCOMPAGRE RIVER SHERMAN ST in RIDGWAY	23.205	\$ 7,458,114	In Design	Summer 2012
L-06-A	5	OURAY	US 550 ML over BEAR CREEK	90.63	\$ 5,963,293	In Construction	Summer 2010
G-12-L	1	PARK	SH 9 ML over BUCKSKIN GULCH in ALMA	70.632	\$ 581,151	Design Completed	Summer 2011
L-27-S	2	PROWERS	US 50 ML over DRAW E of LAMAR	445.752	\$ 1,400,000	In Design	Spring 2013
L-28-C	2	PROWERS	US 50 ML over BNSF RR E of GRANADA	455.912	\$ 4,800,000	In Design	Spring 2013
L-28-F	2	PROWERS	SH 89 ML over ARKANSAS RIVER S of HOLLY	33.673	\$ 6,929,927	In Construction	Winter 2011
K-18-AX	2	PUEBLO	I 25 ML NBND over US 50 ML	97.67	TBD*	Not Programmed	TBD*
K-18-CL	2	PUEBLO	I 25 ML SBND over NP RR, ILEX ST, BENNET ST S of JCT SH 96	97.889	\$ 39,800,000	In Design/ROW	Summer 2013
K-18-CK	2	PUEBLO	I 25 ML NBND over NP RR, ILEX ST, BENNET ST N of JCT SH 50 E	97.88	Included in K-18-CL estimate above	In Design/ROW	Summer 2013
K-18-R	2	PUEBLO	US 50 BUS EBND over ARKANSAS RIVER	1.136	TBD*	Not Programmed	TBD*
L-18-AQ	2	PUEBLO	NORTHERN AVE over I 25 ML	96.788	TBD*	Not Programmed	TBD*
L-18-M	2	PUEBLO	I 25 ML NBND over INDIANA AVE	95.88	TBD*	Not Programmed	TBD*
L-18-W	2	PUEBLO	I 25 ML SBND over INDIANA AVE	95.881	TBD*	Not Programmed	TBD*
C-09-C	3	ROUTT	US 40 ML over E FORK ELK RIVER W of STEAMBOAT SPGS	124.358	\$ 11,616,750	In Design	Winter 2014
L-04-B	5	SAN MIGUEL	SH 145 ML over LEOPARD CREEK JCT SH 62 - PLACERVILLE	84.24	\$ 4,058,695	In Design	Spring 2012
H-16-K	2	TELLER	SH 67 ML over DRAW	78.351	\$ 2,433,753	Construction Complete	Summer 2010

FASTER Bridge Enterprise Projects - Statewide

July 20, 2011

Original Bridge Number	CDOT Region	County	Facility Carried over Featured Intersection	Milepost	Total Estimated Budget	Status	Estimated Const. Start Date**
I-15-Y	2	TELLER	US 24 ML over TWIN CREEK	270.772	Included in H-16-K estimate above	Construction Complete	Summer 2010
I-17-AE	2	EL PASO	US 24 ML EBND over FOUNTAIN CREEK	293.994	Included in H-16-K estimate above	Construction Complete	Summer 2010
C-17-BN	4	WELD	I 25 SERVICE RD over LITTLE THOMPSON RIVER S of JCT SH 56	249.846	\$ 3,400,000	In Design	Fall 2012
B-17-L	4	WELD	SH 14 ML over COALBANK CREEK W of AULT	149.53	\$ 4,440,978	in Design	Winter 2012
D-17-AK	4	WELD	SH 66 ML over ST VRRAIN RIVER W of PLATTEVILLE	46.813	\$ 4,600,000	in Design	Fall 2012
D-19-A	4	WELD	I 76 SERVICE RD over LOST CREEK SR	48.92	TBD*	Not Programmed	TBD*
C-18-BK	4	WELD	US 85 BYPASS SBND over US 85 BUSS RT	1.804	TBD*	Not Programmed	TBD*
B-17-C	4	WELD	US 85 ML over UPRR	290.92	TBD*	Not Programmed	TBD*
D-28-B	4	YUMA	US 34 ML over N FK REPUBLICAN RIVER W of LAIRD	254.66	\$ 3,450,910	In Design	Summer 2012

*Bridges marked as TBD (to be determined) have not been scoped from a cost or schedule perspective, and are not included within the current \$300M bond program. As such, they will be programmed in a subsequent bond issuance.

**Seasons are estimated by the following:

Winter	December 21 through March 21	}	One Year
Spring	March 21 through June 21st		
Summer	June 21st through September 21st		
Fall	September 21st through December 21st		



Colorado
Legislative
Council
Staff

Room 029 State Capitol, Denver, CO 80203-1784
(303) 866-3521 FAX: 866-3855 TDD: 866-3472

MEMORANDUM

August 1, 2011

TO: Members of the Transportation Legislation Review Committee

FROM: Kate Watkins, Economist, 303-866-6289
Elizabeth Hanson, Senior Research Assistant, 303-866-4146

SUBJECT: Colorado State and Local Transportation Funding

This memorandum provides information about major revenue sources that the state and local governments use to fund Colorado's transportation infrastructure and related programs.

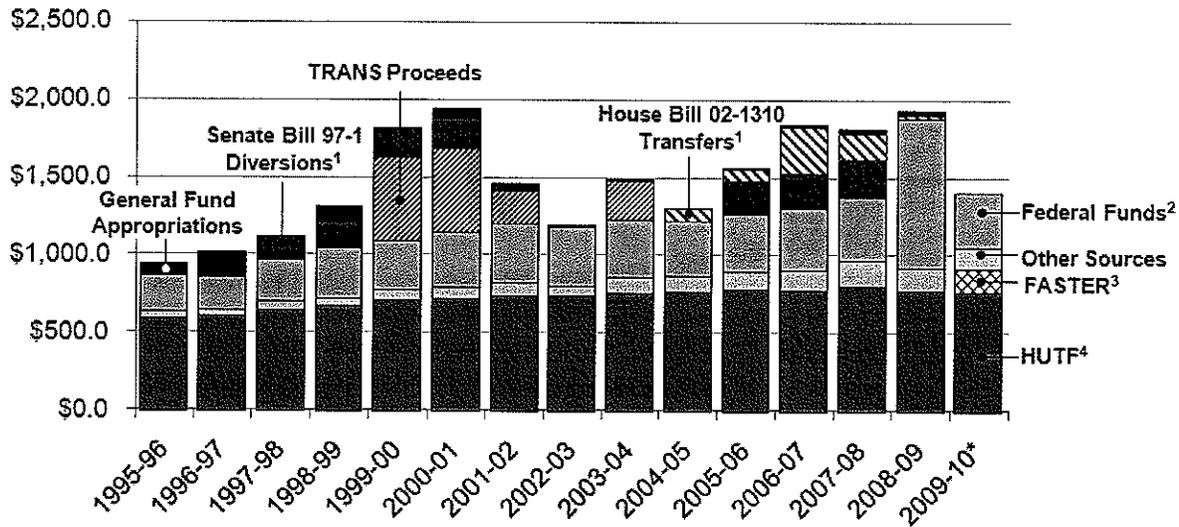
State Transportation Funding

The Colorado Constitution requires that all registrations, fees, and fines charged with respect to the operation of a motor vehicle on Colorado's public highways and any motor fuel taxes be used for the construction, maintenance, and supervision of the state's highways. Further, any taxes charged on aviation fuel must be used exclusively for aviation purposes.¹ Under these constitutional limitations, the General Assembly may determine the sources of transportation revenue and the distribution of this revenue for statewide and local programs.

Figure 1 shows a 15-year history of the major state sources of funding for Colorado's transportation system. Each funding source is described in greater detail below.

¹Article X, Section 18, Colorado Constitution.

Figure 1
Major Funding Sources for the Colorado Transportation System
(Dollars in Millions)



Source: Office of the State Controller and Colorado Department of Transportation.

*Actual Totals.

Note: Funding sources exclude revenue to regional transit authorities and local governments. Tolling revenues and smaller sources of revenue are also excluded.

¹Senate Bill 97-1 diversions and House Bill 02-1310 transfers were repealed in 2009.

²Federal funds include \$404.2 million in American Recovery and Reinvestment Act (ARRA) funds in FY 2008-09.

³FASTER revenue includes the road safety surcharge, the daily rental car fee, the late registration fee, the bridge safety surcharge, and the overweight vehicle supplemental fee.

⁴HUTF revenue includes the state distribution of revenue from fuel taxes, motor vehicle registrations, and other fees.

Highway Users Tax Fund. The state Highway Users Tax Fund (HUTF) is the primary source of highway funds in Colorado. Revenue to the fund totaled \$919.9 million in FY 2009-10. Revenue to the HUTF comes from the following sources:

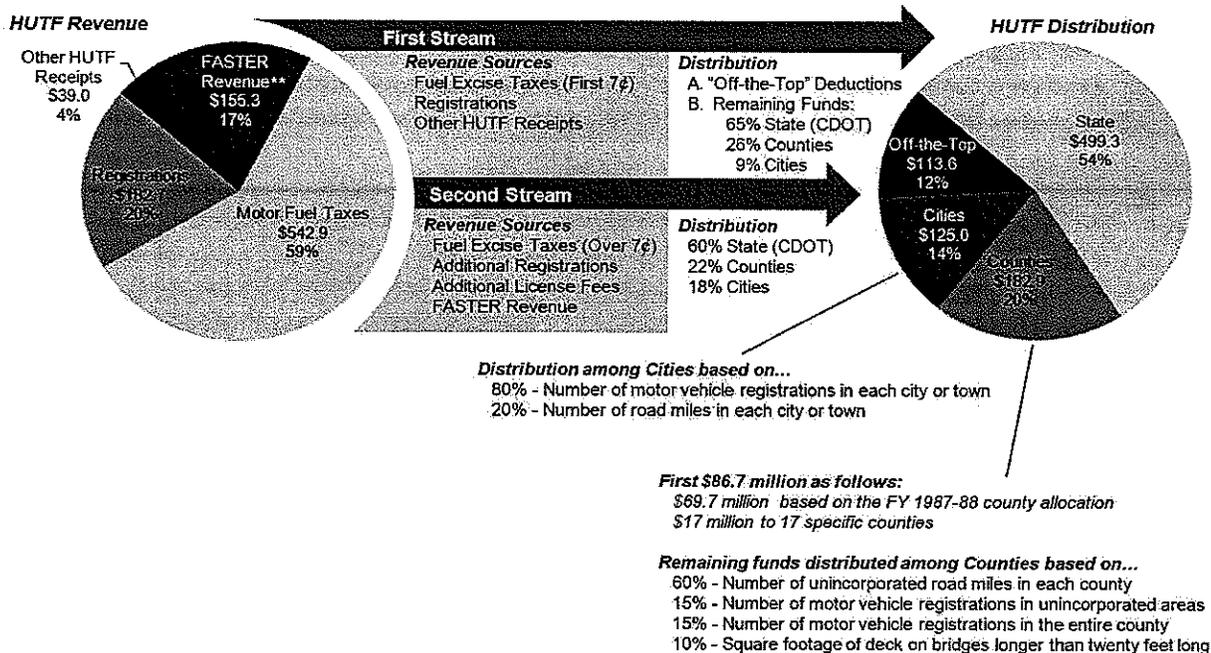
- **Motor fuel taxes.** State motor fuel excise taxes make up the largest share of HUTF revenue. Excise fuel taxes are levied on a per-gallon basis at 22 cents per gallon for gasoline and 20.5 cents per gallon for diesel fuel. In FY 2009-10, motor fuel and special fuel tax revenue totaled an estimated \$542.9 million.
- **Registration fees.** Motor vehicle registration fees make up the second largest source of HUTF revenue. Registration fees are based on the age and weight of the vehicle registered. Notably, registration fees differ from the specific ownership tax, which are apportioned to local governments in a manner similar to property taxes. Registration fees include the apportionment of interstate motor carrier fee revenue under the International Registration Plan (IRP), a reciprocal agreement among states for registration of motor carrier trucks that travel across state lines. In FY 2009-10, registration fee revenue totaled an estimated \$182.7 million.

- *FASTER fees*. Legislation passed in the 2009 session, Senate Bill 09-108 (also known as the Funding Advancement and Surface Transportation and Economic Recovery bill, or more commonly, "FASTER") created a \$2 daily rental car fee and increased vehicle registration fees and late registration fees. In FY 2009-10, additional revenue to the HUTF due to the passage of FASTER totaled \$155.3 million. FASTER also created the bridge safety surcharge, a TABOR-exempt source of revenue not credited to the HUTF, which is detailed in the TABOR-exempt transportation revenue section of this document.
- *Other HUTF receipts*. Remaining HUTF revenue comes from driver's license fees, court fines, and interest earnings. In FY 2009-10, revenue from these sources totaled \$39.0 million.

HUTF funds are allocated to the state highway fund, counties, and cities based on statutory formulas.² Figure 2 shows both the source of revenue for the HUTF and the distribution of moneys from the fund. The terms "first stream" and "second stream" are commonly used when explaining the distribution of revenue from the HUTF. In the "first stream," before anything is distributed, appropriations are made to the Department of Revenue and the State Patrol in the Department of Public Safety for highway-related functions. These appropriations are referred to as "off-the-top" deductions. Remaining revenue is distributed to Colorado Department of Transportation (CDOT) (65 percent), counties (26 percent), and cities (9 percent). Revenue to the "second stream" is distributed directly to CDOT (60 percent), counties (22 percent), and cities (18 percent).

²Sections 43-4-205, 43-4-206, 43-4-207, and 43-4-208, C.R.S.

Figure 2
Highway Users Tax Fund (HUTF) Revenue and Distributions, FY 2009-10
(Dollar Amounts in Millions)



Data Source: Office of the State Controller and Office of the State Treasurer.

**FASTER revenue to the HUTF does not include the TABOR-exempt bridge safety surcharge.

State Highway Fund revenue. The State Highway Fund is administered by CDOT and is primarily used for the maintenance of the state's highway system. The state's share of HUTF distributions and federal funds are deposited and managed in this fund. The fund also generates its own revenue from interest earnings on the fund balance, local government matching funds to federal transportation funding programs, and a handful of small miscellaneous sources. In FY 2009-10, \$53.1 million in revenue from these sources was credited to the fund.

Other sources of transportation revenue. Smaller sources of state transportation revenue include the aviation tax and a number of registration and highway safety-related fees and fines. These sources of revenue include:

- **Aviation Fund revenue.** Aviation Fund revenue includes revenue from a 6 cent per gallon fuel excise tax on fuel used by smaller propeller-driven aircraft, a 4 cent per gallon jet fuel tax, and a 2.9 percent sales tax on the retail cost of jet fuel. Over 80 percent of the revenue from these taxes comes from the activity at Denver International Airport, with local municipal airports comprising the remaining revenue. Aviation Fund revenue is shared between the local governments that own and operate the airports and CDOT. Local governments use the aviation fuel tax revenue to maintain and operate local airports. CDOT uses this revenue to provide discretionary grants to airports and to fund the operation of the CDOT Aeronautics Division. In FY 2009-10, \$25.3 million in revenue was credited to the fund.

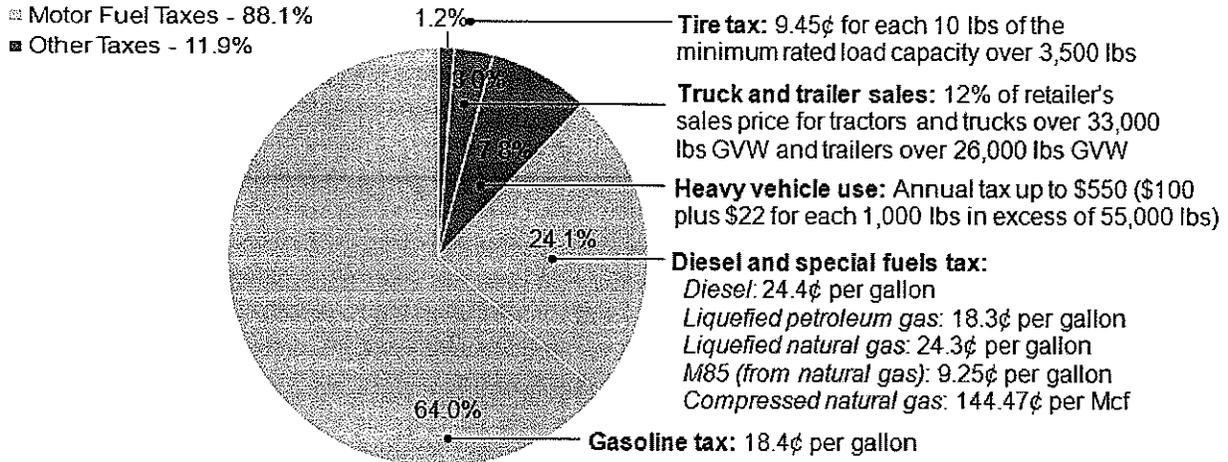
- ***Highway safety revenue.*** Transportation revenue also comes from statutory fees charged for the Law Enforcement Assistance Fund (LEAF), and fines for driving under the influence (DUI) or driving while ability impaired (DWAI). Revenue from these sources is generally used to fund traffic signals, and safety campaigns such as the "Click it or Ticket" and the "Heat is On." Revenue from these sources is shared with the Judicial Branch, Department of Public Health and Environment (to pay the costs of laboratory services and implied consent specialists for DUI analysis), and the Department of Revenue, Division of Motor Vehicles. In FY 2009-10, revenue from these fees and fines totaled \$11.6 million.
- ***Other registration fees.*** A number of additional registration fees are assessed when a motor vehicle is registered with the state. These fees include: emergency medical services fees, emissions registration and inspection fees, motorcycle and motor vehicle license fees, and Police Officer Standards and Training (P.O.S.T.) Board fees. Revenue from these fees totaled \$49.7 million in FY 2009-10.

General Fund revenue. Over the last 15 years, the General Assembly has allocated General Fund revenue for transportation purposes by authorizing appropriations, transfers, and diversions. Legislation passed in 2009, Senate Bill 09-228, established a new mechanism for transferring General Fund money to the HUTF. Under the new mechanism for transfers, the HUTF will receive a five-year block of transfers, with each annual transfer equaling two percent of total General Fund revenue collected in that fiscal year. Under Senate Bill 09-228, the five-year block of transfers is triggered in FY 2012-13 if Colorado personal income grows by at least five percent in 2012. If personal income increases by less than 5 percent in 2012, the five-year block is postponed until the first fiscal year in which personal income increases by at least 5 percent during the calendar year in which the fiscal year originated. If personal income growth falls below 5 percent during the five-year period, the transfers continue without pause. The June 2011 Legislative Council Staff forecast indicates that these transfers will occur in FY 2013-14.

Additionally, transfers to the HUTF authorized by Senate Bill 09-228 are subject to a trigger based on the size of future refunds required by Article 10, Section 20, of the state constitution, otherwise known as TABOR. If a TABOR refund between 1 and 3 percent of General Fund revenue is expected to occur, transfers will be reduced by 50 percent. If the TABOR refund is equal to more than 3 percent of General Fund revenue, the transfer will not occur.

Federal funds. Congress authorizes the expenditure of federal funds by state and local governments through multi-year transportation funding acts. The most recent authorization act was the Safe, Accountable, Flexible, Efficient Transportation Equity Act, A Legacy for Users (SAFETEA-LU), which was signed into law in August 2005. SAFETEA-LU was a five-year authorization set to expire in 2009. However, Congress extended the act until September 2011, and will likely continue to do so until it can reach consensus on a new multi-year transportation authorization bill. Federal funds are distributed from the federal Highway Trust Fund, which collects motor fuel taxes and truck-related taxes (truck and trailer sales, truck tires, and heavy-vehicle use) and redistributes them to the states based on formulas specified in federal law. Figure 3 shows the sources of revenue to the federal Highway Trust Fund.

Figure 3
Revenue Sources to the Federal Highway Trust Fund
Average Distribution, FY 2005 through FY 2008



lbs = pounds. GVW = Gross vehicle weight. Mcf = Thousand cubic feet.

Source: Federal Highway Authority

In FY 2008-09, in addition to spending authorization under SAFETEA-LU, CDOT received spending authority for \$404.2 million in American Recovery and Reinvestment Act (ARRA) funds. These funds will be received over several fiscal years, reimbursing transportation projects as they are completed.

Transportation Revenue Anticipation Notes (TRANS). In 1999, Colorado voters authorized CDOT to borrow up to \$1.7 billion by selling Transportation Revenue Anticipation Notes (TRANS) with a maximum repayment cost of \$2.3 billion. Debt service on TRANS is paid with money from the federal government and state matching funds. TRANS proceeds were exempt from the TABOR revenue limit and could be used only for a list of 28 prioritized statewide projects, referred to as the "seventh pot." In effect, the use of TRANS allowed CDOT to accelerate construction on the seventh pot projects by pre-spending payments from the federal government. CDOT has exhausted its limits on TRANS, having issued a total of \$1.5 billion in five installments during 2000 through 2004, with a total repayment cost of \$2.3 billion. CDOT will be paying debt service of approximately \$168 million each year through FY 2016-17. TRANS revenue was spent on a number of state highway projects, including the expansion of I-25.

TABOR-exempt transportation revenue. Two enterprises operate under CDOT. These government-owned businesses have authority to issue revenue bonds and must receive less than ten percent of their revenue from state and local government sources or they will lose their enterprise status and will be subject to the revenue limitations of TABOR.³ These enterprises are as follows:

- ***Statewide Bridge Enterprise.*** Senate Bill 09-108 (FASTER) created the Statewide Bridge Enterprise, and appointed the Transportation Commission to serve as the Bridge Enterprise Board of Directors.⁴ The Statewide Bridge Enterprise was created to “finance, repair, reconstruct, and replace any designated bridge in the state.”⁵ FASTER also created a new TABOR-exempt revenue source, the bridge safety surcharge, to fund bridge projects. In FY 2009-10, the bridge safety surcharge generated \$45.2 million in revenue. This amount is expected to double as the surcharge is increased through FY 2011-12.
- ***High-Performance Transportation Enterprise.*** Senate Bill 09-108 replaced the Colorado Tolling Enterprise (CTE) which was created in 2002 as a result of House Bill 02-1310 with the High-Performance Transportation Enterprise (HPTE). HPTE was formed for the purpose of efficiently financing surface transportation infrastructure projects that will improve the safety, capacity, and accessibility of the surface transportation system. To date, revenue received by the HPTE/CTE has been solely from the I-25 Express Toll lanes and interest earnings on a loan granted from the Transportation Commission to the CTE for initial startup costs. In FY 2009-10, this revenue totaled \$2.5 million.

Declining Value of the State Transportation Dollar

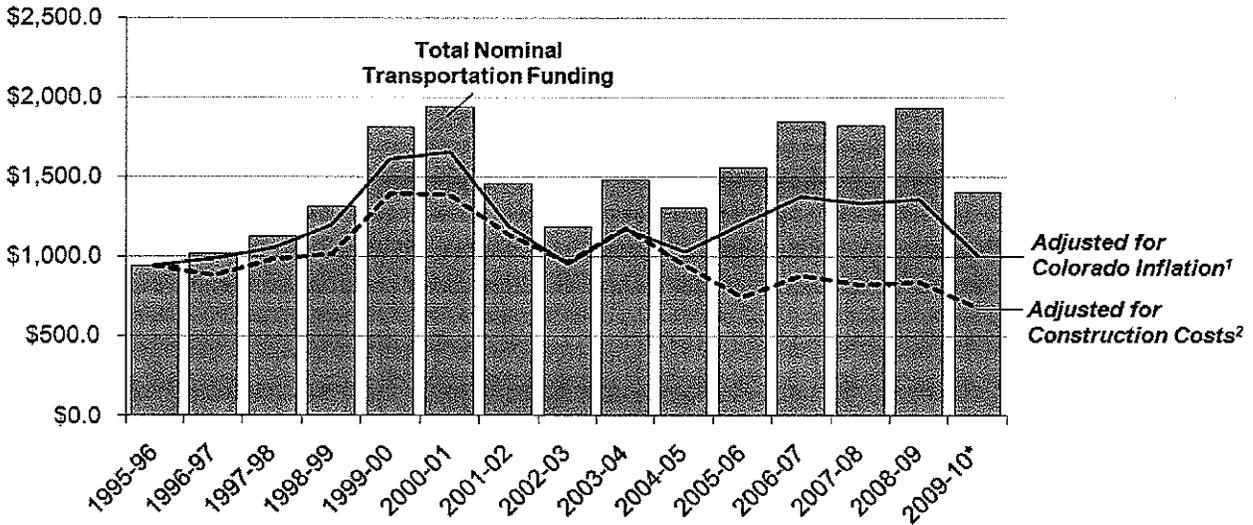
Over time, the purchasing power of a dollar allocated for transportation funding has declined. This means that building a road, highway, or bridge costs more today than in the past due to the rising cost of labor and construction materials over time. To illustrate the purchasing power of state transportation revenue over time, Figure 4 compares total nominal transportation funding to funding levels adjusted by inflation and construction costs since FY 1995-96.

³ Article X, Section 20, Colorado Constitution.

⁴ The Transportation Commission is charged by Colorado law with formulating general policy with respect to the management, construction, and maintenance of public highways and other state transportation systems. The commission is comprised of 11 commissioners who represent specific districts. These individuals are appointed by the Governor and confirmed by the state Senate.

⁵ Section 43-4-805, C.R.S.

Figure 4
State Transportation Funding and Cost Adjustments
Dollars in Millions



Source: Office of the State Controller and Colorado Department of Transportation.
 *Actual totals.

¹Adjusted using the Denver-Boulder-Greeley Consumer Price Index (CPI) (base year = 1995).
²Adjusted using the Colorado Construction Cost Index (CCI) (base year = 1995).

Local Government Transportation Funding

In addition to state-funded projects, local governments — including Colorado cities, counties, special districts, and authorities — provide funding independently for the construction, operation, and maintenance of roads and transit within their borders. In addition to the HUTF distribution, funding for local government transportation projects comes from a number of different sources, including the following:

- ridership fares and user tolls;
- private and nonprofit partnerships;
- dedicated sales and use tax revenue;
- dedicated lodging tax revenue;
- local government general fund revenue; and
- federal funds, including federal matching funds.

Table 1 provides examples of some of the different types of transportation funding sources for selected local governments.

**Table 1
Selected Local Government Transportation Funding Sources**

Local Government Type	Local Government	Funding Source
City	City of Aspen	1.0% lodging tax (half of the revenue goes to the Local Transit Services and half goes toward local tourism promotion)
County	Larimer County	Combination of: <ul style="list-style-type: none"> • Highway Users Tax Fund • Federal payment in lieu of taxes (PILT) funds from Rocky Mountain National Park • Specific ownership tax (SOT) • Property taxes
Mass Transit District	Eagle County	0.5% sales tax rate
	Summit County	0.75% sales tax rate
	Pitkin County	0.5% sales and use tax rate
Local Improvement District	Jefferson County Southeast Local Improvement District	0.5% sales tax

Source: Colorado Department of Revenue, City of Aspen, and Larimer County.

Regional transportation authorities. Colorado law allows municipalities and counties, with voter approval, to form a regional transportation authority (RTA).⁶ An RTA is a taxing authority authorized to make improvements to transportation infrastructure and provide transportation services within its geographic boundaries. With voter approval, an RTA may collect revenue by doing the following:

- charging a toll;⁷
- levying a sales and use tax of up to 1 percent;⁸
- charging a local motor vehicle registration fee of up to \$10;⁹ and
- levying a lodging taxes of up to 2 percent.¹⁰

Table 2 summarizes the five RTAs in Colorado, member municipalities, and their respective sale and use tax rates.

⁶Section 43-4-601, *et. seq.*, C.R.S.

⁷Section 43-4-605 (1)(d), C.R.S.

⁸Section 43-4-605 (1)(j), C.R.S.

⁹Section 43-4-605 (1)(i), C.R.S.

¹⁰Section 43-4-605 (1)(i.5), C.R.S.

**Table 2
Regional Transportation Authority Sales and Use Tax Rates**

Regional Transportation Authority	Member Municipalities	Sales and Use Tax Rate
Roaring Fork Transportation Authority	Cities of Basalt and New Castle	0.8%
	Cities of Carbondale and Glenwood Springs	1.0%
	Areas of unincorporated Eagle County in the El Jebel area and outside the city limits of Carbondale	0.6%
	City of Aspen, Snowmass Village, and unincorporated Pitkin County	0.4%
Pikes Peak Rural Transportation Authority	El Paso County except the municipalities of Calhan, Fountain, Monument, and Palmer Lake	1.0%
Gunnison Valley Rural Transportation Authority	All of Gunnison County except the municipalities of Marble, Ohio, Pitkin, and Somerset	0.6%*
	City of Gunnison	0.35%*
South Platte Valley Regional Transportation Authority	City of Sterling	0.1%
Baptist Road Rural Transportation Authority	City of Monument	1.0%

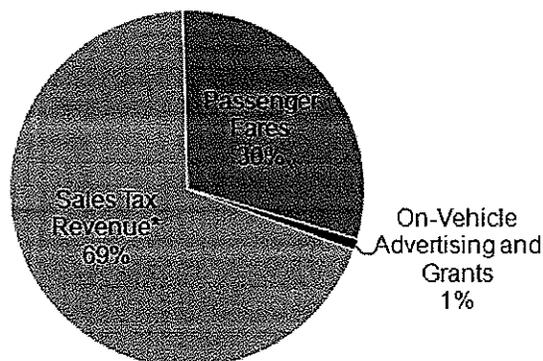
Source: Colorado Department of Revenue.

*Sales tax only.

Transit. The General Assembly created the Regional Transportation District (RTD) in 1969 as a statutory regional special district to plan, construct, and operate the public transportation system in the Denver area.¹¹ RTD is the state's largest transit provider and includes all of Denver, Boulder, and Jefferson counties, and parts of Broomfield, Adams, Arapahoe, and Douglas counties. While RTD receives substantial funding from passenger fares and the federal government, most of its revenue comes from a sales tax levied on purchases made within the district. Colorado law requires RTD to recover 30 percent of its operating costs through passenger fares. Figure 5 shows a distribution of revenue sources to RTD for FY 2009-10.

¹¹Section 32-9-101, *et seq.*, C.R.S.

Figure 5
Regional Transportation District (RTD) Revenue Sources, FY 2009-10



Source: Regional Transportation District.

House Bill 02-1310 authorized RTD to ask voters within their district to increase the RTD sales tax rate from 0.6 percent to 1.0 percent and to allow RTD to borrow for new transit construction. The ballot language of Referendum 4A in 2004 limited the increase in debt to \$3.5 billion and the repayment cost to \$7.1 billion.

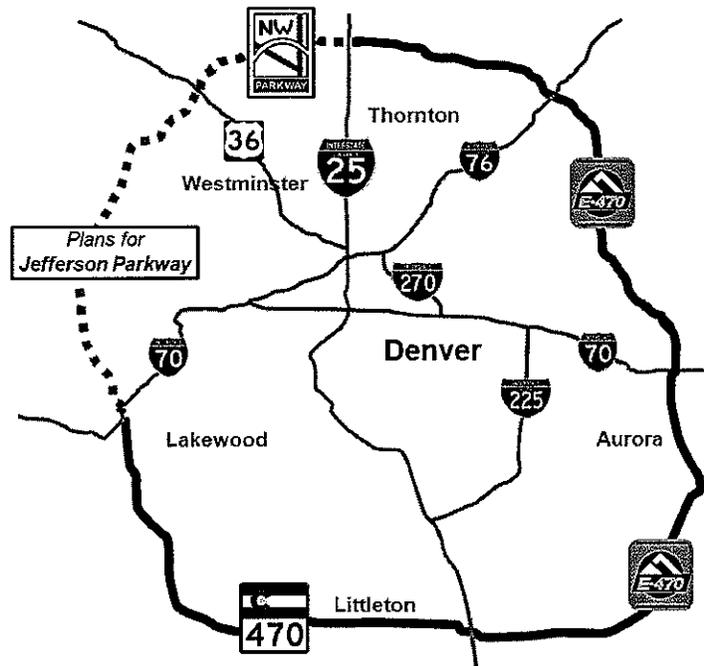
Voters approved Referendum 4A during the 2004 election, and in doing so approved the RTD **FasTracks** program to add 122 miles of light rail and commuter rail, 18 miles of bus rapid transit and high occupancy vehicle lanes, new parking structures, and expanded bus service in RTD's eight member counties. RTD announced 50 percent completion of the FasTracks project in September 2010. In addition to the sales tax, the FasTracks program has been funded through the federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loans, certificates of participation (COPs), local contributions, and public-private partnerships.

Public highway authorities. Colorado law permits the creation of public highway authorities (PHAs) by municipal and county governments.¹² PHAs may construct, finance, operate, and maintain public highways in the state. PHAs are also authorized to issue debt and collect tolls, property taxes, vehicle registration fees, and sales taxes. There are currently three PHAs operating in Colorado: the E-470 PHA, the Northwest Parkway PHA, and the Jefferson Parkway PHA. Over the last several decades, these PHAs funded construction of a highway system surrounding the Denver metro area, as shown in Figure 6.

¹²Section 43-4-501, *et. seq.*, C.R.S.

During the November 1988 election, voters in member jurisdictions approved a \$10 vehicle registration fee, which has been used to fund construction and maintenance of E-470, the 47-mile corridor surrounding the eastern edge of the metro area. Construction bonds funded through private money financed the construction of Northwest Parkway, a 9-mile stretch of highway that was completed in 2003. The Jefferson Parkway PHA is intended to complete the beltway. Construction of this 20-mile stretch is still in planning stages.

Figure 6
Colorado Public Highway Authority Projects





Mining Transportation

Connect the Dots
Stuart Sanderson, President
www.coloradomining.org

SUSTAINABLE DEVELOPMENT AND MINING ECONOMIC CONTRIBUTIONS

- Colorado - \$3 Billion Sales/\$8 Billion Impact –
- 5,700 direct jobs and 20,000 in general economy – multiplier effect is substantial
- Taxes and royalties support public schools and local governments
- Average wages and benefits exceed \$70,000 annually; \$96,000 annually for coal mine employees

MINERAL PRODUCTS FROM COLORADO

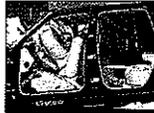
- Coal – Colorado ranks in top 15 for production and coal meets bulk of Colorado's electricity needs
- Molybdenum – 1st
- Gold – 4th
- Gypsum, limestone and construction minerals – produced in significant quantities
- Uranium mine development underway
- Nahcolite or sodium bicarbonate

Colorado Minerals – Essential for Transportation

- Aggregates for construction
 - Highways and bridges
 - Airport runways
- Coal combustion residuals (fly ash)
 - Concrete manufacture to mitigate acidity in rock
- Molybdenum for
 - Strengthening steel, jet parts, turbine wheels
 - Manufacture of airbags in cars
 - Lubricants, Corrosion Inhibitors, Smoke Suppressants

Molybdenum – Safety, Environmental & Everyday Uses

- Alloy steel component parts in machine tools, trucks & mining equipment.
- Stainless steel
- Super alloys are used for parts in jet engines & in turbine wheels
- Cleaning and refining petroleum products
- Toothpaste



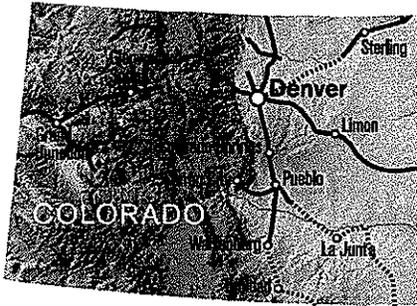
Essential for Transportation

- Coal for electricity
 - Powering Light rail
 - Charging electric vehicles
 - Providing electricity for arc furnaces to manufacture rails at Rocky Mountain Steel in Pueblo
- Gold for computer hardware such as
 - Controlling street safety signals
 - Flight control systems

Transportation Fuels – Then, Now, and Future

- Coal
 - Steam powered locomotives (remember them?)
 - Electricity for Light rail
 - Electricity for cars
- Uranium for nuclear powered submarines
- Oil Shale – for diesel, jet fuel
- Coal -derived liquid fuels

Union Pacific Railroad Lines Carry Coal Eastward from West Slope



Coal is Important to UP

TOP FIVE COMMODITIES SHIPPED IN 2010 (BY VOLUME)



TOP FIVE COMMODITIES RECEIVED IN 2010 (BY VOLUME)



Source: UP website

Transporting the Mineral Products



West Slope coal by rail and barge



Molybdenum



Conveyor across/through Colorado mountains to processing facility

As well as truck and rail to other processing facilities and customers

And Some Products



Just Require Extra Measures



Challenges

- Regulatory uncertainty – Fraser Institute rates Colorado among the bottom ten jurisdictions for mining
- HB 1365 will impact about 4 million tons annually of coal produced in Colorado – that cannot be resold on export market, which has declined 43% since 2005
- Lost production will cost state royalties taxes
- Limits on number of trucks from mines; freight cars on trains
- Limit on number of trains through Tunnel



Mining Transportation Questions?

Stuart Sanderson, President
www.coloradomining.org



E-470 Public Highway Authority

Transportation Legislation Review
Committee

August 9, 2011

Presenters:

- **John McCuskey**
Executive Director
- **Joe Donahue**
Director of Finance



Colorado Toll Authorities

- **E-470 Public Highway Authority**
- **Colorado High Performance Transportation Enterprise – CDOT**
- **Northwest Parkway Public Highway Authority**
- **Jefferson Parkway Public Highway Authority**



Transponder Interoperability

EXpressToll Service Center

- Operated By E-470 Public Highway Authority
- Serves:
 - E-470
 - Colorado High Performance Transportation Enterprise I-25 HOV/HOT Lanes
 - Northwest Parkway

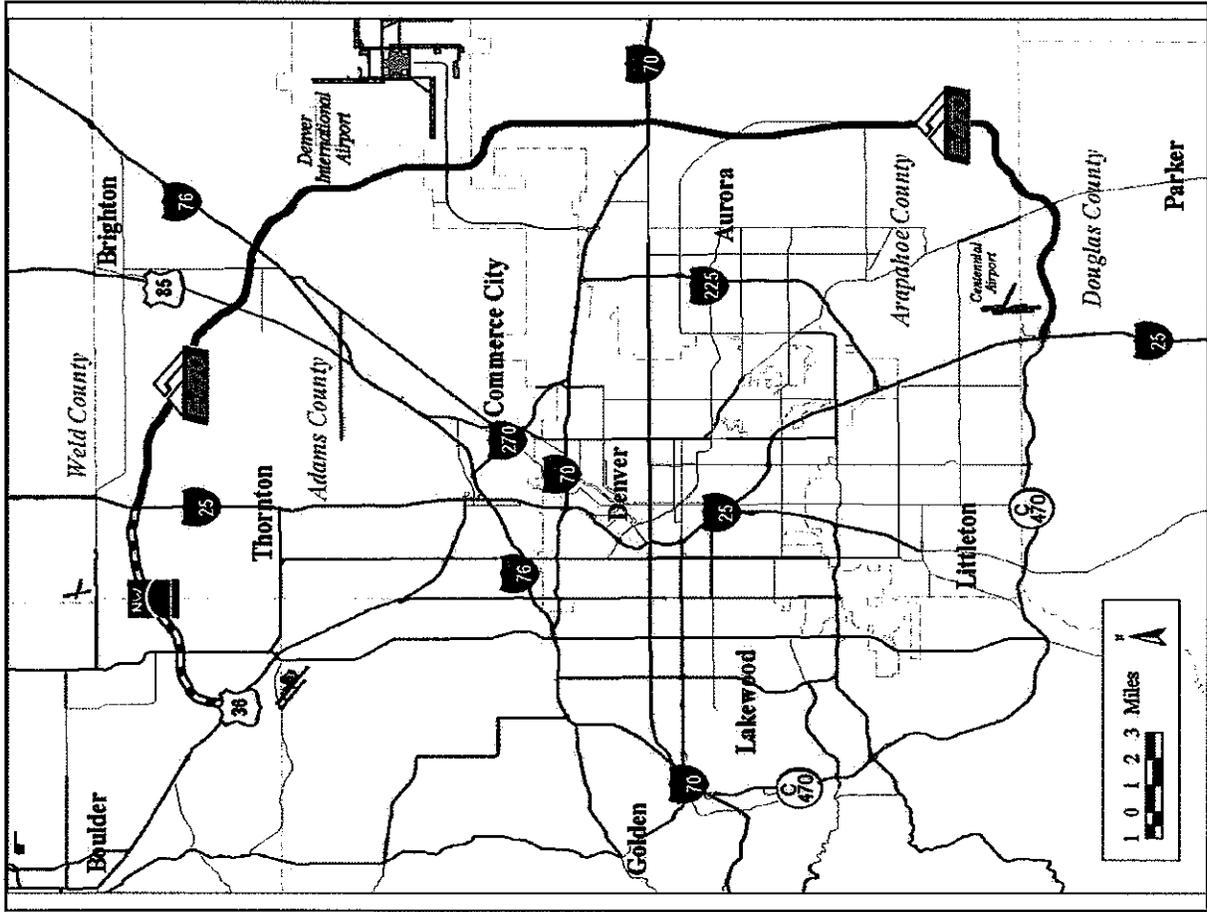
Interoperable Transponders

- One Transponder – One EXpressToll Billing Statement
- Three Separate Toll Facilities



E-470 Public Highway Authority

- **Centerline Miles – 47**
- **Lane Miles – 311**
- **Bridges – 96**



E-470 Member Jurisdictions

Voting Members

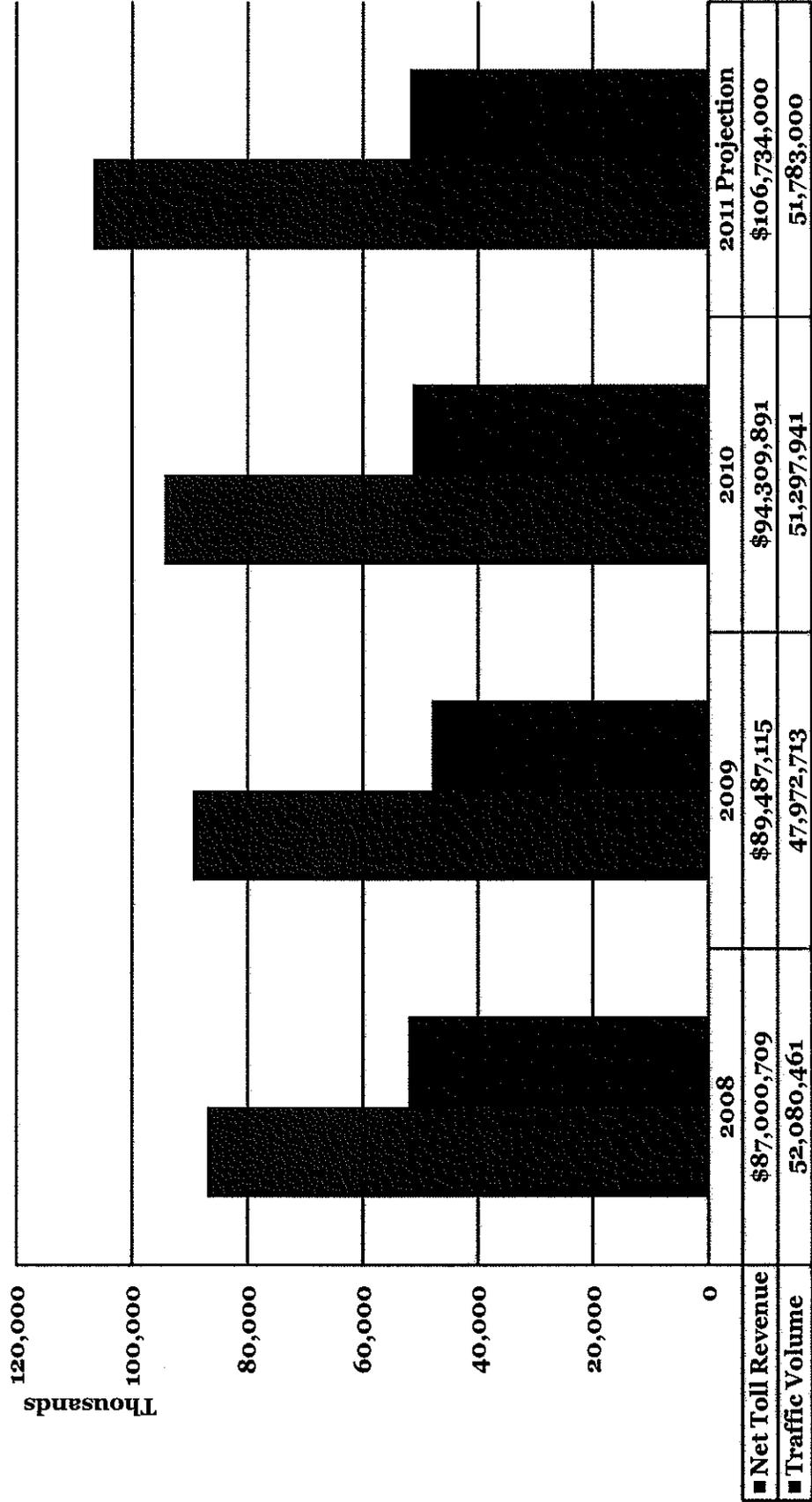
- Adams County
- Arapahoe County
- Douglas County
- Aurora
- Brighton
- Commerce City
- Parker
- Thornton

Non-Voting Members

- CDOT
- DRCOG
- RTD
- Arvada
- Broomfield
- Greeley
- Weld County

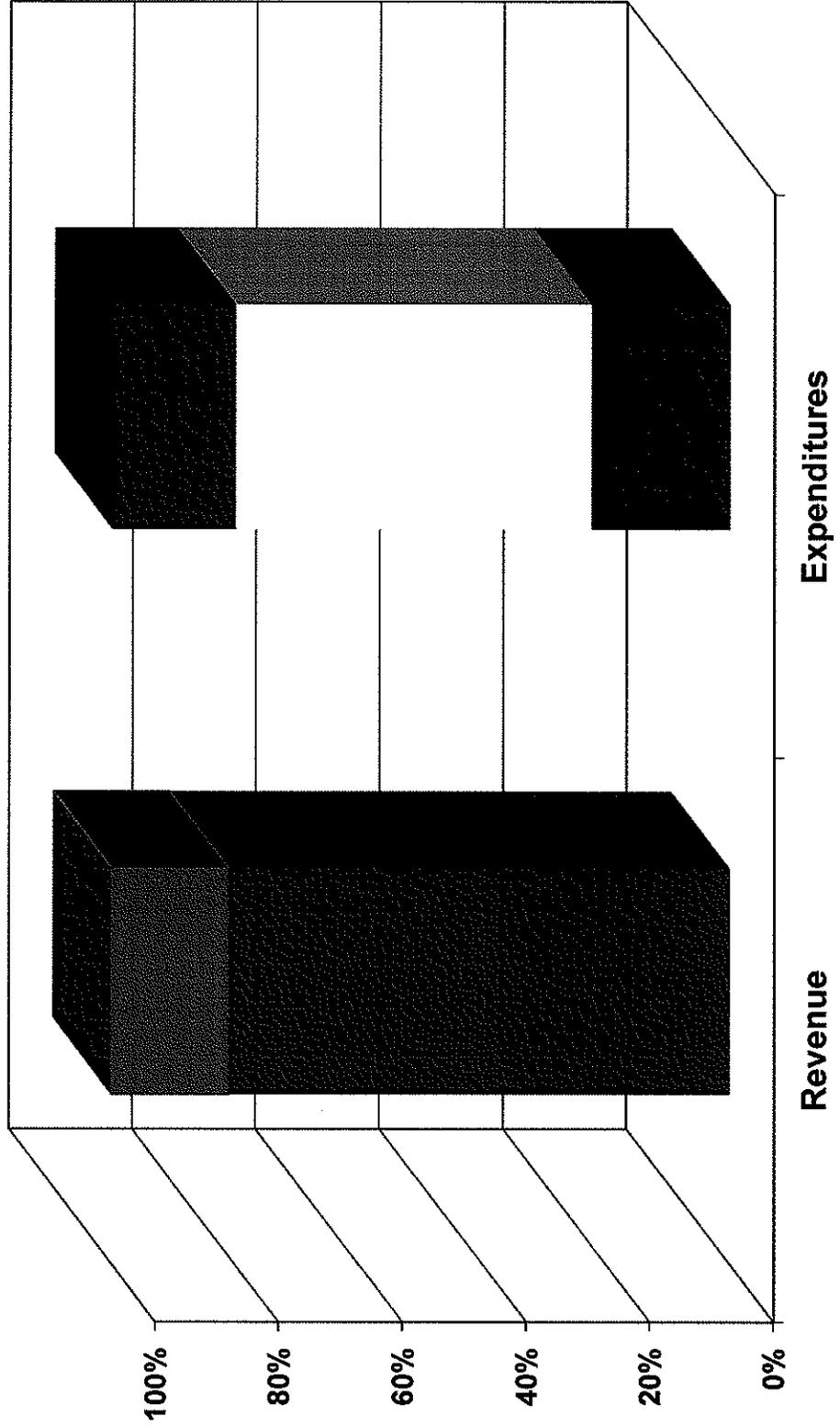


E-470 Traffic and Revenue



2011 Revenue vs. Expenditures

<u>Revenue</u>	<u>Expenditures</u>		<u>Required</u>
■ Toll ■ Other	■ Operating	■ Senior Debt Service	■ Allocated Reserves



Toll Transactions - June 2011

- **EXpressToll**
 - 382,900 accounts
 - 750,200 transponders
- **License Plate Toll**
 - 1.1 million bills mailed since 1/1/2011
- **Payment Processing**
 - 1.3 million credit card payments
 - 472,600 lockbox payments



Billing Process Changes

Old Process

Drive E-470
30 Day Accumulation

LPT Bill
30 Days to Pay in Full

Notice of Civil Penalty
30 Days to Pay - \$70 per transaction

Final Notice of Civil Penalty
30 Days to Pay in Full

Hearing Officer's Final Order
45 Days to Pay - \$20 Court Fee per transaction

Collections
\$20 Collection Fee per Transaction

New Process

Drive E-470
30 Day Accumulation

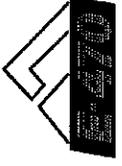
LPT Bill
30 Days to Pay in Full

LPT Bill Re-Issued
30 Days to Pay - \$5 Late Fee

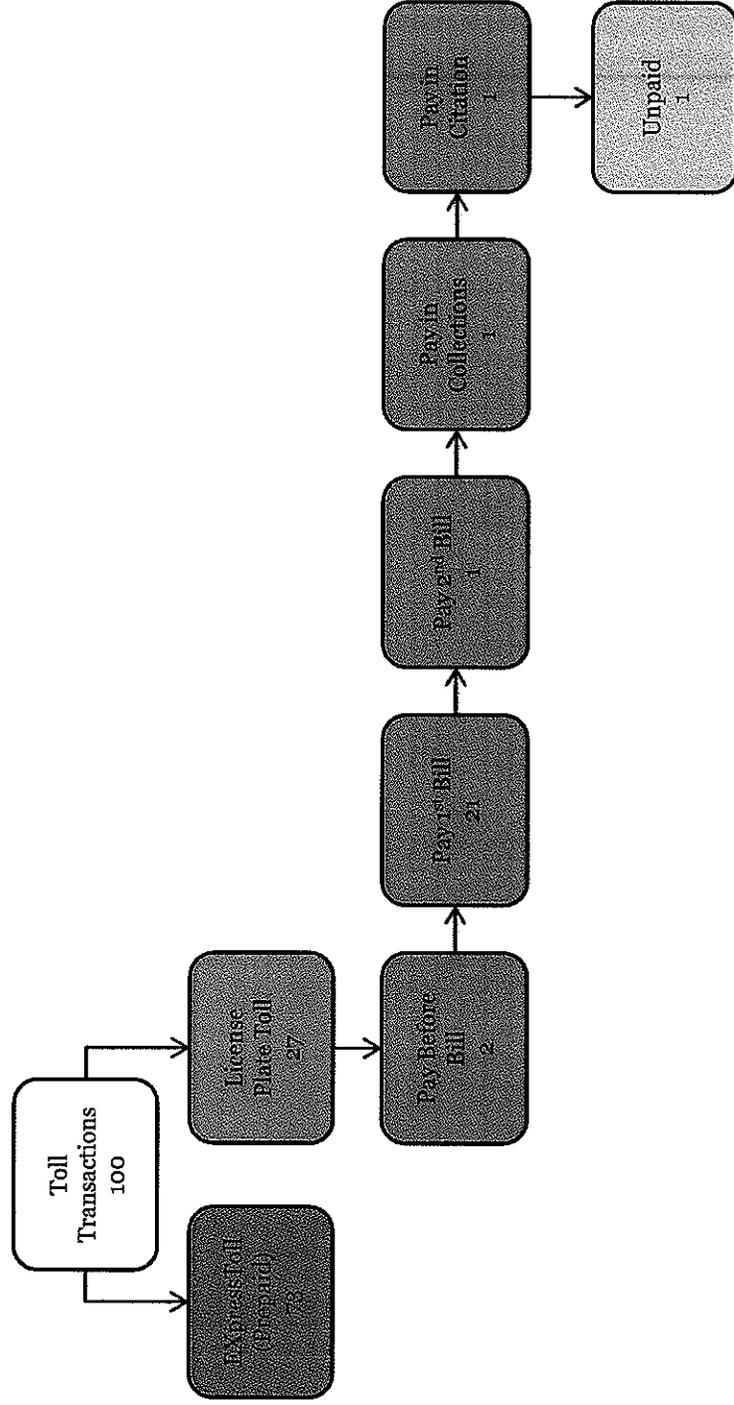
Collections
90 Days to Pay - \$15 Collection Fee

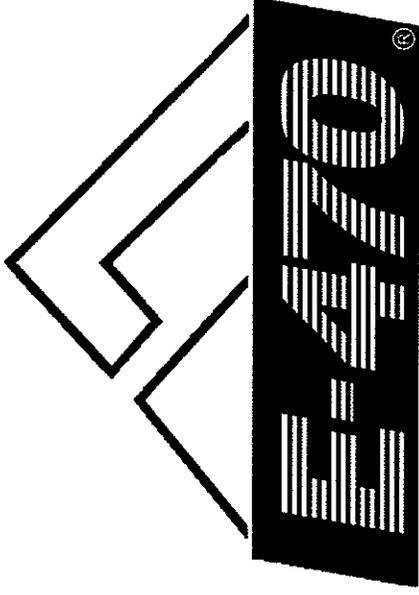
Notice of Civil Penalty
30 Days to Pay - \$25 per transaction

Hearing Officer's Final Order
45 Days to Pay - \$20 Court Fee per transaction



100 Identified Customers





Thank You

Questions?



Northwest Parkway Public Highway Authority

Transportation Legislation Review Committee



August 9, 2011

Slide 1

Who Forms NWPPHA



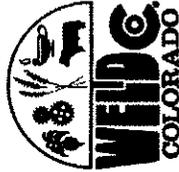
- Members:



City & County of Broomfield



City of Lafayette



Weld County

- Ex Officio & Associate Members:



City of Arvada



Regional Transportation District



Interlocken Metro District



Jefferson County



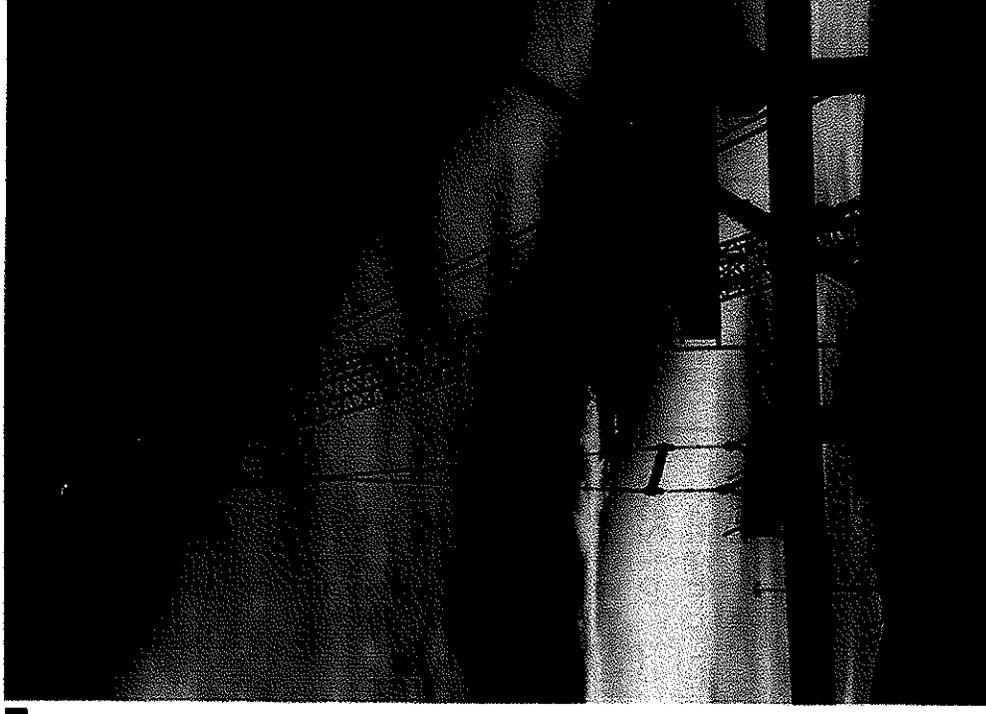
Colorado Dept. of Transportation

Northwest Parkway Public Highway Authority



Background

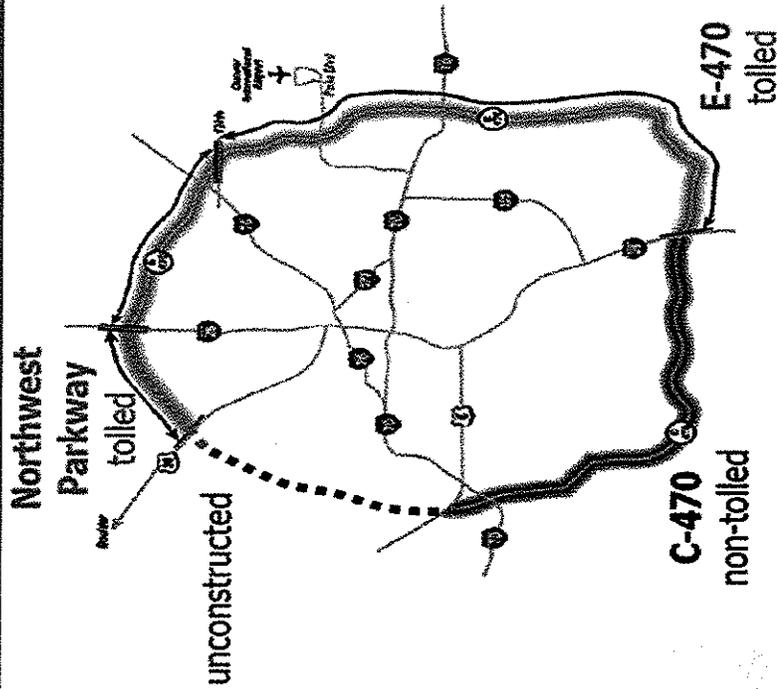
- **July 1999:** Authority established
- **The Purpose:** To build an authority financed highway linking E-470/I-25 to US36
- **The Financing:** User fee revenue bonds were used to fund the NWP – **No tax dollars**
- **The Reasons:**
 - ✓ To continue the extension of a Denver metropolitan beltway
 - ✓ To avoid the tax cost of building a major new regional roadway link
 - ✓ To ensure that development occurred in specified locations respecting planned open space
 - ✓ To provide for a future mass transit service corridor
 - ✓ To relieve traffic on neighborhood streets



The Northwest Parkway



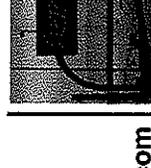
LOCATION



OVERVIEW

- 8.9-mile, 70 mile per hour limited access highway
The Parkway forms the NW part of the beltway and connects US36 to I-25 and provides access to E-470, Broomfield and US287.
- Toll collection system includes one mainline toll plaza and 4 toll ramps, using *GO-PASS* (License Plate Toll) or *EXpressToll* transponder
- The Parkway contains:
 - 23 bridge structures
 - 2 major interchanges (I-25/E-470 and US287)
 - 1 Maintenance yard and 1 Admin. building

Slide 4

	Jul. 2001	Ground breaking
	Nov. 2003	Ribbon cutting
	Jan. 2004	Toll collection begins
	Oct. 2005	Maintenance yard opens
	Dec. 2005	Sheridan interchange opens
	Nov. 2007	Concession lease signed
	Dec. 2009	Toll system upgrade + new payment option
	Jan. 2010	100% non-stop tolling (cashless)

Northwest Parkway Concession



Fundamentals

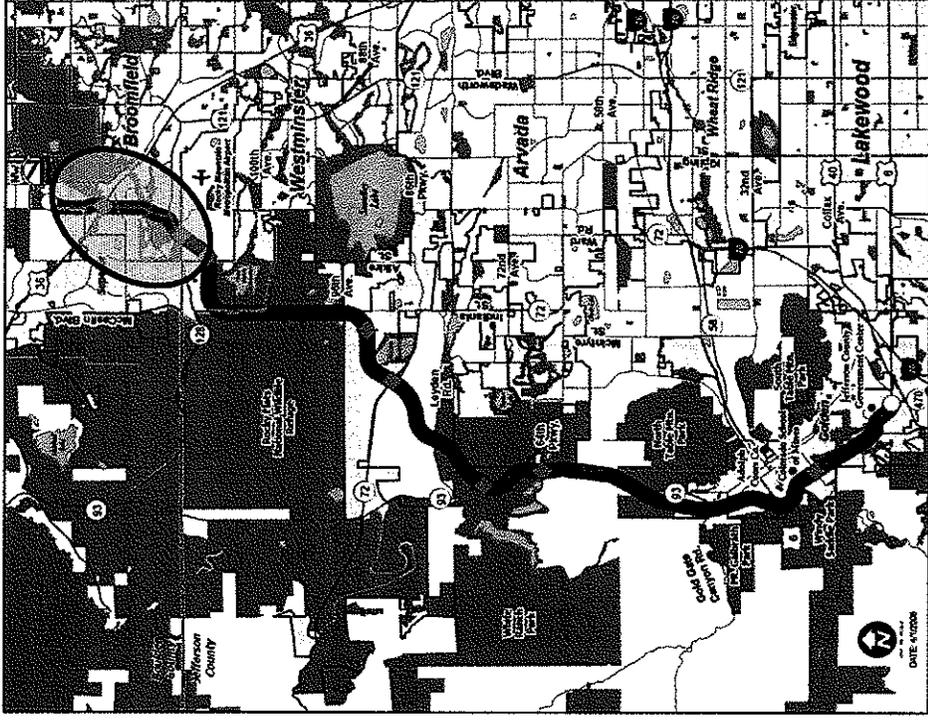
- Concession Lease Agreement was signed with Brisa (doing business as Northwest Parkway, LLC) on November 21, 2007. At the end of the 99 year term, the parkway reverts back to the Authority.
- Upon execution of the Concession and Lease Agreement, the NWPPHA transferred all capital assets to the Concessionaire in exchange for the defeasances of all outstanding bonds and reduction of a major portion of other long term liabilities (\$503M)
- The Concessionaire provides yearly payment of funds to the NWPPHA, which the Authority utilizes to oversee the Concession.

Northwest Parkway Concession



Expansion Possibilities

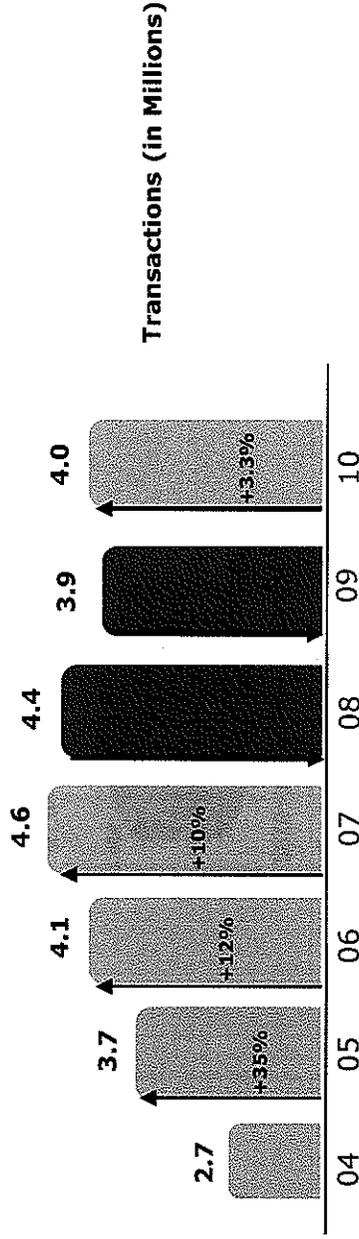
- Work on the possibility of extending the NWP (2.3 mile extension) to SH128, which together with the Jefferson Parkway and the linking to I-70 would complete the beltway around the metro Denver area, is underway.
- The Concession Agreement does not require the Concessionaire to build the extension, but the Concessionaire is required to contribute towards the cost of the extension to SH128 - \$40 million were placed in escrow + \$60 million additional funding - if certain conditions are met:
 - Construction of both extensions are contracted to be completed by the end of 2020
 - Concessionaire gets the rights to operate, toll and maintain the NWP extension to SH128



Traffic Evolution



Traffic Evolution



Transactions (in Millions)

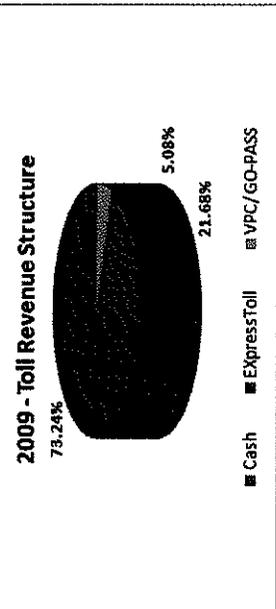
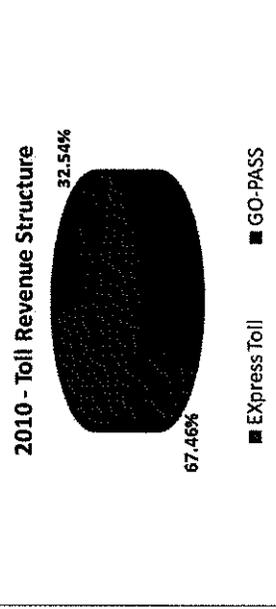
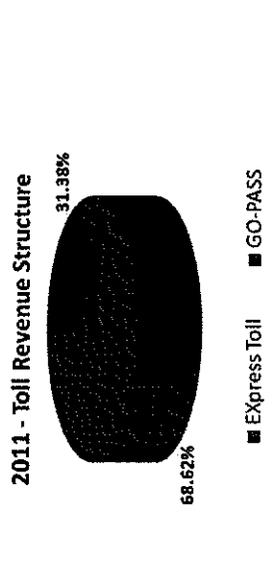
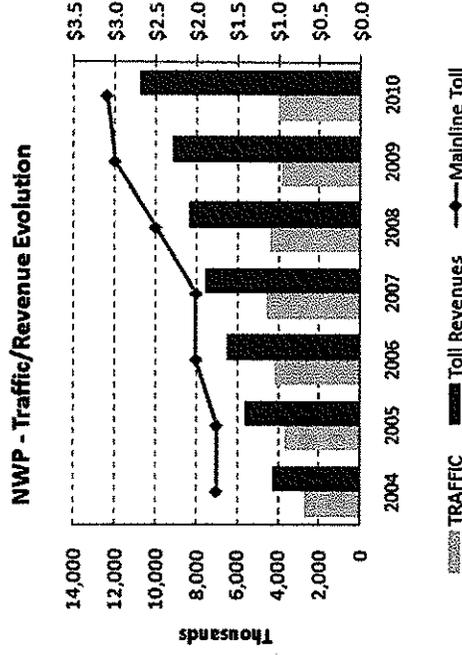
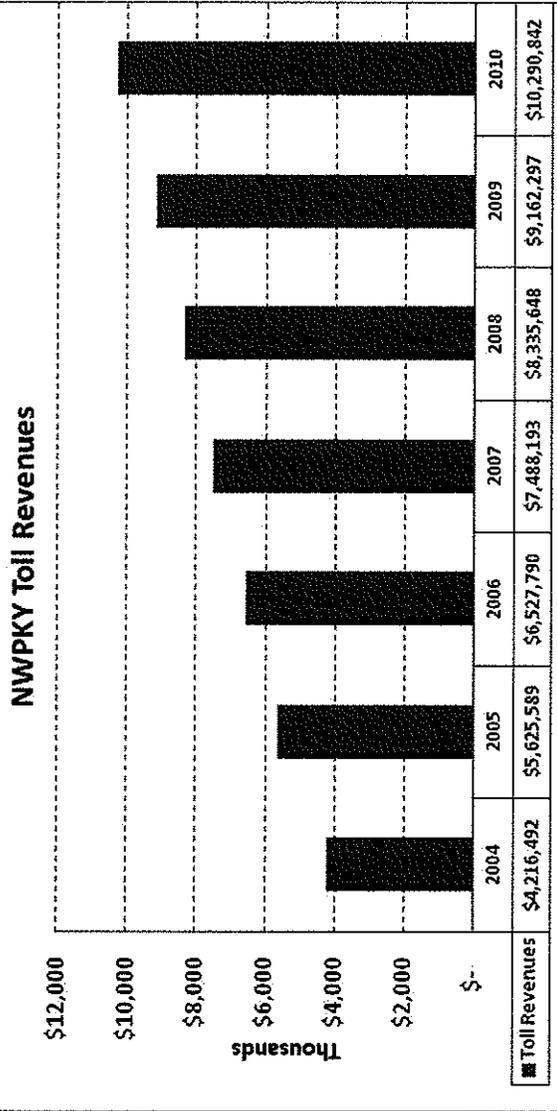
Notes:

- 2011 – Not final data
- Source: Concessionaire

	2004	2005	2006	2007	2008	2009	2010	2011
Jan	176,760	253,248	310,452	347,848	370,346	301,966	295,076	323,538
Feb	173,986	238,159	291,066	326,425	364,600	279,241	278,018	286,891
Mar	204,786	295,319	334,305	372,657	388,925	309,749	325,852	336,703
Apr	203,202	287,589	325,716	359,621	375,850	316,132	315,287	324,558
May	216,231	312,953	354,462	392,179	386,816	323,389	339,239	354,571
Jun	222,801	320,187	364,762	384,509	367,962	341,708	344,311	352,166
Jul	238,606	319,481	345,755	387,367	375,204	338,709	350,320	-
Aug	257,146	347,301	383,460	421,588	380,865	356,281	367,862	-
Sep	248,293	321,097	349,108	375,866	356,953	322,130	339,526	-
Oct	257,697	328,591	369,938	413,958	379,388	328,155	360,268	-
Nov	251,312	327,254	355,771	387,658	330,708	312,926	330,603	-
Dec	286,417	354,545	354,895	386,686	358,833	335,794	345,323	-
Total	2,737,237	3,705,724	4,139,690	4,556,362	4,436,450	3,866,180	3,991,685	1,978,427
Average	228,103	308,810	344,974	379,697	369,704	322,182	332,640	315,711
Max.	286,417	354,545	383,460	421,588	388,925	356,281	367,862	354,571

Traffic is slowly catching up following the economic downturn and toll rate increases

Toll Revenues



Notes:

- 2011 – Unaudited, not final.
- Source: Concessionaire

Although traffic slowed down, revenues grew sustained on toll rate increases

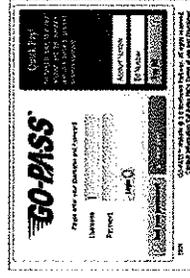
All Electronic Tolling



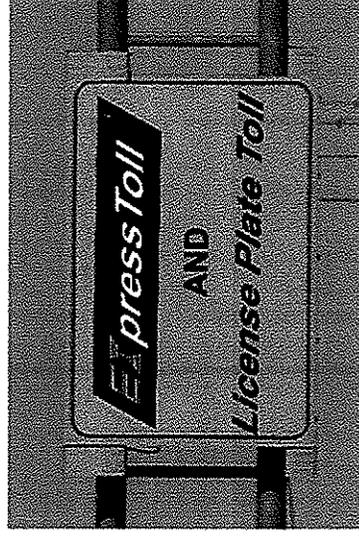
Cashless:

Effective on December 31st, 2009 the NWP stopped collecting cash at the toll booths, offering new alternative payment options (*GO-PASS*) besides *EXpressToll*.

- **GO-PASS** bill payments can be made:
- On-line @ go-pass.com – Credit/Debit Card
- Mail – Check or Credit/Debit Card
- Phone – Credit/Debit Card
- Front-Desk – Cash, Check and Credit/Debit Card
- Auto-Bill - Automatic payment using CC/of DC/ACH:



E-470:



No pre-registration is required, road accessible to all (registered or not)

Toll Rates



Effective June 1, 2011:

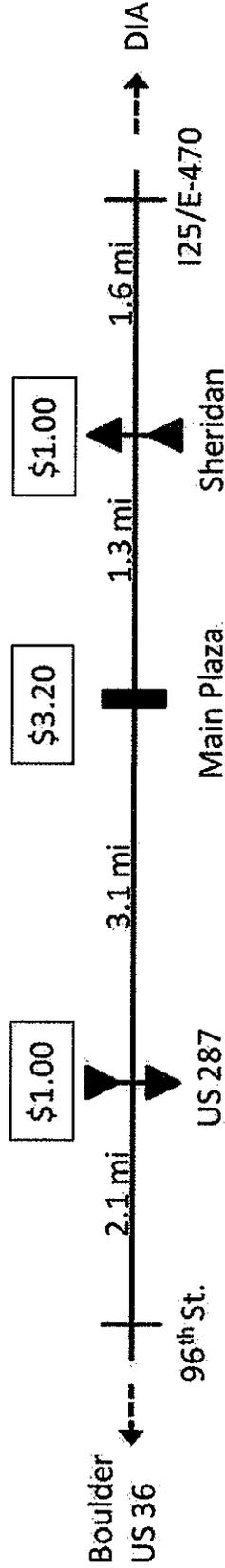
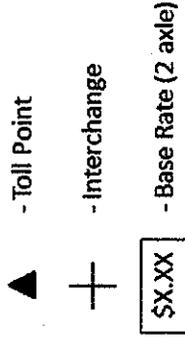
Mainline:

- 2 Axles \$3.20
- Per Each Additional Axle \$3.20

Ramp Locations (Sheridan and US287):

- All Vehicles \$1.00*

* - **GO-PASS** Auto-bill and **EXpressToll** accounts benefit of a 10% discount.



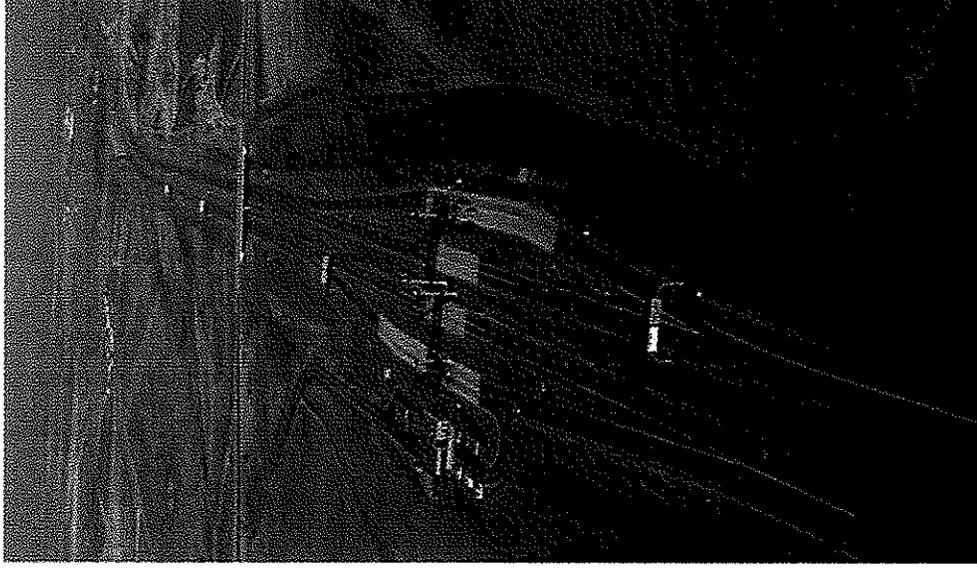
Notices of the pending toll changes are given to the Authority and to the Public as required per the CLA.

Maintenance



The Concession Agreement requires the oversight from a 3rd party Independent Engineer accepted by the parties to run periodic monthly inspections of the infrastructure and toll system.

2010 Annual Inspection reported only minor deficiencies and noted **an overall improved conformity to the required safety condition of the entire facility.**

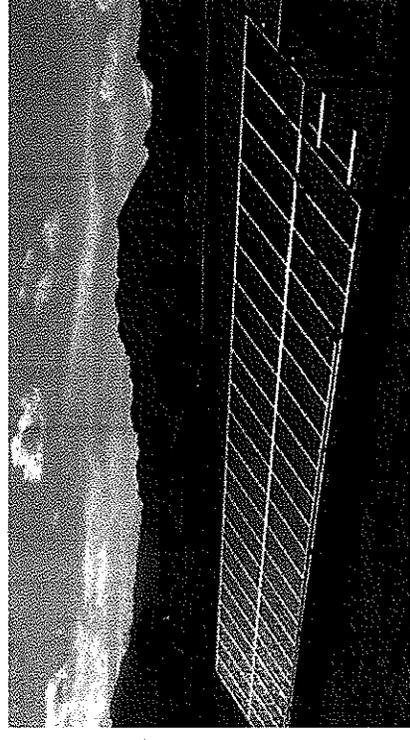
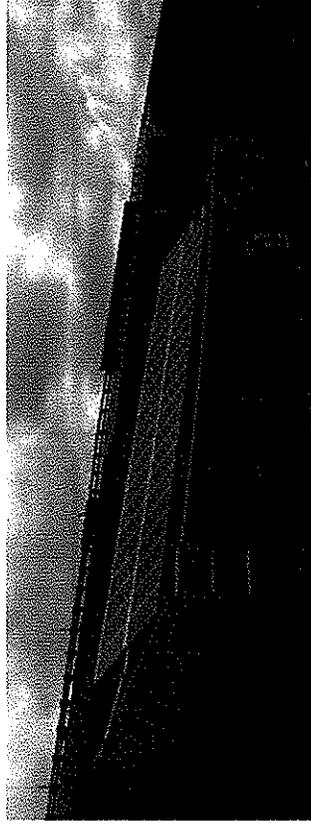


Sustainable Mobility



Solar Project

- Northwest Parkway operator entered in a Power Purchase Agreement with Soltura Energy Capital (Provider) to install Photovoltaic Solar Arrays at Xcel meter locations at no cost for the improvements and at reduced usage rates to the NWP.
- Total investment is about \$350k.
- The project comprises of 7 individual systems installed along the Parkway.
- The project is funded using the RECs generated and locked incentives offered by Xcel Energy. 100% funded by the Provider.
- Commercial Operation Date – June 6, 2011

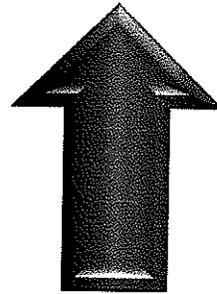
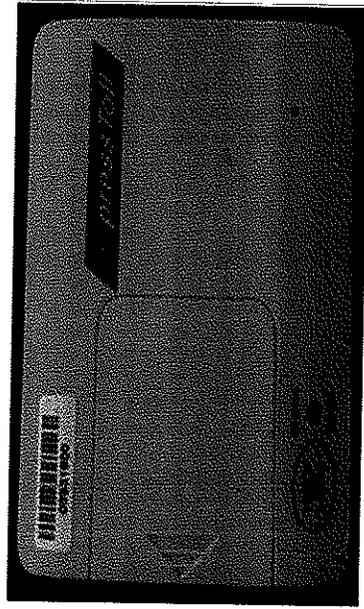


Near Future



Following E-470, the Concessionaire decided to replace and upgrade the existing AVI system (Automatic Vehicle Identification).

The proposed technology upgrade will enable the NWP to read both the existing and new generation of **sticker tags** while maintaining full interoperability with **EXpressToll**.

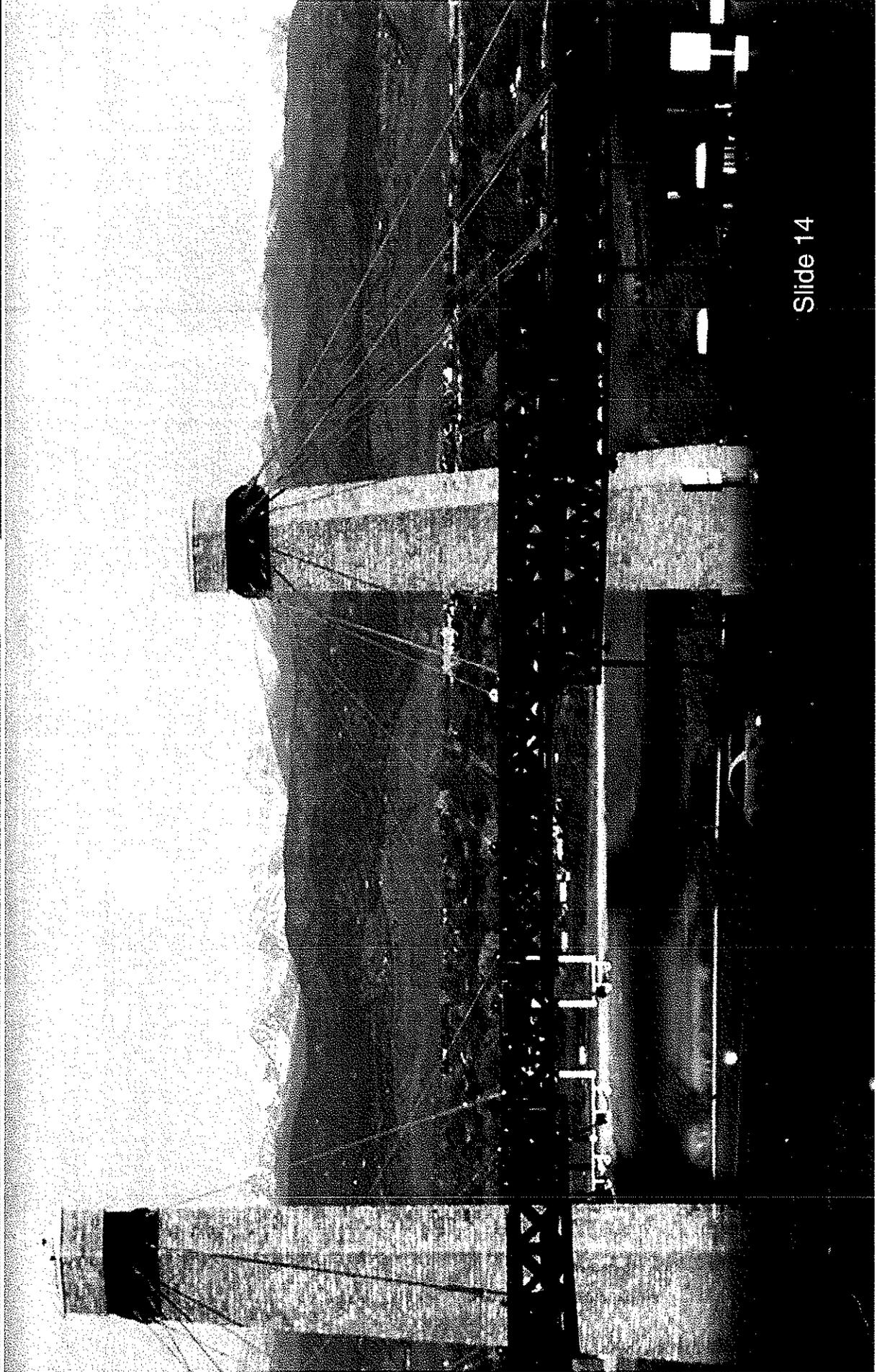


EXpressToll Important Facts:

- NWP accepts *EXpressToll* accounting for about 72% of the Parkway traffic.
- NWP pays to E-470 proportionally the cost of the *EXpressToll* services and tags.

Estimated AVI System upgrade investment about \$200K to be complete in September 2011

Thank you



Slide 14



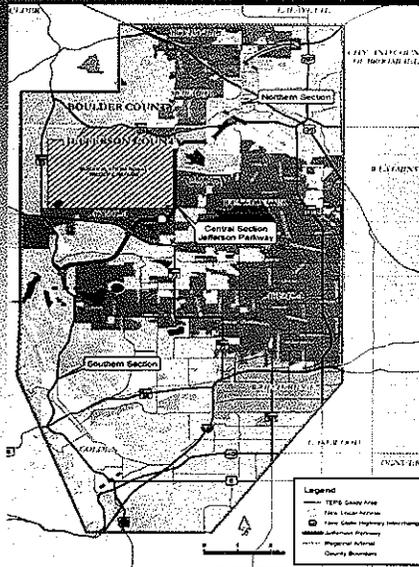
JEFFERSON PARKWAY PUBLIC HIGHWAY AUTHORITY

Transportation Committee
Briefing
August 9, 2011



Overview

- Jefferson County, the City and County of Broomfield, and the City of Arvada established the Jefferson Parkway Public Highway Authority (JPPHA) in May 2008.
- The mission of the JPPHA is to fulfill transportation needs in the area by completing a portion of the last remaining uncompleted
- section of the Denver metropolitan beltway system.





Board Members

- Marc Williams, Chair & Arvada Director
- Don Rosier, Vice Chair & Jeff Co Director
- Patrick Quinn, Secretary & Broomfield Director
- Don Allard, Arvada Director
- Walt Spader, Broomfield Director
- Ken Lloyd, RAQC Ex Officio Director
- Lorraine Anderson, RTD Ex-Officio Director

3



Significant Activities in Past Three Years

- Completed the State of Colorado's 1601 System Feasibility Study.
- Placed the project region's list of fiscally constrained Regional Transportation Plan (RTP) as identified by the Denver Regional Council of Governments (DRCOG).
- Entered into a Confidentiality and Exclusivity Agreement with Isolux to help with the Parkway project.

4



Current Activities

- Working with various owners to acquire the property related to the Parkway.
 - Private parties
 - Rocky Flats

5



Other Major Activities

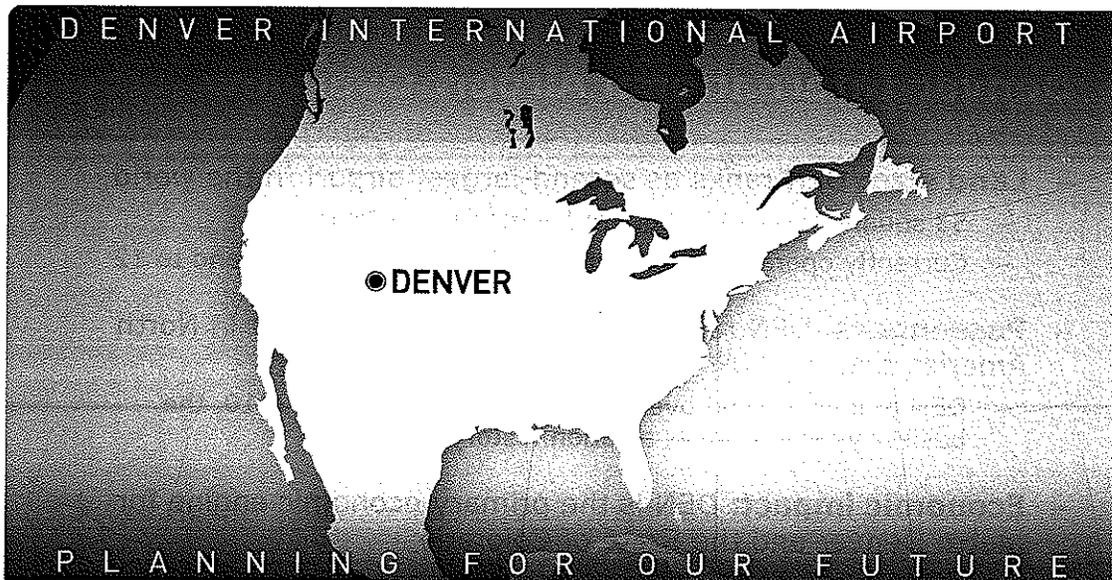
- US Fish and Wildlife Service (USFWS) will be conducting additional environmental assessment on the concept of a bicycle route in contrast to the highway on the same property.
- Analysis will also include connection of the land transfers to the Parkway considerations.

6



QUESTIONS

DENVER INTERNATIONAL AIRPORT



● DENVER

P L A N N I N G F O R O U R F U T U R E

House Transportation Committee
Presented by Kim Day, Manager of Aviation
August 9, 2011



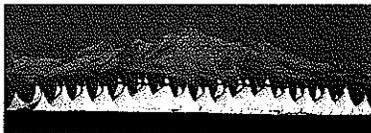
DENVER INTERNATIONAL AIRPORT
TOGETHER WE SOAR

Agenda

- Denver International Airport Overview
- 16 Years and Counting: Challenges & Opportunities
- Planning
- Our Future

Denver International Airport Overview

- **Land size:** DEN ranks as second-largest airport in the world
 - 53 square miles (137 square kilometers) of land
 - Currently operate 6 nonintersecting runways; can expand to 12
- **Passengers:** DEN ranks as the fifth-busiest airport in North America and the 10th busiest in the world
 - DEN airlines served over 52 million passengers in 2010, the busiest year in Denver aviation history
- **Economic impact:** DEN is the primary economic engine for metro Denver and the State of Colorado
 - Generates over \$22 billion in annual economic impact



2010 Was DIA's Busiest Year Ever - 52.2 Million Passengers

World Rankings
CY 2010

Rank	Airport	CY 2010 Passenger Traffic
1	Atlanta (ATL)	89,331,622
2	Beijing (PEK)	73,948,000
3	Chicago (ORD)	67,026,791
4	London (LHR)	65,783,221
5	Tokyo (HND)	63,298,330
6	Los Angeles (LAX)	58,847,069
7	Paris (CDG)	57,918,156
8	Dallas/Ft Worth (DFW)	56,698,634
9	Frankfurt (FRA)	52,457,146
10	DENVER (DEN)	52,209,377
11	Madrid (MAD)	49,483,452
12	Hong Kong (HKG)	49,365,404
13	New York (JFK)	47,434,991
14	Dubai (DXB)	45,671,372
15	Amsterdam (AMS)	44,396,444

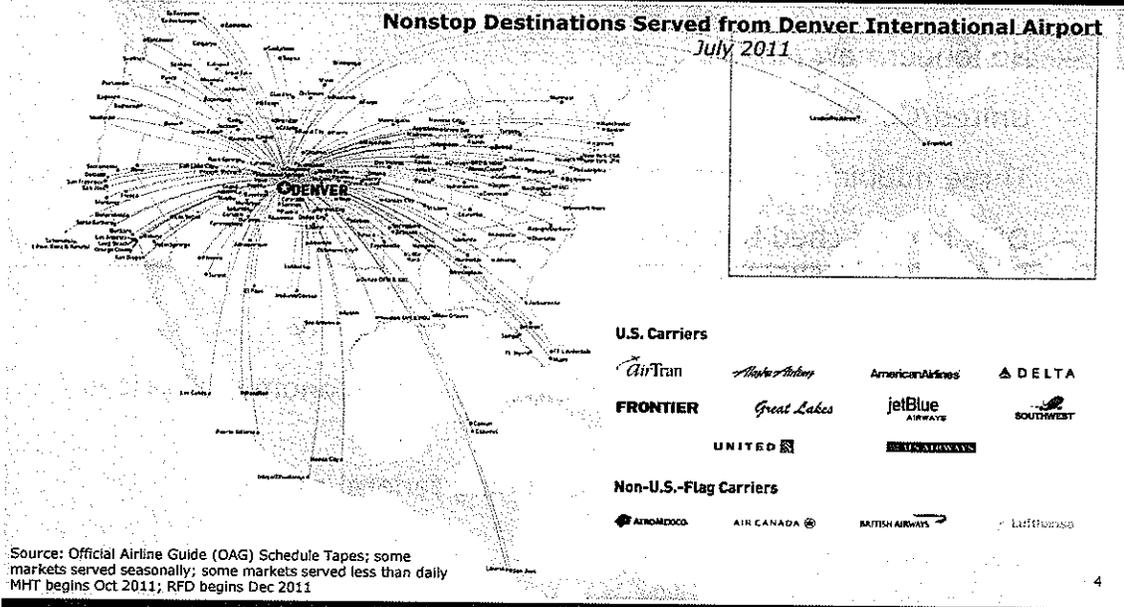
U.S. Rankings
CY 2010

Rank	Airport	CY 2010 Passenger Traffic
1	Atlanta (ATL)	89,331,622
2	Chicago (ORD)	67,026,791
3	Los Angeles (LAX)	59,069,409
4	Dallas (DFW)	56,886,843
5	DENVER (DEN)	52,209,377
6	New York (JFK)	47,870,230
7	Houston (IAH)	40,479,569
8	Las Vegas (LAS)	39,757,359
9	San Francisco (SFO)	39,391,234
10	Phoenix (PHX)	38,554,530
11	Charlotte (CLT)	38,254,207
12	Miami (MIA)	35,698,025
13	Orlando (MCO)	34,877,899
14	Newark (EWR)	34,155,174
15	Minneapolis (MSP)	32,839,096

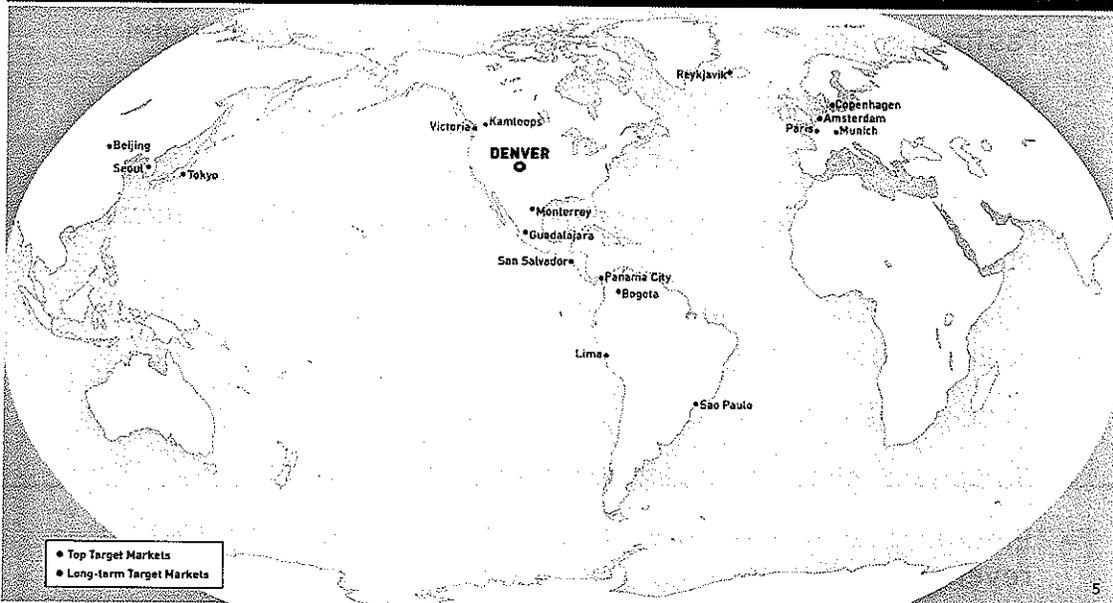
Source: Individual airport traffic reports



14 Passenger Airlines and 1,700 Daily Flights to Over 170 Destinations Worldwide



Short- and Long-Term International Target Markets



DIA Challenges

- No longer new airport
- United/Continental merger
- Three hubbing carriers, all in transition
- DEN has reached terminal and gates design capacity and internal train system at its limit
- Airspace capacity is less than pavement capacity
- External shocks beyond our control (global economy, oil prices, industry bankruptcies)
- Changing revenue sources - declining federal money

6

DIA Opportunities

- FasTracks commuter rail connection and airport Westin hotel
- United/Continental merger
- Competitive costs for carriers
- FAA airspace redesign, NextGen and airfield potential (capacity and efficiency)
- Boeing 787 will provide new opportunities for nonstop international service
- Concourses built for hubbing
- 53 square miles of developable land (34,000 acres)
- Emerging technology, passenger processing, gate control and revenue production

7

Land Planning

Revised Master Plan (June 2011 completion)

- Many processing changes since 1988 plan was developed
- Need to determine location and size of next runway
- How should the terminal and concourses expand?

South Terminal Redevelopment Program

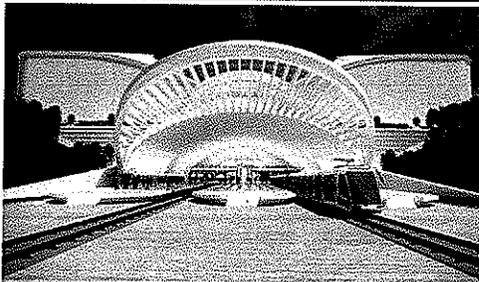
- FasTracks commuter rail station
- 500 room Westin hotel

Non-aeronautical Land Use Planning

- 53 square miles
- Study underway of optimal use (fall 2011 completion)

8

South Terminal Redevelopment Program



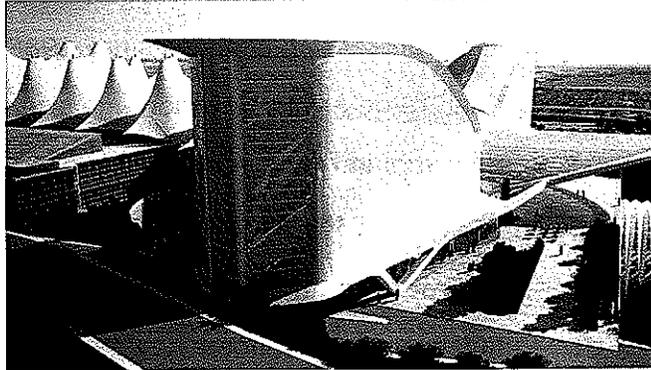
- RTD FasTracks East Corridor line operational in late 2015
- Sustainable transportation option for passengers and employees
- Trains will depart DIA every 15 minutes
- 30 minutes travel time from DIA to downtown (Denver Union Station)



South Terminal Redevelopment Program

Westin Hotel

- 500-room hotel
- Conference Center
- Increases services and amenities offered to passengers



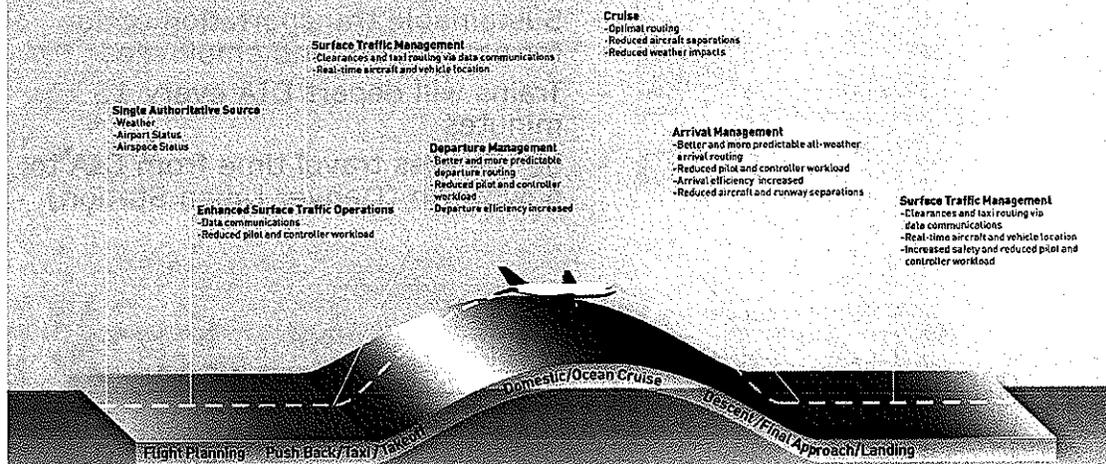
Plaza

- Programs for travelers and non-travelers
- Connects hotel to Jeppesen Terminal

10

Airspace redesign: Implementing NextGen

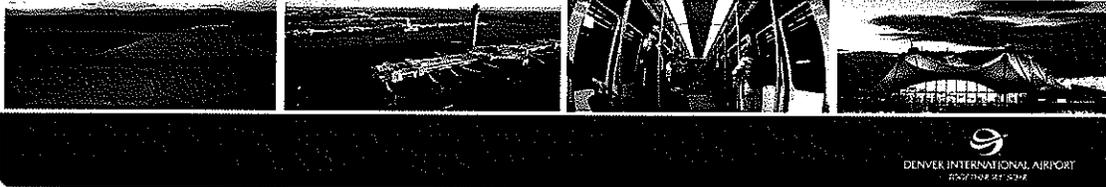
Phases of Flight Mid-term 2018



11

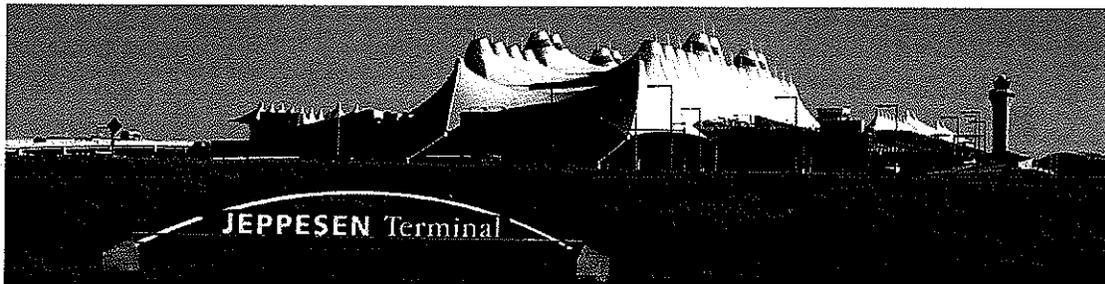
Our Future: Goals and Objectives

- Safety and security is paramount, 7-24-365
- Sustainability is the foundation for all decisions
 - Fiscal: 10-year financial strategy, metrics, and testing
 - Revenue: development of new income streams
 - Growth: efficient use of existing assets
 - Environmental: ISO 14001 Certified EMS
- Maintain competitiveness to airlines
- Plan and prepare in order to be flexible and nimble

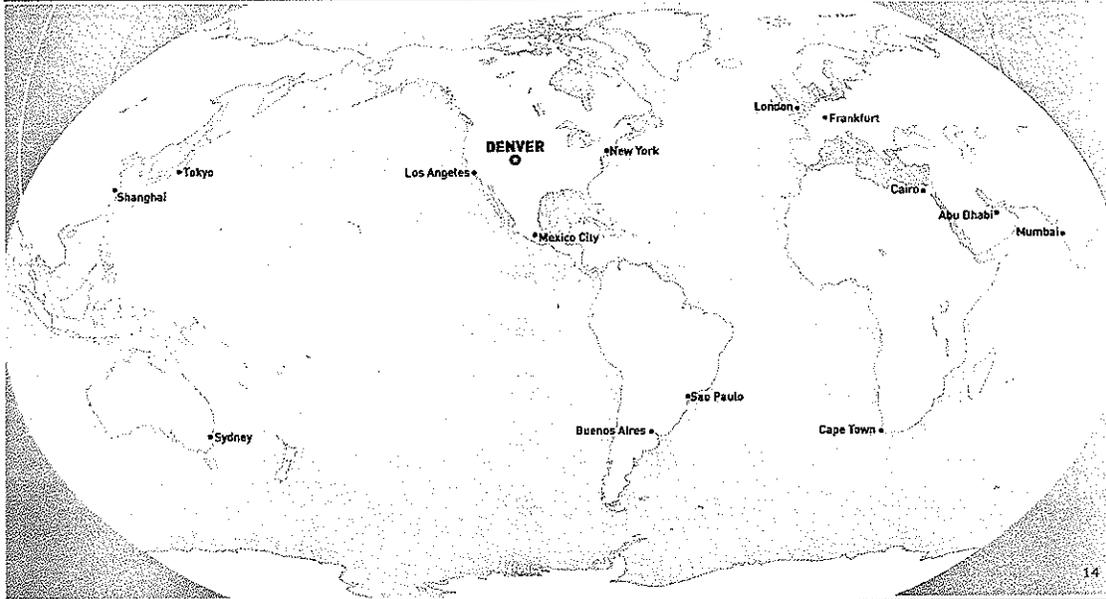


Delivering on the Promise

- Continue as Colorado's Port to the World
 - New international nonstop service with Boeing 787
- Ensure the Future
 - FasTracks station, airport hotel and Aerotropolis
- Prepare for the next 50 years – a global hub
 - FAA airspace redesign, NextGen and potential for 12 runways



Strength of DIA's Geographic Location



14



DENVER INTERNATIONAL AIRPORT

DENVER

PLANNING FOR OUR FUTURE

House Transportation Committee
Presented by Kim Day, Manager of Aviation
August 9, 2011

