

COLORADO DEPARTMENT OF TRANSPORTATION



Eisenhower / Johnson Memorial Tunnels – Interstate 70 – Continental Divide

PROPOSED BUDGET FISCAL YEAR 2009-10

Governor Bill Ritter, Jr.
November 1, 2008



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Russell George, Executive Director

**DEPARTMENT OF TRANSPORTATION
FY 2009-10 BUDGET REQUEST
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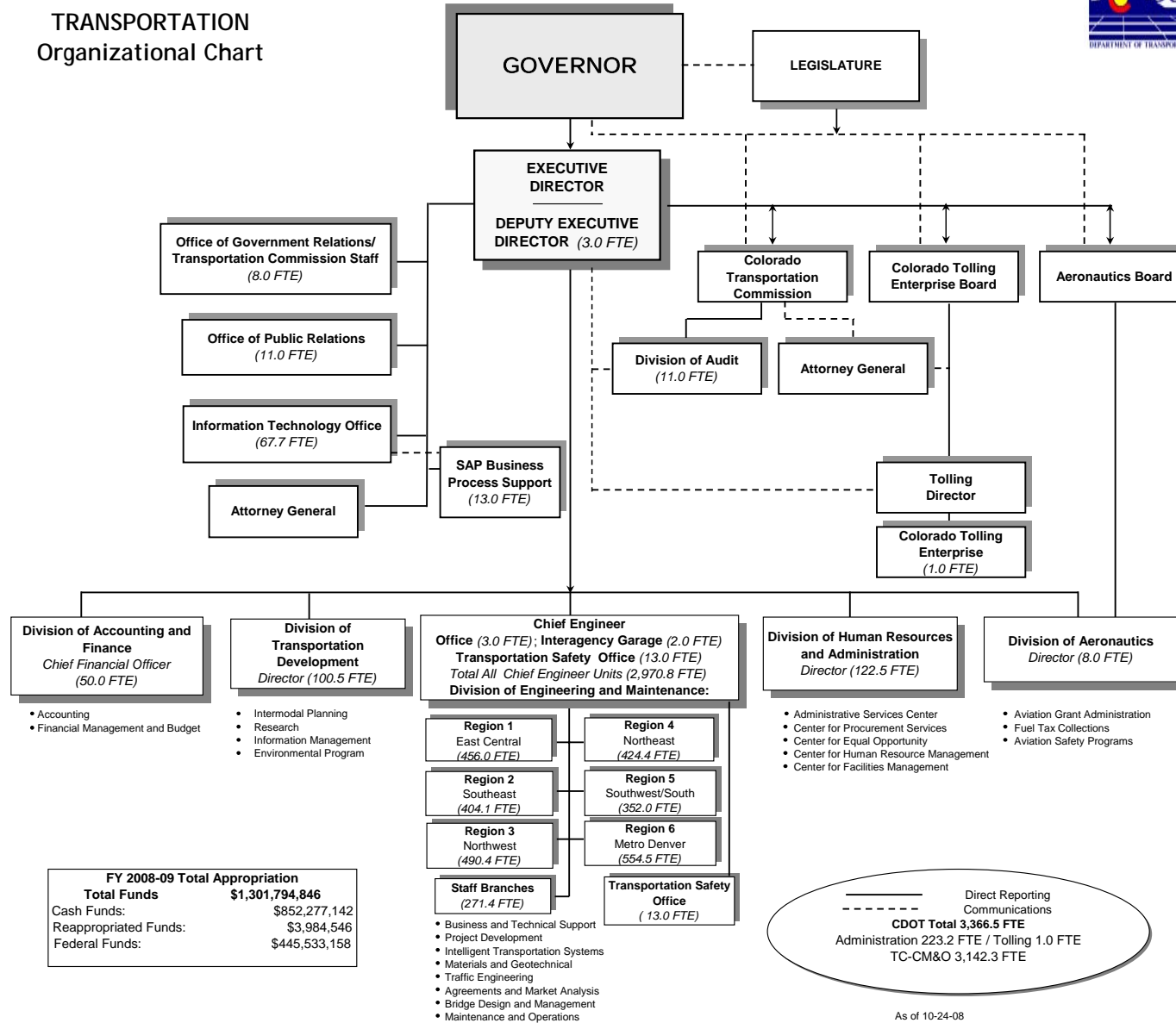


Department of Transportation
Department Description

FY 09-10 Budget Request

NOVEMBER 1, 2008

COLORADO DEPARTMENT OF
TRANSPORTATION
Organizational Chart



Background Information

The Colorado Department of Transportation (CDOT) is the cabinet department that plans for, operates, maintains, and constructs the state-owned transportation system, including state highways and bridges. In so doing, the department coordinates modes of transportation and integrates governmental functions in order to reduce the costs incurred by the state and its motoring public in transportation matters.

The state's transportation system is managed by CDOT under the direction of the Colorado **Transportation Commission**, composed of 11 members who represent specific districts. Each commissioner, appointed by the Governor and confirmed by the Senate, serves a four-year term. The commission directs policy and adopts departmental budgets and programs.

The Executive Director's Office is responsible for leading the department in planning for and addressing Colorado's transportation needs. The Executive Director is Russell George and Margaret A. Catlin is the Deputy Executive Director. Together with other members of the Executive Management Team, they shape direction, make recommendations to the Transportation Commission, assure consistent communication, set internal policy, set short term and long range goals, and provide leadership for the department.

CDOT's **Chief Engineer** Pamela Hutton directs the department's construction, maintenance, and operations programs. Highway project programs include Surface Treatment, Bridge, Rest Areas, Regional Priority Program (established through the regional planning process), Strategic Transportation Projects (28 high-priority transportation corridors identified with the passage of Referendum A in 1999), and additional statewide construction programs such as Safety Construction.

Colorado's six **Engineering Regions** operate under the guidance of the Chief Engineer and their respective Regional Transportation Directors. The regions design, construct, and maintain project functions and maximize contact with local governments, industry, and the public. Each CDOT engineering region is a semi-autonomous operating entity covering all aspects of CDOT operations for that region including engineering, maintenance, planning and environmental management, traffic, right-of-way and surveying, and utilities.

The Chief Engineer also oversees the **Division of Staff Branches**, which include the divisions of Maintenance & Operations, Business & Technical Support, Project Development, Intelligent Transportation Systems, Materials & Geotechnical, Transportation Safety & Traffic Engineering, Agreements & Market Analysis, and Bridge Design & Management. These groups support the department's six transportation regions and their program delivery functions by facilitating the provision of statewide policies, manuals, and guidelines; providing technical assistance, and providing highly specialized product development elements such as bridge design, final cost estimates, permitting, and contracting.

In fiscal year 2008-09, the Chief Engineer established the **Safety Organization** to coordinate new and existing safety-related functions such as Safety Education, Occupant Protection Program, Homeland Security, Impaired Driving Program, Occupational Safety, and Motorcycle Operator Safety Training.

The Division of Transportation Development (DTD) encompasses long-range transportation planning, transportation data analysis, mapping and research, and environmental program development and support. DTD organizations include the Intermodal Branch, the Research Branch, the Environmental Programs Branch, and the Information Management Branch.

Under Section 43-1-113(2)(c)(III), C.R.S. (2008), the Department's **Administration** units include the executive management team and the offices of **Accounting and Finance, Audit, Government Relations, Human Resources and Administration** (including Human Resources, Learning & Development, Equal Employment, Facilities Management, and others), **and Public Relations**. By statute, this group of offices may consume no more than 5% of the department's annual budget.

The Colorado Tolling Enterprise (CTE), created during the 2002 legislative session, is a non-profit business operating within and as a division of CDOT. The CTE's purpose is to finance, construct, operate, regulate and maintain a system of toll highways that will help finance new capacity construction on Colorado highways.

CDOT's **Aeronautics Division**, created in 1991, supports Colorado's general aviation community through aviation fuel tax revenues, a discretionary aviation grant program, and long-range system planning in partnership with Colorado's general aviation airports. The Colorado Aeronautical Board provides direction and oversight to CDOT Aeronautics.

CDOT's various organizations cooperate with one another and with local and regional partners in allocating resources. Resource allocation is the process by which revenue estimates are used by the commission to distribute expected funding among four 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. Revenue sources include the Highway Users Tax Fund (made up of motor fuel tax, vehicle registration fees, and other fees), Gaming Funds, Sales & Use Tax via Senate Bill 97-01, surplus general fund via House Bill 02-1310, Capital Construction Funds, and various federal funds including the Highway Trust Fund.

Prior Year Legislation

CDOT supported five agency issues in the 2008 session:

- **Senate Bill (SB) 14**, “Toll Enforcement Process,” by Sen. Williams and Rep. Marostica will now allow I-25 High Occupancy Toll (HOT) lanes violations to use the E-470 administrative process instead of the Adams County Court, reducing burden on the court.
- **House Bill (HB) 1036**, the “Charles Mather Safety Act,” by Rep. McFayden and Sen. Williams gives CDOT, in conjunction with the Colorado State Patrol, the ability to use photo-radar to enforce speed limits in highway “high-risk” construction zones.
- **HB 1057**, “Tourist Oriented Signs along Rural Highways,” by Rep. Sonnenberg and Sen. Williams will now allow businesses on rural expressways and freeways to utilize the Tourist Oriented Directional Signs (TODS) program.
- **HB 1074**, “Non-Conforming Advertising Devices,” by Rep. Borodkin and Sen. Hagedorn changed the “nonconforming” statute language within the Outdoor Advertising Act to allow for signs to become non-conforming when their status is changed from legal to illegal through no action of the sign owner.
- **HB 1257**, “Overweight Vehicle Permits and Fees,” by Rep. Vaad and Sen. Williams creates a new permit for divisible load vehicles to carry up to 110,000 pounds on non-interstates (providing no additional damage is caused to Colorado’s roads and bridges) bringing Colorado up to par with surrounding states.

Bills that were not on CDOT’s legislative agenda but will have positive impacts to the department included:

- **HB 1139**, “Toll Highway Evaluation,” by Rep. May and Sen. Kopp will require the Colorado Tolling Enterprise (CTE) Board to review any non-state-owned tollway offered for sale or lease to determine whether it is in the best interest of the state for the CTE to purchase or lease solely or through a public-private partnership, the available tollway. All findings must be reported in the CTE’s annual report. The legislation also authorizes the CTE board to purchase or lease tollways when it determines appropriate.
- **HB 1194**, “Increasing Penalties for Drunk Driving,” by Rep. Judd and Sen. Viega will increase drunk driving penalties by extending the length of time a person’s drivers license is revoked or suspended. This legislation came out of the DUI Task Force and expands the use of interlocken devices for drunk drivers. The bill increases the license’s reinstatement fee and specifies a portion of that fee be transferred to the First Time Drunk Driving Offender Fund in the Highway Users Tax Fund (HUTF) to be used to pay for an interlocken device for individuals who cannot afford the device. The bill also increases the number of high-visibility drunk driving law enforcement episodes the department must do to no more than 12 a year and includes a funding stream of \$2 million to help off-set the costs of the additional episodes.

Hot Issues

Several significant transportation issues arose during the session that could help shape future transportation policy:

- **HB 1312**, “Transportation Investment Efficiency,” by Rep. Levy, would have required that all Regional and Statewide Transportation Plans coordinate both land-use and transportation needs. The bill stipulated that the department provide a model from which local Transportation Planning Region’s (TPR’s) could do scenario planning to better identify the linkage between transportation and land use decisions. Due to complexity of the bill as well as the overwhelming support by numerous House Transportation Committee members to take a more detailed look at the concepts in the bill, the sponsor asked that the bill be Postponed Indefinitely. Rep. Levy did request that the various stakeholders including CDOT and its planning partners – a Colorado Counties, Inc. (CCI) and the Colorado Municipal League (CML) – to meet over the interim.
- **HB 1118**, “Context-Sensitive Solutions for Transportation Projects,” by Rep. Green would have required CDOT to use its CSS (Context Sensitive Solution) process on each and every transportation project (including basic maintenance and minor repair projects) beginning July 1, 2008. Each project would have required full stakeholder agreement in order to commence these projects. Stakeholders would now include HOAs and neighborhood associations.
- **HB 1230**, “Mobile Machinery,” by Rep. Fischer would have established the “Colorado Mobile Machinery Emissions Limitations Act of 2008.” The bill stipulated that all diesel fueled mobile machinery meet tier two emission standards by 2010 and meet tier three emission standards by 2013. The bill also created a per-horsepower fee for machinery that does not meet the standards.
- Three bills were introduced in an effort to provide toll funding along the **I-70 corridor** between Floyd Hill and the Eisenhower Johnson Tunnels. An Interstate 70 Intergovernmental Agreement was signed by the Governor in June 2008.
- **SB 244**, “Transportation Infrastructure Preservation Act,” by Sen. Tapia was a last minute attempt to find some sort of transportation funding for the state’s most structurally deficient bridges and roadways. The bill outlined several funding mechanisms that could have potentially produce \$91 million in its initial year and \$200 million per year thereafter. The bill’s language sought to increase rental car fees, registration on motor vehicles and would have raised certain ownership taxes on motor vehicles. The distribution of these funds specified they must be directed toward “Highest Priority Projects” that are part of the state highway system and must be so designated by the Transportation Commission (TC).

Other issues that are likely to further develop during the coming year include:

- **2035 Plan.**

In early 2006, transportation stakeholders began updating the **2030 Statewide and Regional Transportation Plans, *Moving Colorado – Vision for the Future***, began. During the planning process for the 2035 Statewide Transportation Plan, strategies to achieve a vision for the future were updated. The vision integrates local land use decisions, community values, environmental and economic considerations with local and statewide transportation needs. Top strategies from about 350 multi-modal transportation corridors were identified to help improve safety, reduce congestion, and maintain the transportation system.

To plan for the future, the Colorado Department of Transportation has worked with residents, the business community and elected officials across the state to define Colorado's transportation vision. The comprehensive vision updates the 2030 Statewide Transportation Plan and provides a framework to prioritize roadway, transit and aviation projects that support Colorado's transportation needs. Implementation of the vision for the future will support the quality of life in the state for many years, but it will require a significant financial investment to make it happen.

The 2035 Statewide Plan updates the corridor visions based on key trends such as energy development, population increases and employment growth. It includes CDOT's midterm implementation strategy that begins identifying tough choices to maintain the existing system and leadership opportunities to manage demands placed on the transportation system. Coloradans envision a transportation system that is well-maintained, provides safe travel, offers travel choices, and allows commerce to thrive. Unless revenues increase and strategies change, Colorado's transportation system will deteriorate to unacceptable levels. The Plan reflects what can be accomplished in the current climate of rising costs, aging infrastructure, increasing demands, and limited resources.

- **State Transportation Financing / Blue Ribbon Panel.**

In January 2008, the Governor's Transportation Finance and Implementation Panel released its report. The report documented the state's large and rapidly growing backlog of transportation infrastructure needs and recommended funding levels matched to specific statewide transportation outcomes. At an increase in overall transportation funding of \$500 million, for example, the panel outlined a "fix it first" approach that would allow the state to maintain its present infrastructure in acceptable working order. At higher levels (the panel also provides plans at the \$1 billion, \$1.5 billion, and \$2 billion levels) the state could make substantive improvements in the performance of its transportation infrastructure. The report did not focus solely upon highways, it also addresses bike/ped, mass transit, interregional transit, and aviation. Most significantly, the report also provided a range of policy options for possible implementation as well as extensive discussion of possible alternatives for raising the additional funds needed to provide the citizens of Colorado the transportation infrastructure they need for access to jobs, services, and recreation.

In June 2008, Gov. Ritter directed the panel to embark on a public education campaign about the state's dire transportation funding situation, and to craft specific proposals to be considered during the 2009 legislative session with the goal of having it refer a transportation funding measure to the state's voters on the November 2009 ballot.

- **Federal reauthorization.**

The current federal transportation law, SAFETEA-LU (Safe Accountable Flexible Efficient Transportation Act) is entering its final year. This act, as designed and passed, planned to spend down the \$20 billion surplus in highway funds held in the Highway Trust Fund (HTF) over its life span. At current spending rates it appears that the surplus will be exhausted sometime during Federal Fiscal Year 2009. Since the HTF cannot run a deficit, the department has found it necessary to substantially adjust its estimate of federal revenues it will receive from the FHWA. Specifically, the department has lowered its estimate from \$427.8 million to \$337.1 million. To accommodate this decrease in anticipated federal reimbursement, CDOT has had to decrease its budget for the upcoming year. As federal funds are received primarily as reimbursement for major construction projects, the bulk of the cuts are in the surface treatment and bridge programs.

- **SB 97-01 and HB 02-1310 transfers.**

Historically, CDOT has relied primarily upon revenues it receives from the HUTF to pay for the bulk of its programs. Unfortunately, at least from a budgetary viewpoint, HUTF revenues have ceased to increase and current economic projections from OSPB predict an actual decline in FY 2008-09. When this flat to declining revenue source is combined with an average annual increase in the Colorado Construction Cost Index of about 6.2%, the result is a constantly diminishing capacity to fund a construction program that can properly maintain, let alone improve the state's highway system. Fortunately over the past several years, the department has received substantial transfers of general fund revenues through the SB97-01 and the HB02-1310 mechanisms which have allowed it to fund enough projects to at least slow the rate at which the highway system is deteriorating, to pay the state's share of the required annual payments on its Transportation Revenue Anticipation Note program, and to complete funding of the round of strategic transportation projects that the Commission approved in 2005. Current projections by OSPB, however, indicate that the department will receive no HB 02-1310 funding in FY 2008-09 and that the amount of SB 97-01 funds it will receive in FY 2010 to FY 2012 will diminish significantly. These forecast reductions will result in a dramatically reduced construction and strategic transit program moving forward.

- **Aviation fuel tax receipts, authorization.**

Since the fuel tax in commercial jet fuel is presently a percentage of the sales price, aviation fuel tax receipts are much higher than were originally estimated. Although for now receipts are strong, the recent announcements by Frontier Airlines and United Airlines of dramatic reductions in the number of flights they plan to operate out of Denver International Airport make it unlikely to sustain aviation fuel tax receipts at this rate. In addition, recent news reports indicate that recreational flying and general aviation flight hours have decreased substantially due to the high cost of fuel. Both the actual cuts in general aviation and the coming cuts in commercial

aviation have significant potential impacts upon the department and upon the state. The contribution of aviation and airport activity to the state's overall economy is significant so major cutbacks may slow overall economic growth. Specifically to the department, cutbacks will result in decreased revenues for airports limiting their capacity to pay for additional improvements.

- **Transit.**

Transit agencies throughout the state are experiencing significant difficulties due to the rapid increase in the cost of fuel. Large transit districts such as the Regional Transportation District and the Roaring Fork Transit Authority are experiencing dramatic increases in ridership as more and more individuals park their cars and utilize transit as fuel becomes more expensive. At the same time that ridership is increasing at rates between 10% and 15% the transit agencies must pay substantially more for the fuel they need to operate their busses. Since transit agencies typically rely upon local sales taxes as their primary funding source rather than fares, increased ridership does not translate into increased revenues they can use to offset higher fuel costs. Consequently transit system operators are cutting back their operating schedules just when the citizens of their region need them the most.

- **Denver Union Station.**

CDOT is heavily involved in the process of transforming the Denver Union Station (DUS) from a historic intercity train station into a major multimodal hub where commuter rail, regional bus, light rail, and intercity rail intersect. The project will also include a substantial rehabilitation of the historic structure and the construction of several million square feet of commercial development. Although a subset of the FasTraks program, the DUS program is separately managed. CDOT is fully integrated into the project's Executive Oversight Committee as well as its Project Management Team and Finance Team. As its contribution to the project, CDOT has committed \$16 million of strategic transit funds and is acting as well as the project's representative of the Federal Highway Administration which has provided a \$40 million Projects of National and Regional Significance earmark for the project. If all goes as planned with this complex project, actual construction may begin prior to the end of FY 2008-09.

- **Maintenance Garage**

The State Fleet Program presently out-sources fleet vehicle repairs to private vendors. A Governor's initiative implemented July 1, 2008 is expected to reduce those annual expenditures by approximately \$240,000 annually by utilizing state garages operated by the departments of Transportation, Public Safety, and Human Services. It is anticipated that the savings that result from this request will flow through to all departments that utilize fleet vehicles and use state garages for service work beginning in FY 2008-09 via reduced per mileage charges from state fleet.

- **Freight relocation.**

The department is heavily engaged with the Burlington Northern Santa Fe and Union Pacific Railroads in discussion on the viability of moving the primary north south freight rail lines off the Palmer divide and substantially east of the metropolitan areas of Denver, Colorado Springs, and Pueblo. Relocating the lines would not only allow for shorter and much more fuel efficient movement of freight

through Colorado, but would also open up the existing freight rights of way for use by high speed intercity rail on an axis between Pueblo and Ft. Collins. The relocation in eastern Colorado may also allow for additional economic development to occur in eastern Colorado as businesses look to relocate into locations with first rate rail access and large areas of available land.

Workload Indicators (State Highway System only)

Measure	Unit	FY 05-06 Actual	FY 06-07 Actual	FY 07-08 Estimate	FY 08-09 Estimate¹
Roadway maintained	Lane miles	23,106	23,106	23,106	23,106
Roadway usage	Vehicle Miles Traveled	28.6 billion	28.7 billion	28.8 billion	28.9 billion
Roadway condition	% Good or Fair	63%	59%	57%	55%
Roadway striped	Miles of roadway striping	32,466	43,820	22,540	32,942
Snow & Ice removed	Miles of roadway plowed, sanded, deiced	5.3 million	7.1 million	7.2 million	6.5 million
Snow fence repaired or installed	Linear feet of snow fence	421,660	215,330	146,823	261,271
Fence replaced, repaired or installed	Linear feet of fence	19.0 million	25.6 million	17.1 million	20.6 million
Trash removal	Cubic yards of trash removed	267,543	107,665	82,222	152,497
Asphalt poured	Tons	290,510	270,941	248,018	269,823
Bridges maintained	Bridges	3,757	3,775	3,775	3,775
Bridge condition	Bridges that need replacement	110	116	113	113
Avalanche management	Avalanches triggered with explosive	700+	464	500	554
Avalanche management	Road closure hours	955	185	1,128	756
Avalanche management	Hours mitigating and cleaning avalanches	6,281	7,586	8,406	7,424

1. FY 08-09 estimates based on average of prior three years' data

**COLORADO DEPARTMENT OF TRANSPORTATION
FY 2009-2010 BUDGET**

STRATEGIC PLAN

On March, 20, 2008 the Transportation Commission
adopted its Mission, Vision and Investment Categories and Objectives.
This plan has been accepted for inclusion with the FY 2010 budget submission.

Executive Director's Letter

The Colorado Department of Transportation (CDOT) has long held that strategic planning is fundamental to good management. For more than a decade the department has measured and managed its performance to ensure that it is known statewide as a good steward of public resources.

Earlier this year, Governor Ritter conducted a Government Efficiency and Management Performance Review of every state agency. The efficiency review had just two findings for CDOT. The review found that using the department's own garage technicians and engineering staff is more cost effective than contracting with the private sector. In 2006, Governor Owens' Transportation Finance Panel wrote, "CDOT has minimized administrative overhead" and "is a leader among the states in innovative financing and efficient and effective management of its programs." CDOT's staff is proud to be acknowledged for delivering its services with such efficiency.

You will notice that the department's objectives in every area except for safety or organizational efficiency decline over the next few years. It has been 16 years since CDOT's main source of revenue, the gas tax, was increased. Over that time frame, construction inflation has averaged 6.4 percent per year. Unless revenues to the department increase it is anticipated that these declines will continue. Today the state's transportation infrastructure may appear to be in reasonably good condition, over the next few years however continuing underinvestment will take a toll on Colorado's transportation system. Based upon currently anticipated revenues in just eight years our engineers estimate that there will be:

- triple the percent of bridges in poor condition,
- double the amount of delay in congested corridors,
- 20 percent more pavement in need of total reconstruction and an
- F grade for maintenance, down from a B-.

The difficult news is that without additional resources Coloradans should expect the condition of their transportation system to deteriorate, even as CDOT improves its organizational performance. The good news is that this report and assessments by others suggest that given sufficient resources, CDOT is capable of providing Colorado with the transportation system it needs to thrive in the 21st century.

Introduction to the Colorado Department of Transportation

The statutory authority for the Colorado Department of Transportation is found at Title 43, Part 1, Colorado Revised Statutes (2008).

INVESTMENT CATEGORIES

CDOT exists to provide for safe and convenient travel throughout the state, to preserve the public's investment in its transportation infrastructure, and to responsibly spend the resources made available by Colorado tax payers. These functions – safety, mobility, system quality and program delivery – serve as the department's investment categories. Each category is described briefly below:

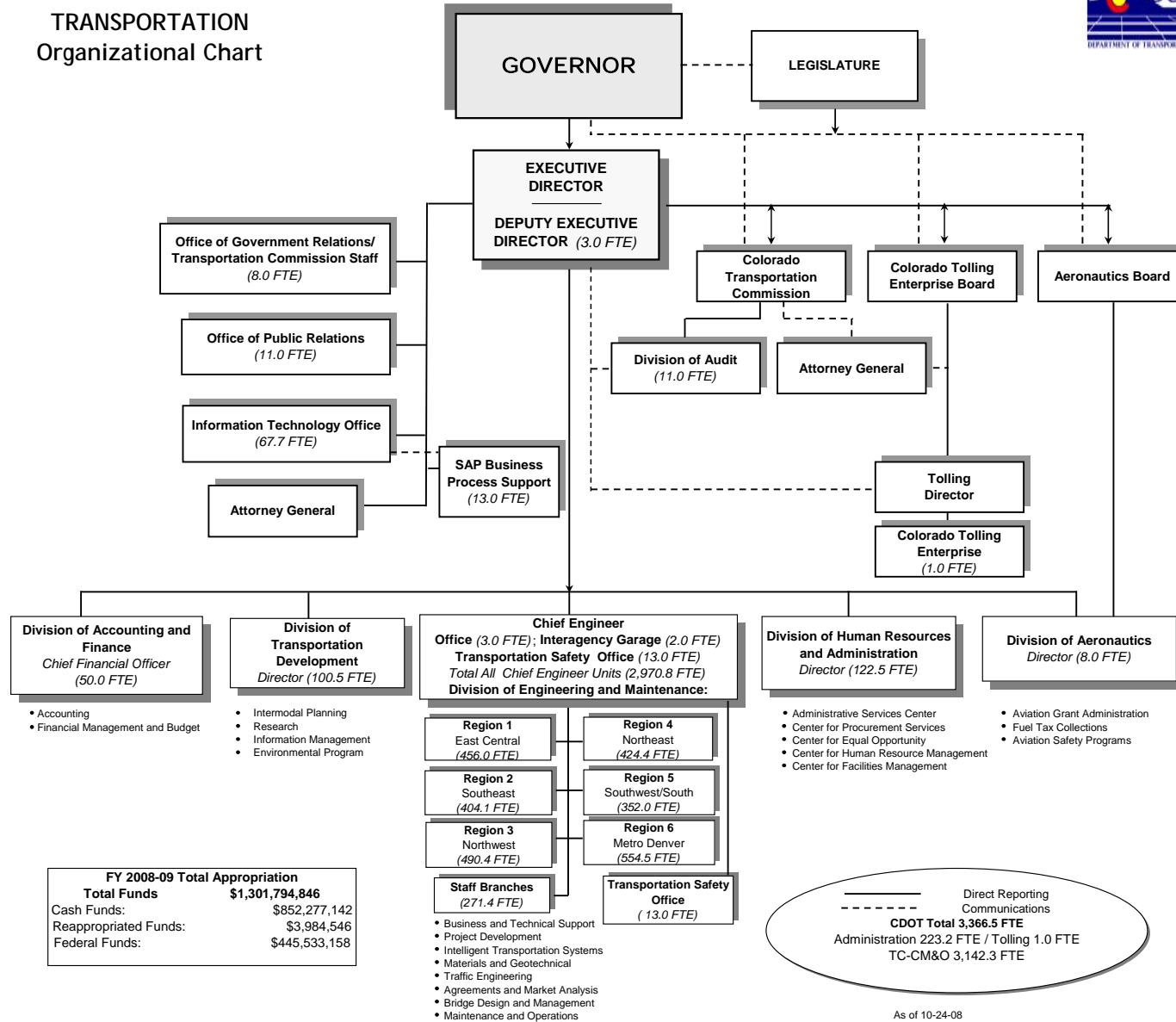
- **Safety** – Services, programs and projects that reduce fatalities, injuries and property damage for all users and providers of the system.
- **System Quality** – Activities, programs and projects that maintain the physical (integrity/condition) function and aesthetics of the existing transportation infrastructure.
- **Mobility** – Programs, services and projects that enhance the movement of people, goods and information.
- **Program Delivery** – Functions that enable the successful delivery of CDOT's programs, projects and services.

CORE SERVICES

From the drivers' seats of maintenance trucks, to offices across Colorado to project trailers at work sites, CDOT employees are on the job 24 hours a day 365 days a year. Their work is described by the CDOT Executive Management Team as the department's five core services and supports the four investment categories. The core services are described briefly below.

- **Roadway Management** – All physical elements of roadway, tunnel, and bridge maintenance activities from curb-line to curb-line (i.e., roadway edge).
- **Roadside Management** – All roadside (from curb-line [roadway edge] to edge of ROW) maintenance activities including rest areas and other off-road facilities.
- **System Operations** – All traveler information and traffic-related activities including tunnel operations and emergency/incident.
- **Snow and Ice Management** – All services and maintenance activities to keep the road open for the winter season including post-event operations and the reopening of closed roads.
- **Project Delivery** – All activities for the delivery of a transportation project from planning to construction management to final.

COLORADO DEPARTMENT OF
TRANSPORTATION
Organizational Chart



Colorado Department of Transportation Vision and Mission

The Colorado Transportation Commission has developed an Investment Strategy Framework to apply the resources of the Colorado Department of Transportation (CDOT) effectively and efficiently. The framework assists in the establishment of priorities, validates that priorities are implemented, provides better service for the traveling public and improves accountability to the general public. The framework includes a vision, mission, and investment category goals and objectives.

- CDOT's vision orients the department toward the future.
- CDOT's mission guides the department's efforts and actions in the execution of its core services.
- CDOT's efforts and actions are measured in relation to investment category goals and objectives.

CDOT's vision is to enhance the quality of life and the environment of the citizens of Colorado by creating an integrated transportation system that focuses on moving people and goods and by offering convenient linkages among modal choices.

The mission of the Colorado Department of Transportation is to provide the best multi-modal transportation system for Colorado that most effectively moves people, goods and information.

The investment category goals are aspirational, department wide and long term. Many of the goals identify specific desired performance levels that can not be met with currently anticipated resources. The investment category objectives are specific, measurable, achievable, results-oriented and time bound. The objectives focus department efforts and actions on performance that is achievable within available resources. The difference between the performance goals and objectives illustrates the gap between the desired level of performance and the reasonably achievable performance based upon anticipated resources as defined in Transportation Commission adopted 2008-2035 Resource Allocation.

“Goals identify specific desired performance levels that can not be met with anticipated resources.”

Successful strategic planning requires performance measures that provide accurate and timely information. The ultimate aim of implementing a measurement system is to improve the organizational performance of CDOT. CDOT uses performance measures to recognize success and illuminate opportunities for improvement. This strategic plan document includes a summary of goals, objectives, and performance measures for each investment level category. Annual benchmarks are identified for each performance measure to gauge CDOT's performance.

“Objectives focus department efforts and actions on performance that is achievable with available resources.”

I. SAFETY

Services, programs and projects that reduce fatalities, injuries and property damage for all users and providers of the system.

The investment category includes two areas of focus. The first focus area includes those programs used to influence driver behavior. The second area focuses on highway improvements to increase the safety of transportation workers and the public.

Goals	<ul style="list-style-type: none"> ○ To create, promote and maintain a safe and secure transportation system and work environment ○ Increase absolute investment in safety and accelerate completion of strategic projects ○ Achieve a 1.00 fatality rate per 100M vehicle miles traveled 		
#	Objectives	Performance Measures	Reporting Frequency
1.1	Maintain federal goals for vehicle crash fatalities	Statewide motor vehicle fatality rate	Annual
1.2	Reduce the annual workplace accident rate by 10 percent per year.	Annual worker injury rate	Annual

Performance Measures	Outcome	Calendar 2006 Actual	Calendar 2007 Actual	Calendar 2008 Approp.	Calendar 2009 Request
Statewide motor vehicle fatality rate	Benchmark	1.0	1.0	1.0	1.0
	Actual	1.0	1.14	Unknown	Unknown
Performance Measures	Outcome	FY 06-07 Actual	FY 07-08 Actual	FY 08-09 Approp.	FY 09-10 Request
Annual worker injury rate	Benchmark	5.22	5.86	-10% from FY08	-10% from FY09
	Actual	6.52	Avail Dec 08	Unknown	Unknown
Annual percent reduction in workplace accident rate	Benchmark	-10% (415)	-10% (415)	-10% from FY08	-10% from FY09
	Actual	0% (461)	Avail Dec 08	Unknown	Unknown

Strategies and Evaluation of Current Performance

Statewide motor vehicle fatality rate

Providing a safe and secure transportation system to the traveling public is among CDOT's highest priorities. The mission of CDOT's Safety and Traffic Engineering programs is to reduce the incidence and severity of motor vehicle crashes and the associated human and economic loss. While the motor vehicle fatality rate increased slightly in 2007, it is down 25.4 percent since 2002. The 2007 increase is attributed by highway safety experts to random occurrence.

Colorado is a national leader in reducing traffic deaths and injuries. From 2005 to 2006 (the last years for which nationwide data is available), Colorado's motor vehicle fatalities dropped 11.7 percent, outpaced only by New Hampshire, Missouri, and the District of Columbia. This success is attributable to the engineering of safer highways, education of the driving public, and enforcement of the state's driving laws. Despite improvement, traffic crashes remain the leading cause of death and injury in Colorado.

The department promotes safety through traditional roadway safety improvements such as better signing and freshly painted road stripes, new acceleration and deceleration lanes, and identifying and correcting "Hot Spots." In addition to making physical improvements, CDOT also supports and coordinates driver behavior programs, such as the "Heat is On" and "Click it or Ticket," to raise driver awareness and discourage irresponsible behavior. These programs also have a positive affect on increasing the safety of all drivers on Colorado's roads.

Workforce Safety

The department values the safety of its employees as much as it values the safety of the traveling public. Improvement in reported accident rates has been achieved at CDOT in recent years. CDOT's worker safety performance still has room for improvement. Approximately 14 percent of the department's work force is injured every year. Sixty eight percent of all worker injuries occur in the maintenance worker positions. Sprains, strains and contusions are the most common maintenance workers injuries. A continued training emphasis on proper lifting techniques and body mechanics is making progress in reducing these kinds of injuries. Since only 10 percent of workplace injuries are caused by faulty equipment, it is important that employees realize safety is their responsibility. The safety group at CDOT manages education and training programs to help department employees be safe and minimize the number of accidents occurring on the job. Programs like the 100 Safe Days of Summer reduce employee accidents on and off the job. In its first year as a pilot program, employee accidents declined 60 percent from the same 100 days in the prior year. Employees are encouraged to report "close calls" so that learning and changes in process can be made to help minimize accidents in the future.

II. SYSTEM QUALITY

Activities, programs and projects that maintain the (physical integrity/condition) function and aesthetics of the existing transportation system

System Quality includes all programs that maintain the functionality and aesthetics of the existing transportation infrastructure at Transportation Commission defined service levels. This investment category primarily includes the Department’s maintenance activities on the highway system, right-of-way, and bridge program. In addition to highway maintenance, the investment category includes maintenance activities for airports and the preservation of railroad rights-of-way for transportation uses.

Goals	<ul style="list-style-type: none"> ○ Cost effectively maintain the quality and serviceability of the physical transportation infrastructure ○ Increase absolute investment in system quality and accelerate completion of strategic projects ○ Achieve 60% good/fair pavement condition system wide ○ Achieve 95% good/fair bridge deck area condition system-wide ○ Achieve a B maintenance level of service grade for system quality measures 		
#	Objectives	Performance Measures	Reporting Frequency
2.1	Maintain or improve the system-wide pavement condition forecast for 2016 of 40 percent good/fair condition based on 2008-2035 Resource Allocation	Percent of pavement in good, fair and poor condition	Annual
2.2	Maintain or improve the system-wide major structures condition forecast for 2016 of 83 percent good/fair condition based on 2008-2035 Resource Allocation	Percent of major structures in good, fair and poor condition	Annual
2.3	Meet or exceed the adopted annual maintenance level of service grade	Annual maintenance level of service average grade	Annual

Performance Measures	Outcome	FY 06-07 Actual	FY 07-08 Actual	FY 08-09 Approp.	FY 09-10 Request
Percent of pavement in good/fair condition	Benchmark	60%	53%	51%	49%
	Actual	59%	Dec 2008	Unknown	Unknown
Percent of major structures in good/fair condition	Benchmark	96.7%	96.7%	96.7%	96.7%
	Actual	94.7%	94.3%	Unknown	Unknown
Annual maintenance level of service average grade	Benchmark	B	B-	C+	TBD (10/08)
	Actual	B-	B-	Unknown	Unknown

Strategies and Evaluation of Current Performance

Percent of pavement in good/fair condition

The primary measure of pavement quality is the percent of pavement statewide that is in good or fair condition. The department evaluates the condition of highway pavement based on how many years remain before reconstruction is necessary. A *good* condition rating means there is a remaining service life of more than 11 years; a *fair* rating indicates a remaining service life of 6 to 10 years; and, a *poor* evaluation represents a remaining service life of less than 6 years.

In 2003 the department paid \$38.23 per ton for asphalt pavement. By 2007, the average was \$66.58 per ton.

A 53 percent good or fair condition objective has been established for FY2008. Actual performance data will be available by December of 2008. The winters of 2006/2007 and 2007/2008 were especially extreme and contribute to an increased deterioration rate. Also, the continued increase in construction costs has decreased the purchasing power of the department and the number of lane miles that can be improved each year. In 2003 for example the department paid \$38.23 per ton for asphalt pavement. By 2007, the average was \$66.58 per ton.

Monitoring pavement conditions during the next several years is critical as conditions will continue to deteriorate at current funding levels. Based on revenue forecasts, the overall good/fair condition statewide is projected to drop to 40 percent by 2016.

Percent of major structures in good/fair condition

National standards established by the Federal Highway Administration are used to inventory and classify the condition of the State's bridges. The majority of bridges are inspected every two years and assigned a sufficiency rating of 0-100. Bridges with a sufficiency rating of less than

50 are considered in poor condition, those with a rating of 50-80 are considered in fair condition and those over 80 are considered in good condition.

Bridges can also be classified as structurally deficient or functionally obsolete. Bridges are structurally deficient if they are restricted to light vehicles, require immediate rehabilitation to remain open or are closed. A deficient bridge may or may not be dangerous, but it does require significant maintenance, rehabilitation or replacement. Bridges are considered functionally obsolete if they have deck geometry, load carrying capacity, clearance, or approach roadway alignment that no longer meets national standards. For a bridge to be classified as in good condition it cannot be either structurally deficient or functionally obsolete. Bridges in the fair and poor categories must be either structurally deficient or functionally obsolete.

The department reports the condition of bridges by the percent of bridge deck area in good or fair condition. Currently, 94.3 percent of the bridge deck area statewide is in good or fair condition short of the department objective of 96.7. We fell below our objective in 2008 as a result of the more than one mile long I-70 viaduct in Denver falling into the poor category. In 2008, 122 of 3,775 bridges were in the poor category. \$1.3 billion is needed to replace the bridges currently in poor condition including \$800 million for the I-70 viaduct.

Bridges in poor condition are a major concern in the long term. A one percent increase in “poor” deck area results in a \$150 million liability for the department to rehabilitate or reconstruct that bridge area.

Annual maintenance level of service average grade

Patching pot holes in the summer, plowing snow in the winter and ensuring safe travel all year long, CDOT’s trucks and maintenance workers are a common sight on Colorado’s state highways. Nearly 70 percent of all maintenance funding goes toward maintaining the roadway, snow and ice control, painting stripes and hanging signs. The department measures the performance of maintenance service with a school report card style grading system that estimates the achievable grade within the available budget.

The overall statewide Maintenance Levels of Service grade is presently a B-. The primary factor in not meeting the objective grade of B was exceptional weather. The statewide overall maintenance objective and actual grades over a seven year period range from a B- to a B+. The steady grades reflect a carefully administered maintenance management system. The decrease to an C+ benchmark is the result of budgeted dollars not keeping up with the rising costs of fuel and materials, inflation and increasing needs for bridge maintenance activities.

III. MOBILITY

Programs, services and projects that provide for the movement of people, goods and information

The activities within this investment category address issues that impact movement. Quality of movement, accessibility to transportation, reliability of the system, connectivity of one system to another system, and environmental stewardship are all aspects of the mobility category. The programs used to address mobility include the highway performance program, alternate modes, facility management, travel demand management, and road closures program.

Goals	<ul style="list-style-type: none"> ○ Maintain or improve the operational capacity of the transportation system ○ Increase integration of the transportation system modal choices ○ Increase absolute investment in mobility and accelerate completion of strategic projects ○ Maintain an average of 22 minutes of delay per traveler in congested corridors ○ Achieve an A maintenance level of service grade for Snow and Ice Control 		
#	Objectives	Performance Measures	Reporting Frequency
3.1	Reduce the growth rate in minutes of delay per traveler in congested corridors by 1.5 percent below the forecast for 2016 of 39 minutes of delay based on 2035 Resource Allocation	Travel time delay in congested corridors	Annual
3.2	Maintain the snow & ice maintenance level of service grade at the adopted annual grade	Snow & ice MLOS grade	Annual

Performance Measures	Outcome	FY 06-07 Actual	FY 07-08 Actual	FY 08-09 Approp.	FY 09-10 Request
Travel time delay in congested corridors (minutes of delay per person)	Benchmark	22	26	27	29
	Actual	18	Available 12/08	Unknown	Unknown
Snow & ice MLOS grade	Benchmark	B	B	B	TBD (10/08)
	Actual	B-	C+	Unknown	Unknown

Strategies and Evaluation of Current Performance

Travel time delay in congested corridors

The department's primary measure of mobility is minutes of delay per traveler in congested state highway segments. Travel time delay is the difference between the travel time on highways at the free flow speed and the time it takes to travel with heavy traffic.

A highway is congested when the traffic is at or over 85 percent of what the highway was designed to handle. A highway with no vehicles is like an empty glass. When the glass is empty, you can pour water quickly into it. Once it gets about two-thirds full, you have to pour more slowly, tapering off until the glass is full. At that point, no additional water can be added until some of the liquid is poured out.

Over 90 percent of total congestion delay occurs on urban highways during the weekday commute, and the remainder occurs on highways in recreational travel corridors during peak weekend traffic. In 2007, approximately eight percent of Colorado's state highway lane miles were congested. As expected, most congestion occurs in and around the major metropolitan areas: Denver, Colorado Springs and Fort Collins. Congested recreational highways are located on part of I-70 West and near Estes Park, Winter Park, Breckenridge and Durango.

In 2007, the average travel time delay was calculated at 18 minutes per person. This decrease from 22 minutes calculated in 2005 is due mainly to additional lanes added as a result of expansion projects (TRES in Denver and COSMIX in Colorado Springs). The additional capacity eases congestion only in the short term; the benefit of having new lanes erodes as traffic fills up the additional highway capacity. Delay is projected to be 70 minutes per traveler in 2035 (from 22 minutes in 2005) with no additional highway capacity improvements. The TRES project was designed to accommodate future growth by incorporating light rail and bus transit as well as encouraging pedestrian and bicycle travel to the light rail stations.

| *Snow & Ice MLOS grade*

Snow and icy roads are a danger to the traveling public and can also result in significant travel delays. Snow and ice control, as a means to keep Colorado moving, is reported as a supporting performance measure for the mobility investment category. Snow and ice control efforts are performed by maintenance staff and are managed by the Maintenance Levels of Service (MLOS) system. For the past two years, these activities have required much more labor and materials than planned because of the extreme weather in the central and southwestern mountains of the state.

IV. PROGRAM DELIVERY

Functions that enable the delivery of CDOT's programs, projects and services

Although the programs and services within this investment category do not directly result in tangible transportation projects, they are the foundation for delivery of all of the other investment categories.

Goals	<ul style="list-style-type: none"> ○ Deliver high quality programs, projects and services in an effective and efficient manner ○ Deliver all programs and projects on time and within budget ○ Accelerate completion of the remaining strategic projects ○ Increase investment in strategic projects 		
#	Objectives	Performance Measures	Reporting Frequency
4.1	Improve year over year percent of advertised projects delivered within 30 days of the Ad date established on July 1 st of the fiscal year	Percent of CDOT-advertised projects delivered within 30 days of the Ad dates established on July 1 st of the fiscal year	Annual
4.3	Meet or exceed the Department's annual Disadvantaged Business Enterprise (DBE) goals	Percent Disadvantaged Business Enterprise participation	Annual
4.4	Have no environmental compliance violations	Number of environmental compliance violations	Annual

Performance Measures	Outcome	FY 06-07 Actual	FY 07-08 Actual	FY 08-09 Approp.	FY 09-10 Request
Percent of CDOT-advertised projects delivered within 30 days of the Ad dates established on 7/1 of fiscal year	Benchmark	>70.2%	>71.4%	>FY08 Actual	>FY09 Actual
	Actual	71.4%	Available 12/08	Unknown	Unknown
Number of environmental compliance violations.	Benchmark	0	0	0	0
	Actual	0	0	Unknown	Unknown

Performance Measures	Outcome	Federal FY 06-07 Actual	Federal FY 07-08 Actual	Federal FY 08-09 Approp.	Federal FY 09-10 Request
Percent Disadvantaged Business Enterprise participation	Benchmark	13.8%	12.8%	12.8%	Est. Aug 2009
	Actual	11.9%	Available 10/08	Unknown	Unknown

Strategies and Evaluation of Current Performance

Percent of CDOT-advertised projects delivered within 30 days of the Ad dates established on 7/1 of fiscal year

Delivering projects on-time is one measure of the department’s ability to effectively manage resources. Projects occur in two phases: design and construction. CDOT designs the majority of its projects in house and then solicits bids for the construction phase from contractors. At the beginning of the fiscal year the department establishes projected completion dates for projects to be designed in the coming year. When all design work has been completed a project is ready to be advertised for construction bids. One measure of department efficiency is the percent of projects that meet their planned advertisement dates (Ad Dates).

In FY 2007, 71.4 percent of projects were advertised for bid within 30 days of their planned ad date. This is an improvement over FY 2006 where 70.1 percent of projects were delivered within 30 days of their planned ad dates. In March of 2008 the Colorado Transportation Commission established the objective of continuously improving year over year on-time performance. While the improvements in FY 2007 are good, greater improvements in performance are anticipated in the coming year. New scheduling software that enhances project management efforts has been deployed across the department.

Number of environmental compliance violations.

CDOT has a permit from the Colorado Department of Public Health and Environment (CDPHE) to discharge stormwater from the roadway storm drain system. For the second year in row CDOT has not received a notice of violation. The permit states that only stormwater (and a few other allowable discharges, like landscape irrigation overflow) can be discharged from CDOT’s storm drain system into Colorado waterways. Pollutants, such as dirt, fertilizers, pesticides, oil and grease, and antifreeze must be prevented as much as practicable from entering CDOT’s storm drain system.

As part of the permit, CDOT has several different programs in place to ensure the amount of pollutants entering the storm drain system is reduced:

- Construction sites program;
- New development and redevelopment program;
- Illicit discharges program;
- Industrial facilities program;
- Public education and involvement program;
- Pollution prevention and good housekeeping program; and
- Wet weather monitoring program.

Percent Disadvantaged Business Enterprise Participation

In setting the overall annual goal for the department, the USDOT requires that the goal setting process begin with a base figure for the relative availability of DBEs. The overall goal must be based on demonstrable evidence of the availability of ready, willing, and able DBEs relative to all businesses ready, willing, and able to participate on USDOT-assisted contracts. CDOT sets an annual objective percentage of DBE participation in construction projects. In Federal Fiscal 2007 (the last year for which complete data is available), CDOT achieved 11.9 percent participation missing a 13.8 percent objective. While the department missed its objective, participation did increase 5.4 percent from the previous year. This increase was generated by participating firms winning prime contracts. Decreases in participation in 2003, 2004 and 2006 are attributable to a poor economy and contractors submitting “tight” bids. Participating firms most often serve as subcontractors, the tighter bids result in subcontractors receiving a lower percentage of the total contract. CDOT provides technical assistance, training and project-specific outreach to the contracting community in support of achieving DBE objectives.

Appendix to the Strategic Plan:

Levels of Service Definitions

Roadway Surface

A The structure, smoothness, and durability of the pavement surface are excellent. The surface is free of potholes and exhibits little or no cracking. Past repairs (e.g., patches, sealed cracks) are in excellent condition. There is little or no drop-off from the pavement or shoulder edge. Surface materials properties have not degraded.

B The pavement is in overall good structural condition, offers a satisfactory ride, and exhibits sound materials quality. Occurrences of distress such as cracking, potholes, rutting, and materials problems are infrequent and minor. Past repairs are in good condition, with limited need for rework. Edge drop-offs are infrequent.

C Pavement shows moderate problems with structural deterioration (e.g., cracking, potholes, past repairs), ride quality (excessive rutting, roughness, edge drop-off), or materials degradation (oxidation of asphalt surface, flushing / bleeding, or loss of material through raveling).

D Pavement deterioration is significant, with up to half of the pavement area exhibiting one or more types of serious distress: structural deterioration (e.g., large areas or numbers of cracks, potholes), ride quality (e.g., deep ruts, surface roughness, edge drop-off), and materials degradation. Surface condition may affect speed and vehicle handling.

F Pavement is deteriorated over more than half its area. The integrity of the surface and the ride quality it offers are degraded by extensive damage (cracking, potholes), deformation (rutting, roughness), degradation of the asphalt concrete (raveling, flushing / bleeding, or oxidation), or edge drop-off. Speed and vehicle handling likely affected.

Roadside Facilities

A Condition of drainage inlets, structures, and ditches, right-of-way fences, roadside slopes, and noise walls is excellent, with no damage or defacement. Drainage inlets and ditches are free of debris. Very few or no effects of slope failures or washouts have affected the road in the past year. There is no litter or debris on travel way or shoulder.

B Roadside facilities show only minor deterioration. Blockages of drainage inlets and ditches are infrequent. Maintenance of fencing or of sound walls is needed in only a few locations. There are scattered pieces of litter or occasional roadway / shoulder debris. A small number of slope failures / washouts affect the road annually.

C Roadside facilities show moderate deterioration. Several drainage structures are blocked with silt or debris. Fencing or sound walls require maintenance at a number of locations. Slope failures / washouts affect road availability. Limited patches of litter or sand or debris on the travel way or shoulder occur.

D A significant level of deterioration has occurred in roadside facilities, including blocked or silted drainage features, damaged right-of-way fencing, damaged or defaced sound walls, and a high annual frequency of slope failures and washouts. There are several patches of unsightly litter or sand / debris on the travel way / shoulder.

F More than half of roadside facilities require maintenance. The condition and intended functions of these facilities are impeded by extensive blockages of drainage inlets and roadside ditches, damaged fencing, damaged or defaced sound walls, or frequent slope failures / washouts. A lot of sand, debris, and litter cover the road and roadside.

Roadside Appearance

A Road appearance is excellent, characterized by well tended landscaping and vegetation, grass mowing at intended locations and schedules, and absence of noxious weeds.

B Road appearance is superior, with only infrequent or minor instances of unkempt or infested landscaping and other vegetation, grass requiring mowing, or scattered occurrences of noxious weeds.

C Appearance overall is good, but with one or more of the following problems: grass requiring mowing; selected areas of landscaping or vegetation requiring trimming or treatment; and locations where noxious weeds are present.

D A significant number of items detract from road appearance, including high grass requiring mowing, a number of landscaped or vegetated areas requiring trimming or treatment, and noxious weeds affecting up to half of road length.

F Road appearance is extensively degraded by situations such as excessively high grass requiring mowing, landscaping and vegetation requiring trimming or treatment, and noxious weeds affecting most of the road length.

Structure Maintenance

A Maintenance items of bridges are in excellent condition. Decks, deck features, and weep holes are clean. Deck, curbs, expansion joints, and railings are in good condition with all defects repaired. Bearings are clean and serviced. Paint coating on bridge steel is intact. Bridge structure, approaches, and slopes do not require maintenance.

B Maintenance items of bridges are in superior condition. Decks, deck features, and weep holes are mostly clean, with little debris or need for washing. Minor or infrequent defects occur in deck surface, railings, expansion joints, structure, approaches, or slopes. A small percentage of bearings and of painted steel require maintenance.

C Maintenance items of bridges are in good condition, but some features require work: e.g., cleaning or washing of decks, curbs, and weep holes; patching of deck surface; and repair, servicing, or painting of expansion devices, railings, bearings, structural members, approaches, or slopes.

D A significant number of bridge features require maintenance. Decks, deck features, and weep holes must be cleaned or washed. Decks, curbs, expansion joints, or railings may impede use and require repair. Bearings must be cleaned and serviced. Bridge steel requires painting. Bridge structure, approaches, and slopes need repair.

F An extensive number of bridge features require maintenance of potentially major distress. Decks, curbs, expansion joints, or railings require repair and may pose a safety hazard. Bearings must be cleaned and serviced. Bridge steel requires painting to allay structural deterioration. Bridge structure, approaches, and slopes need repair.

Snow & Ice Control

A Plowing and chemicals or abrasives applications proactively maintain very high levels of mobility throughout storms (refer to accompanying tables). Snow drifts and localized ice patches are treated quickly to avoid closures and hazards. Proactive avalanche control minimizes traffic interruptions and avoids unanticipated road closures.

B Plowing and abrasives or chemicals applications maintain high levels of mobility as much as possible (refer to accompanying tables). Snow drifts and localized ice patches may be treated during storm with abrasives or chemicals. Proactive avalanche control minimizes traffic interruptions and avoids unanticipated road closures.

C Plowing and abrasives or chemicals applications maintain good levels of mobility on high-standard roads (refer to accompanying tables). Snow drifts and localized ice patches are treated as soon as possible at end of storm. Avalanche control focuses on high-priority locations and situations.

D Plowing and abrasives or chemicals applications are performed on limited basis and some traffic delays are anticipated on all roads (refer to accompanying tables). Snow drifts and localized ice patches are treated after mainline roads are cleared. Limited avalanche control is performed. Chain station operation may be scaled back.

F Plowing and abrasives or chemicals applications are performed on very limited basis, impairing mobility on all roads (refer to accompanying tables). Snow drifts and localized ice patches may not be treated for some time. No preventive avalanche control is performed. Chain station operations are scaled back or suspended.

Major Tunnels

A Condition of the tunnel structure is excellent. Operation of electrical, electronic, and mechanical systems is highly reliable. Inspections and repairs are performed on schedule. Response to incidents is immediate and effective, and frequent, attentive care of the facilities (e.g., washing, clearing of ice and debris) maintains safe and efficient passage.

B Condition of the tunnel structure is very good. Operation of electrical, electronic, and mechanical systems is reliable. Inspections and repairs are performed on schedule. Response to incidents is virtually immediate, and care of the facilities (e.g., washing, clearing of ice and debris) maintains a high degree of safe, efficient passage.

C Condition of the tunnel structure is good. Operation of electrical, electronic, and mechanical systems is reliable overall, with few nonfunctioning items. Inspections and repairs are performed regularly. Response to incidents is immediate most of the time. Care of the facilities is good overall, although conditions may degrade temporarily.

D Condition of the tunnel structure is fair. Operation of electrical, electronic, and mechanical systems is somewhat degraded, and response time exceeds desirable limit. Inspections, calibrations, and repairs are behind schedule. Response to incidents is immediate much of the time, but delays may occur. Care of the facilities is overdue.

F Condition of the tunnel structure is poor. Operation of electrical, electronic, and mechanical systems is degraded, with response time exceeding desirable limit, and multiple concurrent failures in systems. Inspections, calibrations, and repairs are infrequent. Response to incidents is irregular. Care of the facilities is lacking.

Department of Transportation

Schedule 10

FY 2009-10 Budget Request

Priority	Number	Division	Request	FTE	Total Funds	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
Decision Items									
1	DI-1	Construction, Maintenance, and Operations	Gaming Impacts to Transportation	0.0	\$10,423,773	\$0	\$10,423,773	\$0	\$0
2	DI-2	Administration	Transportation Base Adjustment ¹	0.0	\$0	\$0	\$0	\$0	\$0
3	DI-3	Administration	Transportation Rule Making ²	1.0	\$0	\$0	\$0	\$0	\$0
Total - Decision Items				1.0	\$10,423,773	\$0	\$10,423,773	\$0	\$0
Non-Prioritized Items									
NA	NP-1	Administration	Ombudsman Program Increase – Workers Compensation ³	0.0	\$0	\$0	\$0	\$0	\$0
Total Non Prioritized Items				0.0	\$0	\$0	\$0	\$0	\$0
Grand Total November 3, 2008				1.0	\$0	\$0	\$0	\$0	\$0

1. Net budget request is zero. The Department's \$96,678 cash funds request will be funded by a corresponding reduction in State Highways Funds available for Construction, Maintenance, and Operations

2. Net budget request is zero. The Department's \$78,902 cash funds request will be funded by a corresponding reduction in State Highways Funds available for Construction, Maintenance, and Operations

3. Net budget request is zero. The Department's \$9,843 cash funds request will be funded by a corresponding reduction in State Highways Funds available for Construction, Maintenance, and Operations. Of this, \$582 is reflected in the Administration budget request.

**Schedule 13
Change Request for FY 2009-10 Budget Request Cycle**

Decision Item FY 2009-10 Base Reduction Item FY 2009-10 Supplemental FY 2008-09 Budget Amendment FY 2009-10

Request Title: Gaming Impacts to Transportation

Department: Transportation

Priority Number: DI-1

Dept. Approval by: *Debbie Capp*

OSPB Approval:

Date: 10/17/08

Date: 10-21-08

	Fund	1	2	3	4	5	6	7	8	9	10
		Prior-Year Actual FY 2007-08	Appropriation FY 2008-09	Supplemental Request FY 2008-09	Total Revised Request FY 2008-09	Base Request FY 2009-10	Decision/ Base Reduction FY 2009-10	November 1 Request FY 2009-10	Budget Amendment FY 2009-10	Total Revised Request FY 2009-10	Change from Base (Column 5) FY 2010-11
Total of All Line Items	Total	14,292,757	10,127,274	0	10,127,274	0	10,423,773	10,423,773	0	10,423,773	0
	FTE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	GF	0	0	0	0	0	0	0	0	0	0
	GFE	0	0	0	0	0	0	0	0	0	0
	CF	14,292,757	10,127,274	0	10,127,274	0	10,423,773	10,423,773	0	10,423,773	0
	CFE/RF	0	0	0	0	0	0	0	0	0	0
	FF	0	0	0	0	0	0	0	0	0	0
(4) Gaming Impacts	Total	14,292,757	10,127,274	0	10,127,274	0	10,423,773	10,423,773	0	10,423,773	0
	FTE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	GF	0	0	0	0	0	0	0	0	0	0
	GFE	0	0	0	0	0	0	0	0	0	0
	CF	14,292,757	10,127,274	0	10,127,274	0	10,423,773	10,423,773	0	10,423,773	0
	CFE/RF	0	0	0	0	0	0	0	0	0	0
	FF	0	0	0	0	0	0	0	0	0	0

Letternote Revised Text: This request would not impact the letternotes.
 Cash or Federal Fund Name and COFRS Fund Number: CF: Limited Gaming Fund #400
 Reappropriated Funds Source, by Department and Line Item Name: N/A.
 Approval by OIT? Yes: No: N/A:
 Schedule 13s from Affected Departments: Not applicable

CHANGE REQUEST for FY 09-10 BUDGET REQUEST CYCLE

Department:	Transportation
Priority Number:	DI - 1
Change Request Title:	Gaming Impacts to Transportation

SELECT ONE (click on box):

- Decision Item FY 08-09
- Base Reduction Item FY 08-09
- Supplemental Request FY 07-08
- Budget Request Amendment FY 08-09

SELECT ONE (click on box):

Supplemental or Budget Request Amendment Criterion:

- Not a Supplemental or Budget Request Amendment
- An emergency
- A technical error which has a substantial effect on the operation of the program
- New data resulting in substantial changes in funding needs
- Unforeseen contingency such as a significant workload change

Short Summary of Request:

For **FY 2009-10**, the Department of Transportation (CDOT) requests a line item appropriation of **\$10,423,773 cash funds** from the State's 50% portion of the Limited Gaming Fund to address gaming impacts on the roads within 50 miles of Colorado's gaming communities.¹

Background and Appropriation History:

Section 12-47.1-701(1)(c)(I), C.R.S. (2008) authorizes governmental entities to request appropriations from the Limited Gaming Fund to accommodate the increased demands for service created by gaming. Gaming has dramatically increased the volume of traffic on the State roads in the vicinity of the gaming communities. Accordingly, CDOT annually requests an appropriation from the State's Limited Gaming Fund to address safety, construction, and maintenance needs associated with this increased traffic. The projects discussed below have significant environmental benefits to the region and gaming funds will help leverage substantial dollars from other governmental entities such as the Environmental Protection Agency, the Silver Dollar Metropolitan District, the

¹ This request recognizes that by the time it receives final legislative review, additional gaming funds could be available with the possible passage of an initiative on limited stakes gaming in Colorado.

Colorado Department of Public Health and Environment, and the Colorado Division of Wildlife.

The Transportation Commission resolution seeking FY 2009-10 Gaming Funds is attached as Appendix A. The Gaming Commission resolution is attached as Appendix B. Appropriation history, including a supplemental appropriation in FY 96 and a statutory reduction in FY 02, is documented in Table 1 below.

Table 1 – Historical Gaming Fund Appropriations to Colorado Department of Transportation

FY 1994-95	FY 1995-96	FY 1996-97	FY 1997-98	FY 1998-99	FY 1999-2000	FY 2000-01	FY 2001-02
\$997,000	\$3,156,448	\$2,658,000	\$3,951,000	\$3,066,000	\$2,252,000	\$5,089,000	\$4,762,318
FY 2002-03	FY 2003-04	FY 2004-05	FY 2005-06	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10
\$1,010,000	\$0	\$0	\$0	\$5,259,411	\$14,292,757	\$10,127,274	

General Description of Request:

The total amounts noted above incorporate gaming funds used for a combination of safety, construction, and maintenance activities. This year’s request targets roads that are heavily used by visitors to the gaming regions. The Colorado Limited Gaming Control Commission (Appendix B) and the Colorado Transportation Commission have formally passed resolutions supporting the larger need for funds based upon identified projects. (Appendix A). Presuming this request is approved, the Transportation Commission proposes to allocate the appropriation in the following priority order:

1. Maintenance for both Regions 1 and 2: \$995,691, This is in keeping with long standing Commission policy to fully fund annual maintenance as the first priority from any gaming funds received.
2. Rockfall Mitigation in Region 1: \$750,000. This essential for the safety of the traveling public on SH 119 and US 6.
3. SH119 Main Street South: \$8,678,082: This is currently the highest priority improvement project of the department for gaming funds. The project is described in more detail below but funding this project is prioritized for two reasons. First, the project generates substantial environmental, transportation, and economic benefits.

Limited Gaming began in Colorado on October 1, 1991. The most immediate and visible impact of permitting gaming occurred on the roads surrounding the gaming communities of Black Hawk, Central City, and Cripple Creek and shortly thereafter near the Indian-owned casinos in Southwest Colorado. (Ute Mountain Casino opened in September 1992 and the Sky Ute Casino and Lodge opened in September 1993.) Traffic initially increased on those stretches of State highways in the vicinity of the gaming communities by 12% to 16% per year. Though the rate of increase in traffic has tapered off somewhat since then, these State highways now serve between 50% and 350% more traffic than they did before gaming commenced in 1991. None of the highways in these impacted communities was designed or constructed to handle the current volume of traffic.

The large increase in traffic on the roads leading to the gaming communities has caused major problems with pavement, congestion, and safety. The highways most affected include Interstate 70, U.S. Highways 6, 24, and 160/491, and State Highways (S.H.) 172, 46, 119, 279, and 67. The routes leading into the Black Hawk/Central City gaming district are mountainous-type roads, which typically follow drainage ways and are characterized by steep narrow canyons.

Below (Table 2) are some examples of average daily traffic increases on State highways in the vicinity of the gaming communities from calendar year 1991 (pre-gaming) to 2007 (based upon CDOT traffic counters at select locations). These increases have far outpaced the Statewide average and the design capacity of these roads.

Table 2 – Average Daily Traffic (ADT) by Gaming Area vs. Statewide Vehicle Miles Traveled (VMT)

Location	CDOT Region	Measure	1991	2007	Increase
S.H. 119 & U.S. 6	1	ADT	3,050	13,700	349%
S.H. 67 (Divide)	2	ADT	2,587	5,400	109%
Colorado State Highway System	Statewide	VMT	18.2B	28.7B	58%

A Summary of Infrastructure Funding Requests by Region

Fiscal year 2008-09 gaming funds were split between final design improvements on S.H. 119 (\$2 million), a U.S. 6 overlay (\$4 million), and U.S. 6 and S.H. 119 safety and infrastructure improvements (\$2 million). Because of the progress that has been made thus far on S.H. 119 through Black Hawk, an additional \$4.5 to \$5.5 million will be provided by the Environmental Protection Agency (EPA) for mine mitigation efforts. CDOT is proposing that it provide the rock, trees, and root balls from the Main Street South project for the mine capping and stream mitigation efforts in order to recognize additional mitigation savings for the department, the Colorado Department of Public Health and Environment, and EPA.

The following paragraphs summarize the \$10.4 million of projects requested, which are a subset of the projects validated by the Transportation and Limited Gaming Control Commission as being legitimate infrastructure needs of the gaming communities.

Region 1 - Black Hawk / Central City Area

Maintenance:

The request for additional highway maintenance of State highways in the vicinity of Black Hawk/Central City is for **\$305,543** Gaming Funds. This amount of funds should

enable CDOT to maintain its existing level of services in the Clear Creek corridor. The request for maintenance funds is based upon estimated base year FY 1994-95 expenditures of \$155,000 (the incremental increase in costs attributed to gaming) and adding 5% each year (3% for inflation and 2% for maintenance improvements and safety enhancements).

Safety (projects and rock fall mitigation designed to reduce fatalities, injuries, and property damage for all users of the system):

For FY 10, CDOT requests (1) **\$250,000** of Gaming Funds for rock fall mitigation – including scaling and wire mess installation – on S.H. 119 and U.S. 6, (2) **\$500,000** for rock fall monitoring in Clear Creek Canyon. This project will purchase and implement a Synthetic Aperture Radar (SAR) system as an early detection device to monitor possible rock fall sites. The system is a satellite-based laser system that can detect ground movement of as little as one centimeter. Also included in this project will be the installation of seismic monitoring stations at locations that have the highest potential for rock fall incidents.

To date, \$2,156,939 of State highway funds have been invested in these projects. But due to the severe funding limitations CDOT presently is facing upon its funding for FY 10, the department is unable to program any state highway funds for years FY 10 or beyond for any of these projects. The projects identified for consideration of funding from the Limited Gaming Fund for FY 10 are hereby prioritized:

S.H. 119 Main Street South (\$8,678,082): This project has an estimated total funding requirement of \$26 million, of which CDOT's total commitment is planned to be \$12 million. The project is to widen S.H. 119 from two to four lanes from mile post 5.0 to 6.2. Construction, if funding became available, could begin as early as the fall of 2009. This particular effort would incorporate significant additional funding from non-CDOT entities – including the Silver Dollar Metropolitan District (SDMD), the Environmental Protection Agency (EPA), and the Colorado Department of Public Health and Environment (CDPHE).

This project was approved as a categorical exclusion by the Federal Highway Administration (FHWA) – given its positive environmental impact and lack of impacts to planned growth or land use – on September 14, 2007 and is a partnership with EPA, CDPHE, and the Colorado Division of Wildlife (CDOW). The project will improve mobility in the corridor’s busiest commercial district and will treat polluted mine drainage and conduct environmental mitigation work along the North Fork of Clear Creek. The EPA plans to contribute between \$4.5 and \$5.5 million toward the environmental efforts on the creek, which will be partly completed using the excess rock and dirt generated from the highway construction. This use of the excess dirt and rock will enable CDOT to avoid the expense of hauling the rock and dirt off site materially lowering the overall cost of the project. SDMD’s contribution will be for right of way acquisitions and improvements.

This project will improve travel times and safety by providing drivers with far better sight lines. The project will also eliminate substandard curves, strengthen rock fall protection, and relieve congestion. A dedicated left turn lane for southbound traffic at mile post 2.5 will further improve safety. Currently, S.H. 119 is a four-lane divided highway through most of the Black Hawk area. The four-lane section ends near mile post 6.25 where the highway transitions from a two-lane roadway to a four-lane divided highway. At this location, S.H. 119 transitions from a 45 m.p.h. speed limit to a 30 m.p.h. speed limit. Sight distance is limited due to two sharp curves and mountainous terrain. A traffic signal 500 feet from the transition area further compounds congestion.

When the latest traffic and accident data (from January 2000 through December 2004) are reviewed, they demonstrate that 52% of the accidents between mile posts 5.0 and 6.2 are rear end accidents, compared to an average of only 26% from mile post 0.0 to 10.0. Most of the rear end accidents occur in the southbound direction. This project will improve the sight distance in this area and move the transition point to an area with much better sight distance.

A S.H. 119 Traffic Evaluation that was completed for the Silver Dollar Metro District by Felsburg Holt & Ullevig reveals that widening from the Main Street / S.H. 119 intersection to the Gold Dust Village would allow a 35% increase in traffic volumes

before southbound traffic queues would impact the level of service of the S.H. 119 intersections in Black Hawk.

There are five substandard curves within the project limits that would be improved. These curves have limited sight distance and this segment of the project would improve the sight distance to a minimum of 360 feet. The existing sight distance for northbound traffic on the five curves currently ranges from 190 to 266 feet.

In addition to improving sight distance, the highway widening would provide two travel lanes in each direction. This would allow vehicles to safely pass slower moving vehicles which they cannot do in the existing design. This is significant because S.H. 119 currently carries an average of 350 daily bus trips to Black Hawk and Central City. These buses slow traffic while proceeding uphill on northbound S.H. 119.

Region 2 - Cripple Creek Area

Maintenance:

The department requests **\$690,148** of Gaming Funds for highway maintenance in the vicinity of Cripple Creek. This is based upon a FY 1994-95 base figure of \$332,000 and adding 5% each year (3% for inflation and 2% for maintenance improvements and safety enhancements).

The proposed expenditure of Gaming Funds is summarized below.

Region 1 – Black Hawk / Central City

Area highway maintenance	\$	305,543
S.H. 119 Main Street South		8,678,082
U.S. 6 and S.H. 119 rock fall mitigation		250,000
Clear Creek Canyon rock fall monitoring		500,000
Subtotal	\$	9,733,625

Region 2 – Cripple Creek

Area highway maintenance	\$	690,148
Subtotal	\$	690,148

Grand Total Request \$ **10,423,773**

In addition to Gaming Funds, CDOT has invested more than \$2 million to date on these Region 1 projects and maintenance, but no funds beyond FY 09 have been identified. CDOT has also invested \$4 million to date toward completion of the US 24 gaming corridor in Region 2. No funds beyond FY 09 have been identified for the Rainbow Valley Road intersection.

Partial funding scenarios are included in Table 3 below to show the benefits and drawbacks of fractional approval of this request. Alternative D represents approval of the entire request.

Table 3 – Alternative Funding of Gaming Impacts

Alternative	Incremental Cost	Benefits / Detriments
A) Maintain highways at pre-gaming funding levels	\$0	<ul style="list-style-type: none"> - Increased rate of deterioration. - Significant expense when resurfaced or improved. - Safety worsens as road becomes more difficult to navigate - See also detriments under B below.
B) Gaming Funds only for maintenance & rock fall mitigation and monitoring	\$1,745,691 Gaming funds	<ul style="list-style-type: none"> + Improved safety through reduced rock fall incidents. + Surface conditions and other LOS maintain pre-gaming levels. - Deteriorating safety due to traffic volume increases beyond the highway's designed capacity - Congestion and travel times increase. - Risk loss of EPA and CDPHE funding on Black Hawk's Main Street South. Or risk increased costs by splitting the project into multiple phases. - Risk loss of SDMD funding in Black Hawk corridor.
C) Gaming Funds only for mobility / congestion	\$8,678,082 Gaming funds	<ul style="list-style-type: none"> + Reduce congestion and travel times; improve mobility. - Suffer deteriorating conditions on existing roadways.
D) Recommended. Gaming Funds for maintenance, rock fall mitigation, and mobility.	\$10,423,773 Gaming funds	<ul style="list-style-type: none"> + Improved safety through reduced rock fall incidents. + Surface conditions and other LOS maintain pre-gaming levels. + Reduce congestion and travel times; improve mobility. Maintain revenue growth for gaming regions.

Consequences if Not Funded:

The department presently faces a multi-billion dollar shortfall in highway needs based upon Colorado’s most recent 27-Year Transportation Plan. Construction projects such as those included in this request typically are funded from Colorado’s Regional Priority Program (RPP). Given this scarcity of resources and the sheer volume of improvement needs, going forward the department must rely entirely upon gaming impact funds to improve and maintain the highways in the gaming regions.

Without Gaming Funds, the department cannot properly improve and maintain these roads that are now operating at dramatically higher traffic volumes that are directly attributable to gaming. In FY 09 and beyond the only State highway funds identified for these corridors are for routine maintenance at a level commensurate with the levels provided prior to the implementation of gaming. This allocation of State highway funds is consistent with the Transportation Commission’s policy of cutting funding to the Regional Priority Program over the past two budget cycles.

For consequences by project, please refer to Appendix C.

Calculations for Request:

Summary of Request FY 09-10	Total Funds	Cash Funds (Ltd Gaming)	FTE
Grand Total	\$10,423,773	\$10,423,773	0.0
Region 1 highway maintenance	305,543	305,543	0.0
Region 1 rock fall mitigation	250,000	250,000	0.0
Region 1 construction	8,678,082	8,678,082	0.0
Region 1 rock fall monitoring	500,000	500,000	0.0
Region 2 highway maintenance	690,148	690,148	0.0

Assumptions for Calculations:

- Cost estimates have been provided by Regional Transportation Directors in CDOT's engineering regions 1 and 2.
- Benefits (below) estimated using data from the *2007 Colorado Business Economic Outlook*.
- The April 2006 Memorandum of Understanding between CDOT, the City of Black Hawk, and the Silver Dollar Metropolitan District (SDMD) outlines responsibilities of each organization. CDOT agreed to widen S.H. 119 to four lanes from Black Hawk to the North Tunnel Portal, including an interchange at S.H. 119. Black Hawk and SDMD agreed to complete (1) the exit from the tunnel to merge on to eastbound I-70; (2) all bridges, retaining walls, and other highway construction to complete this scope in accordance with standard CDOT and FHWA interchange approval procedures; (3) ramps to connect the tunnel ramps to U.S. 6 at the I-70/U.S. 6 interchange; and (4) a westbound I-70 off ramp connection to the tunnel. In June 2007, for example, SDMD committed \$4.5 million toward its share of access improvement to Black Hawk.

Impact on Other Government Agencies: Any amount from this 50% of the Limited Gaming Fund not appropriated to the State highway fund would otherwise be transferred to the Clean Energy Fund pursuant to S.B. 07-246. Thus, using legislative council's June 2008 revenue forecast, approval of this request reduces the transfer to the Clean Energy Fund by a dollar-for-dollar amount (\$10,423,773).

For that reason, this request has incorporated many more environmental benefits than in the past in an effort to harmonize with the efforts and objectives of the Governor's Energy Office. Due to its environmental benefits, the Colorado Department of Public Health and Environment stands to contribute to the Main Street South project. The Colorado Division of Wildlife within the Colorado Department of Natural Resources has partnered with CDOT and others on projects within the Region 1 corridor.

At the drafting of this request, there exists the potential to increase the total pool of Limited Gaming Fund. As of this date Amendment 50 is on the ballot. Passage of this

amendment will ultimately lead to significant increases in gaming related traffic but not in the provision of additional state level resources to address those impacts. The following cost benefit analysis, however, is based upon current law and gaming rules. If Amendment 50 passes the analysis will change significantly.

Cost Benefit Analysis:

The projects identified in this request offer a **1.3:1 Benefit:Cost ratio**, and a **\$13.9 million benefit to the State**.

The *2007 Colorado Business Economic Outlook* underscores the significance of providing ease of mobility to customers in the gaming areas. “With completion of the new road from I-70 to Central City in 2005, casino revenues in the city rose 36.5%.”² This increase did not cannibalize business from other gaming areas, as evidenced by the \$29.6 million Statewide increase in adjusted gross proceeds for gaming. Black Hawk, in fact, “continues to dominate the Colorado casino sector” with over 70% of the industry’s adjusted gross proceeds. According to the *2008 Colorado Business Economic Outlook*, “It is anticipated that the Colorado gaming industry will remain strong in 2008, with adjusted gross revenue increasing by 2.6% to \$836.3 million.”³

While the benefits of full approval of this request, as listed in Table 3, span a variety of transportation objectives including Safety and System Quality, those benefits are most quantifiable when first analyzing improvements in Mobility, and then extrapolating those benefits to Safety and System Quality. Noting *Economic Outlook’s* correlation of the added parkway and its impact on Central City revenues, one might reasonably conclude that congestion mitigation accounts for a significant portion of revenue growth for several years following construction. In calculating benefits, CDOT assumes the following:

- Enhanced mobility projects undertaken over the five years prior to 2005 accounted for 20% of the State’s \$29.6 million of increased gaming revenues in 2005. \$13.1 million of Gaming Funds were utilized in the five years prior to 2005.

² University of Colorado at Boulder Leeds School of Business, *2007 Colorado Business Economic Outlook*, p. 67.

³ University of Colorado at Boulder Leeds School of Business, *2008 Colorado Business Economic Outlook*, p. 78.

- \$29.6 million represents a typical annual increase in Statewide gaming revenues. (Revenues are projected to increase by \$110.4 million in 2008 over 2004, according to *Economic Outlook*.)
- Mobility benefits of a single project are measurable for five years following the project.
- Funds spent for maintenance have System Quality and Safety benefits – including reduced rock fall incidents, reduced crash rates, and reduced rates of deterioration – comparable to Mobility benefits from construction.

Cost-Benefit Calculations:

\$29.6 million annual revenue increase * 20% attributable to Mobility improvements * 5 years of accrued benefit from project

= \$29.6 million of Mobility benefits from projects completed from 1999 through 2004

\$29.6 million of Mobility benefits / ~\$13.1 million of Gaming Funds for construction from 1999 to 2004.

= **2.3 Benefit:Cost ratio**

Mobility costs within this request are not the entire cost of construction. Because significant environmental benefits accrue to several projects within this request, this analysis has removed one half of the Main Street South project and the entire wildlife crossing and safety pullouts from the calculation of Mobility benefits. The costs, however, are still included, thus reducing the total Benefit:Cost ratio of the request.

2.6 Benefit:Cost ratio on Mobility * \$4.3 million in Mobility expenditures

= **\$9.9 million Mobility benefits**

The same ratio is utilized for maintenance and rock fall, as stated in assumptions above.

2.3 Benefit:Cost ratio * \$1,745,691 maintenance / rock fall costs

= **\$4.0 million Maintenance / Rock Fall benefits**

\$9.9 million + \$4.0 million = \$13.9 million total benefit

\$13.9 million total benefit / \$10.4 million request = **1.3 Benefit:Cost ratio**

Implementation Schedule:

Task	Month/Year
CDOT purchasing agents and program managers begin RFP process	May, 2009
Post Requests for Proposal for maintenance and construction projects	July 1 – August 1, 2009
Evaluation committees review RFPs	August 1 – September 30, 2009
Letter of Intent issued by Purchasing Agent / Protest period begins	October 15, 2009
Contract terms developed	November 1 – December 31, 2009
Project begins (weather pending)	May 1, 2010
Maintenance projects completed	July 1 – November 1, 2010
Construction projects completed	July 1, 2010 – November 1, 2011
Expiration of CDOT spending authority for FY 10 gaming funds	June 30, 2012

Statutory and Federal Authority:

Section 12-47.1-701(1)(c)(I), C.R.S. (2008). Fifty percent shall be transferred to the state general fund or such other fund as the general assembly shall provide, including the state highway fund. The general assembly shall determine and appropriate an amount as a separate line item to be transferred to the state highway fund.

Section 12-47.1-701(4)(c), C.R.S. (2008). Out of the percentage that would otherwise be transferred to the general fund pursuant to this subsection (4), an amount to be determined as provided in paragraph(c) of subsection (1) of this section shall be transferred to the state highway fund and the amount transferred to the general fund pursuant to this subsection (4) shall be reduced accordingly.

Section 43-1-220(1)(c)(I), C.R.S. (2008). The limited gaming fund. The receipts from the limited gaming fund shall be segregated from other receipts paid into the state highway fund.

(II) In accordance with the provisions of section 12-47.1-701(1)(c)(I), C.R.S., the receipts from the limited gaming fund are to be used on public roads and highways leading to and within a fifty-mile radius of any limited gaming community for:

(A) Any proposed or anticipated transportation needs attributable to limited gaming; and

(B) Any reimbursement for emergency repairs and modifications attributed to limited gaming that the department has performed during the previous fiscal year.

Performance Measures:

- 1.1 By calendar year 2010, reduce by 4% the total motor vehicle crash rate from the 2002 level.
- 1.2 By calendar year 2010, reduce by 20% the severity and economic loss of transportation related motor vehicle crashes on State highways from the 2002 level.
- 1.6 Maintain federal goals for vehicle crash fatalities.
- 2.1 Maintain or improve the system-wide pavement condition forecast for 2016.
- 2.3 Meet or exceed the adopted annual maintenance level of service grade.
- 3.3 Maintain the snow & ice maintenance level of service grade at the adopted annual grade.
- 4.4 Have no environmental compliance violations.

Appendix A Gaming Commission Resolution

Resolution Number TC-1596

WHEREAS, gaming is recognized as a valuable economic resource for the state of Colorado; and

WHEREAS, the Limited Gaming Fund has been established by the general assembly in the office of the state treasurer under C.R.S. 12-47.1-701 to help offset financial impacts associated with increased highway traffic, greater need for law enforcement, and increased demands on other social services caused by gaming; and

WHEREAS, C.R.S. 12-47.1-701(1)(c)(I) mandates that the state treasurer distribute fifty percent of the balance remaining in the limited gaming fund to the state general fund or such other fund as the general assembly shall provide, including the state highway fund, and that the general assembly shall determine and appropriate an amount as a separate line item to be transferred to the state highway fund; and

WHEREAS, in accordance with the provisions of C.R.S. 12-47.1-701(1)(c)(I), section 43-1-220(1)(c)(I), C.R.S. stipulates that the receipts from the limited gaming fund are to be used on public roads and highways leading to and within a fifty-mile radius of any limited gaming community; and

WHEREAS, the Colorado Department of Transportation (CDOT) must provide the Colorado Gaming Commission its fiscal year 2009-10 request for limited gaming funds by March 31, 2008, and, with Gaming Commission approval, must prepare for the Governor's Office of State Planning and Budget a legislative decision item fact sheet for said funds during May, 2008 and a complete request for said funds during July, 2008.

NOW THEREFORE BE IT RESOLVED, that the fiscal year 2009-2010 limited gaming funds request, as provided herewith, be approved for submittal to the Colorado Department of Revenue's Division of Gaming and the Colorado Gaming Commission in the amount of forty-two million, nine hundred four thousand, five hundred seven dollars.

COLORADO LIMITED GAMING CONTROL COMMISSION

Resolution Concerning the FY 2009-10 Budget Request
From the Colorado Department of Transportation
To the Colorado Limited Gaming Control Commission

WHEREAS, gaming is recognized as a valuable economic resource for the State of Colorado, and for Region 1 – Black Hawk / Central City, Region 2 – Cripple Creek, and Region 3 – Southwest Colorado; and

WHEREAS, the Limited Gaming Fund has been established by the General Assembly in the Office of the State Treasurer under C.R.S. 12-47.1-701 to help offset financial impacts associated with increased highway traffic, greater need for law enforcement, and increased demands on other social services caused by gaming; and

WHEREAS, C.R.S. 12-47.1-701(1)(c)(D) mandates that the State Treasurer distribute fifty percent of the balance remaining in the Limited Gaming Fund to the state general fund or such other fund as the General Assembly shall provide, including the state highway fund, and that the General Assembly shall determine and appropriate an amount as a separate line item to be transferred to the state highway fund; and

WHEREAS, in accordance with the provisions of C.R.S. 12-47.1-701(1)(c)(D), section 43-1-220(1)(e)(D), C.R.S. stipulates that the receipts from the Limited Gaming Fund are to be used on public roads and highways leading to and within a fifty-mile radius of any limited gaming community; and

WHEREAS, the Colorado Department of Transportation provided the Colorado Gaming Commission its fiscal year 2009-10 request for limited gaming funds as part of the Commission's annual tax setting hearings on April 17, 2008, and, further, it requested support from the Colorado Gaming Commission for its request amounting to a grand total of \$42,904,507; and

WHEREAS, the Colorado Gaming Commission supports the amount of \$32,305,543 for Region 1 – Black Hawk / Central City to fund area highway maintenance, S.H. 119 Main Street South, U.S. 6 and S.H. 119 rock fall mitigation, S.H. 119 wildlife crossing design, S.H. 119 wildlife crossing construction, U.S. 6 and S.H. 119 corridor management, U.S. 6 and S.H. 119 corridor ITS improvements, U.S. 6 safety pullouts, S.H. 119 widening from mile post 2.7 to mile post 5.2 design, U.S. 40 overlay between I-70 and Floyd Hill and overlays on U.S. 6 and S.H. 119, and Clear Creek Canyon rock fall monitoring; and

WHEREAS, the Colorado Gaming Commission supports the amount of \$3,190,148 for Region 2 – Cripple Creek to fund area highway maintenance and Rainbow Falls intersection improvements; and

WHEREAS, the Colorado Gaming Commission does not support the amount of \$7,408,816 for Region 5 – Southwest Colorado to fund U.S. 160/491 construction of passing lane and area highway maintenance; now, therefore,

BE IT RESOLVED that the Colorado Gaming Commission supports the request of the Colorado Department of Transportation for its fiscal year 2009-10 request for limited gaming funds in the amount of \$35,495,691 for expenses related to Regions 1 and 2, and finds that the funding of this amount is necessary for the protection and public safety of casino patrons and others traveling those highways; and

Dated this 22 day of May 2008,



Jim Alderden, Chairman
Colorado Limited Gaming Control Commission

Appendix C

Consequences of Not Funding Projects

<u>Project</u>	<u>Request</u>	<u>Consequence of not funding</u>
<u>Region 1</u>		
S.H. 6 and S.H. 119 rock fall mitigation	250,000	CDOT has a limited statewide rockfall mitigation budget. Without the additional funding from this source, mitigation on SH 6 and SH 119 will have to be prioritized within the department's total rockfall mitigation budget. If these highways score high enough within that assessment to receive funding, mitigating rock fall on them will come at the expense of eliminating mitigation efforts in other areas of the state.
Clear Creek Canyon rock fall monitoring	500,000	There will be no advance warning monitoring system for the entire canyon. A decrease in rockfall safety for the general public and gaming traffic.
S.H. 119 Main Street South	8,678,082	The estimated total cost for the construction is \$30 Million. It is a categorical exclusion for the Gaming EIS. We are patterning with EPA, CDPHE, DOW, Silver Dollar Metro District, US Army COE, FHWA and others we will miss the opportunity to reduce our costs for construction in general by having a location to utilize the excess rock excavation. The EPA and Silver Dollar Metro District are contributing funds for the clean up of North Clear Creek working together with these intinities reduces the costs and increases the amount of environmental mitigation that can be accomplished. If we do not get these funds and the project is delayed we will have an increased cost to export the excess rock. Then CDPHE will have to pay to import rock for the superfund clean up of OU 4. Together it save the taxpayer twice and improves the environment.
Region 1 Maintenance	305,543	Deteriorated surface.
<u>Region 2</u>		
Region 2 maintenance	690,148	The amount the department allocates for maintenance of roads in the gaming regions is based upon how much it spent to maintain them prior to the advent of gaming adjusted for inflation. The exponential increase in traffic on these roads, however, means that this amount is now inadequate to properly maintain them. Absent additional gaming funds, these roads will deteriorate. forcing a future larger request for funds to rebuild these roads.
Grand Total	10,423,773	

Schedule 13
Change Request for FY 2009-10 Budget Request Cycle

Decision Item FY 2009-10 Base Reduction Item FY 2009-10 Supplemental FY 2008-09 Budget Amendment FY 2009-10

Request Title: Transportation Base Adjustment
 Department: Transportation Dept. Approval by: *[Signature]* Date: *10-28-08*
 Priority Number: DI-2 OSPB Approval: *[Signature]* Date: *10-30-08*

	Fund	1	2	3	4	5	6	7	8	9	10
		Prior-Year Actual FY 2007-08	Appropriation FY 2008-09	Supplemental Request FY 2008-09	Total Revised Request FY 2008-09	Base Request FY 2009-10	Decision/ Base Reduction FY 2009-10	November 1 Request FY 2009-10	Budget Amendment FY 2009-10	Total Revised Request FY 2009-10	Change from Base (Column 5) FY 2010-11
Total of All Line Items	Total	1,421,329,958	1,289,107,572	0	1,289,107,572	860,104,930	0	860,104,930	0	860,104,930	0
	FTE	3245.3	3350.5	0.0	3350.5	3365.5	0.0	3365.5	0.0	3365.5	0.0
	GF	0	0	0	0	0	0	0	0	0	0
	GFE	0	0	0	0	0	0	0	0	0	0
	CF	958,718,651	839,589,868	0	839,589,868	507,069,350	0	507,069,350	0	507,069,350	0
	CFE/RF	2,703,394	3,984,546	0	3,984,546	3,978,932	0	3,978,932	0	3,978,932	0
	FF	459,907,913	445,533,158	0	445,533,158	349,056,648	0	349,056,648	0	349,056,648	0
(1) Administration	Total	23,426,886	27,358,998	0	27,358,998	27,422,929	96,678	27,519,607	0	27,519,607	96,678
	FTE	218.0	223.2	0.0	223.2	223.2	0.0	223.2	0.0	223.2	0.0
	GF	0	0	0	0	0	0	0	0	0	0
	GFE	0	0	0	0	0	0	0	0	0	0
	CF	22,014,964	25,286,780	0	25,286,780	25,356,325	96,678	25,453,003	0	25,453,003	96,678
	CFE/RF	1,411,922	2,072,218	0	2,072,218	2,066,604	0	2,066,604	0	2,066,604	0
	FF	0	0	0	0	0	0	0	0	0	0
(2) Construction, Maintenance, and Operations	Total	1,397,903,072	1,261,748,574	0	1,261,748,574	832,682,001	(2,096,678)	830,585,323	0	830,585,323	(2,096,678)
	FTE	3,027.3	3,127.3	0.0	3,127.3	3,142.3	0.0	3,142.3	0.0	3,142.3	0.0
	GF	0	0	0	0	0	0	0	0	0	0
	GFE	0	0	0	0	0	0	0	0	0	0
	CF	936,703,687	814,303,088	0	814,303,088	481,713,025	(2,096,678)	479,616,347	0	479,616,347	(2,096,678)
	CFE/RF	1,291,472	1,912,328	0	1,912,328	1,912,328	0	1,912,328	0	1,912,328	0
	FF	459,907,913	445,533,158	0	445,533,158	349,056,648	0	349,056,648	0	349,056,648	0
(5) First Time Drunk Driving Offenders Account (New Line Item)	Total	0	0	0	0	0	2,000,000	2,000,000	0	2,000,000	2,000,000
	FTE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	GF	0	0	0	0	0	0	0	0	0	0
	GFE	0	0	0	0	0	0	0	0	0	0
	CF	0	0	0	0	0	2,000,000	2,000,000	0	2,000,000	2,000,000
	CFE/RF	0	0	0	0	0	0	0	0	0	0
	FF	0	0	0	0	0	0	0	0	0	0

Letternote Revised Text: This request would not impact the letternotes.
 Cash or Federal Fund Name and COFRS Fund Number: CF: State Highway Fund
 Reappropriated Funds Source, by Department and Line Item Name: N/A.
 Approval by OIT? Yes: No: N/A:
 Schedule 13s from Affected Departments: None.

CHANGE REQUEST for FY 2009-10 BUDGET REQUEST CYCLE

Department:	Transportation
Priority Number:	DI -2
Change Request Title:	Transportation Base Adjustment

SELECT ONE (click on box):

- Decision Item FY 2009-10
- Base Reduction Item FY 2009-10
- Supplemental Request FY 2008-09
- Budget Request Amendment FY 2009-10

SELECT ONE (click on box):

Supplemental or Budget Request Amendment Criterion:

- Not a Supplemental or Budget Request Amendment
- An emergency
- A technical error which has a substantial effect on the operation of the program
- New data resulting in substantial changes in funding needs
- Unforeseen contingency such as a significant workload change

Short Summary of Request:

The Department of Transportation (CDOT) requests two budget-neutral revisions to its Long Bill detail. The first is a technical adjustment to create a new long bill line item to reflect annual appropriations to the Department from the First Time Drunk Driving Offenders Account of the Highway Users Tax Fund, including a FY 2009-10 special appropriation of \$2,000,000 cash funds as outlined in the fiscal note to HB 08-1194, expected to be annually appropriated. The second is a Base Adjustment to its Administration Program Line of \$96,678 of State highway funds (cash funds) for FY 2009-10 and subsequent years.

Part 1: Technical Adjustment to Clarify HB 08-1194 Appropriation

In 2008, the Governor signed into law House Bill 08-1194, which increased penalties for offenders Revenues generated from the incremental increase in penalties were credited to a newly created subaccount of the Highway Users Tax Fund, and the appropriations clause of the bill specified an appropriation of \$2,000,000 to the Department from that account for the purpose of increasing the number of high-visibility DUI law enforcement actions.

The fiscal note for HB 08-1194 anticipated that an additional \$2 million in spending authority would be required to continue the increased enforcement actions, subject to annual appropriation by the General Assembly. Although the language of the bill specified that the appropriation was to be allocated to the Construction, Maintenance and Operations Division (CMO), spending authority over CMO is continually appropriated and lies exclusively with the Transportation Commission per Section 43-1-113(9)(c)(I), C.R.S. (2008). In the Long Bill, the CMO line is for informational purposes and cannot be co-mingled with appropriations from the General Assembly. The Administration line item is annually appropriated by the Legislature, but is restricted to certain duties and business functions by Section 43-1-113(2)(c)(III), C.R.S. (2008). Therefore, the \$2,000,000 in FY 2009-10 expenditures projected in the fiscal note require a new long bill line item, which is hereby requested.

There are at least two precedents for the requested course of action. The fourth line item in the CDOT section of the Long Bill is for the appropriations of Limited Gaming Funds that are occasionally made to the Department. Whereas the expenditures of Limited Gaming Funds are for the same general purposes as those in CMO, annual appropriations cannot be included in the CMO line and do not fit the statutory definition of Administration. In addition, the Long Bills from 2000 through 2004 included a separate item for the Persistent Drunk Driver Program within the Office of Transportation Safety.

Part 2: Transportation Base Adjustment

There is no net fiscal impact to the State for this request, as the department will fund this request out of the State highway funds already dedicated to Transportation. The actual amount of the adjustment for FY 2009-10 will vary from this estimate based on several factors, including:

- completion of CDOT's FY 2009-10 Schedule 3;
- application of JBC common policies to the Department's FY 2009-10 request;
- the Department of Personnel and Administration's (DPA's) FY 2009-10 recommendation for Statewide indirect costs;

- the methodology utilized by the Office of Information Technology (OIT) for the transfer of funds and CDOT information technology full-time equivalents (FTE) to the OIT.

Background and Appropriation History:

This request will align the JBC's base budget with CDOT's Schedule 3 budget request for FY 2009-10.

Through time, CDOT has utilized its single line item appropriation for Administration (Section 43-1-113(3)(a), C.R.S. (2008)) to best manage its business internally. It has never over-expended its total long bill appropriation for Administration and has never exceeded its statutory limitation of five percent of its total budget. However, with each internal change by CDOT to its Administration structure, the JBC's organizational detail and the department's actual organizational expenditures further separate.

In its budget request for FY 2008-09, CDOT sought a considerable increase to its base personal services budget, for reasons explained below. To offset this increase and still live within its total Administration budget, CDOT requested that a reduced proportion of its total Statewide indirect costs be budgeted within Administration, and that a larger proportion be budgeted to Construction, Maintenance, and Operations (non-Administration). The JBC effectively denied the increase to personal services but honored CDOT's comeback request for additional Statewide indirect budget, and CDOT agreed to provide more clear methodology for distributing Statewide indirect costs in future years. CDOT hereby proposes that Statewide indirect costs be distributed according to FTE distribution, which results in 7% for Administration, and 93% for Construction, Maintenance, and Operations.

General Description of Request:

CDOT hereby requests a \$96,678 increase to its Administrative budget to account for internal budgetary changes and to establish consistent methodology for distributing Statewide indirect costs between Administration and Construction, Maintenance, and Operations.

This request effectively asks that the JBC realign its calculations for the appropriated budget line for CDOT Administration with the department's Schedule 3 *estimate year*

detail for that budget line. The specific dollar amount of this adjustment cannot be finalized until FY 2009-10 figure setting¹ is complete. The impact in FY 2008-09 would have resulted in \$103,823 State highway funds from the *non-appropriated construction, maintenance & operations* portion of CDOT's budget to the *appropriated administration* portion of CDOT's budget.

CDOT's FY 08 long bill budget is comprised of four line items: (1) Administration; (2) Construction, Maintenance, and Operations; (3) Statewide Tolling Enterprise; and (4) Gaming Impacts. CDOT's administrative line item includes the personal services and operating expenses for offices and programs that are the administrative functions of the department as defined in 43-1-113(2)(c)(III), C.R.S. (2007): "*Administration, which is deemed to include salaries and expenses of the following offices and their staffs: Commission, executive director, chief engineer, district engineers, budget, internal audits, public relations, equal employment, special activities, accounting, administrative services, building operations, management systems, personnel, procurement, insurance, legal, and central data processing;*"

Statute provides the department the flexibility to address changes in staffing, operating allocations, or professional service contracts for any given year by shifting funds so long as it stays within its overall appropriation. Over time such changes have created a variance between the historical allocation used to develop the recommended appropriation by JBC staff and the estimated allocation developed by CDOT's budget analysts.

43-1-113(6)(a), C.R.S. (2007) requires that "*the amount budgeted for administration in no case shall exceed five percent of the total budget allocation plan.*" CDOT historically has operated its administration with approximately 2.3-2.8% of the total budget. With an annual budget of roughly \$1 billion, this request would increase the base of administration by 0.4 percent. The JBC staff figure setting table used to establish the detail for the long bill shows the discrepancies between the department's estimate/request and its reversion to the old base. Indeed, as noted by the JBC staff and committee members at CDOT's FY 2007-08 figure setting meeting, detail within the administration

¹ Figure setting will refer to application of salary survey, performance pay, workers compensation, general insurance, Medicare, PERA, AED, SAED, indirect costs, etc.

budget varies from the CDOT request to the JBC approval. This request seeks to align those columns and provide JBC and CDOT staff the ability to keep their detail aligned.

Table 1 below illustrates the problem this decision item addresses. For the Transportation Commission’s Office (1.0 FTE support staff), the department had moved \$10,000 of contract services to another organization, thus reducing the Personal Services Request. The JBC, however, utilized the prior year figure setting and allocated an incremental increase here, and conversely did not fund the \$10,000 now needed elsewhere in the department’s administrative organization. Each year there are numerous similar situations regarding personal services, contracts, and operating expenses where the department now plans to function in a manner that differs from how it did so in the past. Yet the JBC reverts to the incremental adjustment off the prior figure setting, disallowing for changes in circumstances and needs that CDOT’s administration must address.

Table 1 – Example of Budget Detail Discrepancy

	FY 2004-05	FY 2005-06	FY 2006-07	FY 2007-08	FY 2008-09	
	Actual	Actual	Actual	Appropriation	Request	JBC Approve
Transportation Commission						
Personal Services	91,690	82,328	95,316	96,620	90,589	98,533
FTE	1.3	1.0	1.0	1.0	1.0	1.0
Operating Expenses	97,081	99,602	107,602	117,602	117,602	117,602

In addition to the explanation above, budgetary changes have occurred for several reasons. The department strives to appropriately align the FTE within the legislatively appropriated portion of its budget with the statutory definition of Administration delineated in Section 43-1-113(2)(c)(III), C.R.S. (2008). Business functions evolve with the implementation of new legislation and new business management systems. Positions are upgraded to better align duties with job classifications. Making these changes within the department’s single line item authority without seeking specific legislative approval

has resulted in a sizable variance between JBC's detail for each CDOT Administrative organization and CDOT's actual administrative alignment.

The program line change requests are hereby provided, with a substantive explanation for any program that has deviated by more than \$50,000. Again, as of August 1, these figures are estimates. Actual changes will rely upon:

- completion of CDOT's FY 2009-10 Schedule 3;
- application of JBC common policies to the Department's FY 2009-10 request;
- the Department of Personnel and Administration's (DPA's) FY 2009-10 recommendation for Statewide indirect costs;
- the methodology utilized by the Office of Information Technology (OIT) for the transfer of funds and CDOT information technology full-time equivalents (FTE) to the OIT.

Transportation Commission Staff. Decrease by \$7,995 (\$7,995 reduction of personal services).

Executive Director's Office. Increase by \$14,037 (\$12,037 increase for personal services, \$2,000 increase for operating).

Government Relations. Increase by \$42,340 (\$22,272 increase for personal services, \$20,068 increase for operating). Positions have been reallocated as the office has taken on greater responsibility. Additional operating has been used to support Federal Reauthorization efforts including out of state travel to Washington, D.C.

Public Relations. Increase by \$75,106 (\$80,106 increase for personal services, \$5,000 reduction of operating).

- In FY 2007-08, 1.0 FTE moved from the Construction, Maintenance, and Operations (CMO) budget to the Administrative budget in exchange for two .5 FTEs. This exchange better aligned staff duties with the statutory definition of Administration, based on staff's support of either disseminating information to the public versus tracking requested information for specific projects such as T-REX. This increased the Administrative request by approximately \$20,000.

- From FY 2004-05 through FY 2007-08, Public Relations shifted a total of \$50,000 from Operating to Personal Services to cover contracted services for certain media and other activities that could not be performed in-house. Figure setting has reduced operating budget without corresponding increases to personal services. Costs for those services have increased annually at rates far exceeding salary increase rates, but have not been adjusted accordingly. CDOT now expends in excess of \$75,000 for these services.

Information Technology. Increase by \$103,253 (\$90,253 increase for personal services, \$13,000 increase for operating). This request in large part hinges on the outcome of the consolidation of this office to the Office of Information Technology.

CDOT has contracted for much of its information technology on both the Administrative side and the CMO side of its budget. Retaining qualified IT support staff for rapidly evolving software and hardware has proven too difficult a task utilizing only FTE. As new IT comes online, support contracts are budgeted within personal services. Several enterprise resource planning consultants proficient in SAP software, for example, support the business functions of CDOT's Administration. Since FY 2004-05, CDOT has therefore found it necessary to increase the personal services budget for IT. Internally, CDOT has moved operating dollars to cover personal services contracts, but figure setting has not always provided increases in personal services equal to the cuts in operating, and has not escalated personal services for the increasing costs of these contracts. This accounts for the majority of the \$100,000 increase.

Financial Management and Budget. Increase by \$547,695 (\$530,359 increase for personal services, \$17,316 increase for operating).

- Of this amount, \$484,544 of personal services and \$12,000 of operating can be accounted for by a FY 2006-07 move of 6.0 FTE from Accounting to Financial Management and Budget. This move better aligned the organizational structure of the parent organization – the Division of Accounting and Finance. It allowed for improved communication between budget analysts and accountants responsible for both administration and projects. It better correlated job functions and hierarchy with SAP roles and responsibilities.

- Of the balance, \$50,000 can be attributed to a conversion and upgrade of 2.0 temporary positions (\$96,000 loaded) to 2.0 full-time positions (\$146,632 loaded) during FY 2005-06.
- Nearly an additional \$50,000 can be attributed to an exchange of 2.0 FTE between Administration and CMO. Administration obtained 2.0 Budget Analyst V positions that manage operations and staff who are responsible for budgeting for the entire department. In exchange, 2.0 Accounting Technician III's moved to the CMO side to provide project support.
- The \$40,000 surplus explained by the above adjustments is offset by reduction of certain personal service contracts and downgraded positions when filling vacancies.

Accounting. Reduce by \$400,304 (\$388,304 reduction of personal services, \$12,000 reduction of operating). The \$484,544 of personal services discussed above were partially offset by the following:

- Personal services increased by \$40,000 during FY 2006-07 to provide ongoing support of accounting-related SAP functionality. Figure setting reduced operating by \$40,000 to match CDOT's request, but did not increase personal services to provide for these contracts.
- Accounting moved from the Division of Human Resources and Administration to the Division of Accounting and Finance. Several positions were reclassified from General Professional to Accounting Technician or Accountant. This increased personal services by an estimated \$25,000.

Chief Engineer and Regions. Increase by \$157,116 (\$156,641 increase of personal services, \$475 increase of operating). The development of Intelligent Transportation Systems, the roll-off of some of CDOT's top project engineers and managers from high-profile work on projects such as TREX to headquarters positions, and the necessity to compete financially with the private sector for qualified engineers has required this organization to move personal services ahead at a rate greater than allowed for by annual POTS increases. State executive service contracts have on occasion received increases as high as 5% in years when salary survey ranged from 2% to 4%.

Human Resources and Administration. Increase by \$461,883 (\$420,783 increase of personal services, \$41,100 reduction of operating). CDOT has shifted significant funds in prior years from operating to personal services. Figure setting often honors the request to reduce operating but does not honor the request for an increase to personal services. In FY 2008-09, for example, operating was decreased by \$61,000 without a corresponding increase for personal services.

Audit. Reduce by \$102,148 (\$102,148 reduction of personal services). Contract funds have been moved from personal services to operating. Operating has been increased in figure setting without a corresponding reduction to personal services.

In addition to these case-by-case increases, CDOT offers other more general explanations for increases not accounted for above:

- The Department often contracts for services that are needed in the short-term (one to two years) and cannot be accomplished by existing employees. For example, there were numerous computer programmer contracts prior to the implementation of SAP, with some still utilized for engineering and interagency programs. Those programmers utilize personal services funding allocations. As a result, when temporary or short-term contracts are being used in place of full-time equivalents (FTE) at the time that CDOT provides its FTE calculations to the JBC, those temporarily vacated positions do not receive their corresponding POTS adjustments, yet may soon be refilled at entry-level pay levels that have been adjusted upward through the salary survey process.
- Regional Director and other management-level personal services expenses have grown above JBC's base level for those personal services. Annually, JBC requires Departments to apply forced vacancy savings reductions to all FTE. In reality, CDOT's executive management team and their assistants' positions have rarely suffered any vacancies. Additionally, the position of Chief Financial Officer was upgraded to State Executive Service in FY 2005-06 to properly align its responsibilities and pay grade.
- CDOT has found it most efficient to utilize personal services contracts for many of its administrative functions. Unfortunately, figure setting does not allow for inflationary

increases to such contracts the way that salary survey accounts for inflationary increases for FTE. This request, essentially, seeks in part to recapture a portion of the costs of consultants.

- Since FY 1999-2000, compounded forced vacancy savings have cumulatively reduced personal services by 7.8%. The department has not been able to fully recover this forced reduction by replacing higher-paid employees with lower-paid employees.
- Finally, past executive directors have exercised their authority to adjust State Executive Service contracts by more than allowances made in salary survey. These increases occurred either to more equitably align the salaries of SES members with comparable responsibilities or to provide attract or retain these essential individuals. In some instances, pay increases have been as high as 5% or more in years that the management profile had increased by only 2% to 4%. In the case of the Chief Financial Officer, the position was upgraded to SES to better match the responsibility of managing the Accounting and Finance/Budget organizations.

Establishing New Policy for Distribution of Statewide Indirect Costs

The second significant component of this request establishes a formula for CDOT's distribution of Statewide indirect costs. Indirect costs have increased rapidly in recent years. Just from FY 2007-08 to FY 2008-09, indirect costs to the department increased by 28.3% (from \$1,497,008 to \$1,921,282). By comparison, CDOT's administrative budget has increased only 4.3% annually since FY 2004-05 (from \$23,086,923 to \$27,358,998). Historically, the department has therefore interpreted Section 43-1-113 (8)(a), C.R.S. (2008) to enable the department to allocate indirect costs between Administration and CMO as it deemed appropriate.

In CDOT's comeback request for FY 2008-09 pertaining to re-distribution of indirect costs, JBC and CDOT informally agreed to establish a policy for this distribution beginning in FY 2009-10. CDOT hereby recommends that indirect costs be distributed in the same proportion as FTE, rounded to the nearest percentage. With 226.2 Administrative FTE and 3,134.3 CMO FTE, the proposed allocation formula would distribute 7% of indirect costs to the Administration line and 93% to the CMO line.

Consequences if Not Funded:

The Transportation Commission and CDOT staff regularly make business decisions on how to best manage the resources available. As with most of CDOT's business decisions, this request does not seek additional funding from the legislature. It merely seeks approval to allocate State highway fund dollars to best support its business decisions and to meet the statutory definition of Administration within Section 43-1-113(2)(c)(III), C.R.S. (2008).

Not funding this request would require the department to make business decisions that it believes do not best allow CDOT to meet the transportation needs of the State. As it has done in the past, CDOT would hold vacancies in order to pay for consultant cost increases or operating increases that the JBC, with denial of this request, would effectively choose not to fund with State highway dollars.

This has impacted work groups dedicated to public information, execution of contracts, recruiting and staffing of vacant positions, procurement of materials and goods for our maintenance and construction activities, vendor payments, computer systems support, and responding to executive or legislative branch enquires.

Calculations for Request:

Summary of Request FY 2009-10	Total Funds	General Fund	Cash Funds	Reappropriated Funds	Federal Funds	FTE
Total Request	\$0	\$0	\$0	\$0	\$0	0.0
Administration	\$96,678	\$0	\$96,678	\$0	\$0	0.0
Construction, Maintenance, and Operations	(\$2,096,678)	\$0	(\$2,096,678)	\$0	\$0	0.0
First time Drunk Driving Offenders Account (new line item)	\$2,000,000	\$0	\$2,000,000	\$0	\$0	0.0

Summary of Request FY 2010-11	Total Funds	General Fund	Cash Funds	Reappropriated Funds	Federal Funds	FTE
Total Request	\$0	\$0	\$0	\$0	\$0	0.0

STATE OF COLORADO FY 2009-10 BUDGET REQUEST CYCLE: DEPARTMENT OF TRANSPORTATION

Administration	\$96,678	\$0	\$96,678	\$0	\$0	0.0
Construction, Maintenance, and Operations	(\$2,096,678)	\$0	(\$2,096,678)	\$0	\$0	0.0
First time Drunk Driving Offenders Account (new line item)	\$2,000,000	\$0	\$2,000,000	\$0	\$0	0.0

A Reconciliation of Estimated FY 09 CDOT Administration Expenditures to JBC Figure Setting Recommendations

Difference - CDOT Estimate to JBC Figure Setting	Personal Services	Operating	Net Adjustment	FTE
Trans. Commission	(\$7,995)	-	(\$7,995)	0.0
Executive Director	\$12,037	\$2,000	\$14,037	0.0
Government Relations	\$22,272	\$20,068	\$42,340	0.0
Public Relations	\$80,106	(\$5,000)	\$75,106	0.0
Information Technology*	\$90,253	\$13,000	\$103,253	0.0
Finance/Budget	\$530,359	\$17,316	\$547,675	0.0
Accounting	(\$388,304)	(\$12,000)	(\$400,304)	0.0
Chief Engineer/Regions	\$156,641	\$475	\$157,116	0.0
Human Resources/Admin.	\$461,883	(\$41,100)	\$420,783	0.0
Audit	(\$102,148)	-	(\$102,148)	0.0
Statewide Indirect Costs	-	(\$753,185)	(\$753,185)	0.0
Total	\$855,104	(\$758,426)	\$96,678	0.0

Assumptions for Calculations: These calculations are based on CDOT’s FY 2009-10 Schedule 3 submission and JBC staff’s figure setting recommendation for FY 2008-09.

Impact on Other Government Agencies: There is no known impact to other government agencies.

Cost Benefit Analysis: A Cost Benefit Analysis is not applicable. This is a cost-neutral request that simply aligns CDOT’s budget with its current business practices. If fully honored, it represents a 0.4 percent increase in Administration based on the FY 2008-09 long bill appropriation.

Implementation Schedule:

Task	Month/Year
CDOT works with JBC staff to “true up” CDOT’s Schedule 3 to JBC’s organization detail.	February, 2009
JBC applies common policies to adjusted base budget and splits indirect costs based on newly established formula.	February, 2009
FY 2009-10 adjusted base budget takes effect.	July 1, 2009
CDOT returns for similar reduction or increase requests.	Periodically, perhaps every 3-5 years.

Statutory and Federal Authority: Section 43-1-113(2)(c)(III), C.R.S. (2008) – *Administration, which is deemed to include salaries and expenses of the following offices and their staffs: Commission, executive director, chief engineer, district engineers, budget, internal audits, public relations, equal employment, special activities, accounting, administrative services, building operations, management systems, personnel, procurement, insurance, legal, and central data processing.*

Section 43-1-113(3)(a), C.R.S. (2008) – *For the fiscal year 1993-94 and for each fiscal year thereafter, appropriations made by the general assembly to the department of transportation for administrative expenditures, which are listed in subparagraph (III) of paragraph (c) of subsection (2) of this section, shall be set forth in a single line item as a total sum, and such expenditures shall not be identified by project, program, or district.*

Section 43-1-113(6)(a), C.R.S. (2008) – *The amount budgeted for administration in no case shall exceed five percent of the total budget allocation plan.*

Section 43-1-113(8)(a), C.R.S. (2008) – *The department, out of moneys in the state highway fund budgeted therefor by the transportation commission and within the total expenditures prescribed by the general assembly for the fiscal year pursuant to section 43-1-112.5, shall reimburse other agencies of state government for the costs incurred by such state agencies in providing necessary services in support of the department and the administration of the highway funds of the state.*

Section 43-1-113(9)(c)(I), C.R.S. (2008) – *No later than April 15 of each year, the [Transportation] commission shall adopt a final budget allocation plan which shall, upon the approval of the governor, constitute the budget for the department for the ensuing fiscal year.*

Performance Measures:

IV. Program Delivery Goals

Deliver high quality programs, projects and services in an effective and efficient manner.

Deliver all programs and projects on time and within budget.

Schedule 13
Change Request for FY 2009-10 Budget Request Cycle

Decision Item FY 2009-10 Base Reduction Item FY 2009-10 Supplemental FY 2008-09 Budget Amendment FY 2009-10

Request Title: Transportation Rule Making FTE
 Department: Transportation Dept. Approval by: *[Signature]* Date: 10/28/08
 Priority Number: DI-3 OSPB Approval: *[Signature]* Date: 10-30-08

	Fund	1	2	3	4	5	6	7	8	9	10
		Prior-Year Actual FY 2007-08	Appropriation FY 2008-09	Supplemental Request FY 2008-09	Total Revised Request FY 2008-09	Base Request FY 2009-10	Decision/ Base Reduction FY 2009-10	November 1 Request FY 2009-10	Budget Amendment FY 2009-10	Total Revised Request FY 2009-10	Change from Base (Column 5) FY 2010-11
Total of All Line Items	Total	1,421,329,958	1,289,107,572	0	1,289,107,572	860,104,930	0	860,104,930	0	860,104,930	0
	FTE	3245.3	3350.5	0.0	3350.5	3365.5	1.0	3366.5	0.0	3366.5	1.0
	GF	0	0	0	0	0	0	0	0	0	0
	GFE	0	0	0	0	0	0	0	0	0	0
	CF	958,718,651	839,589,868	0	839,589,868	507,069,350	0	507,069,350	0	507,069,350	0
	CFE/RF	2,703,394	3,984,546	0	3,984,546	3,978,932	0	3,978,932	0	3,978,932	0
	FF	459,907,913	445,533,158	0	445,533,158	349,056,648	0	349,056,648	0	349,056,648	0
(1) Administration	Total	23,426,886	27,358,998	0	27,358,998	27,422,929	78,902	27,501,831	0	27,501,831	73,674
	FTE	218.0	223.2	0.0	223.2	223.2	1.0	224.2	0.0	224.2	1.0
	GF	0	0	0	0	0	0	0	0	0	0
	GFE	0	0	0	0	0	0	0	0	0	0
	CF	22,014,964	25,286,780	0	25,286,780	25,356,325	78,902	25,435,227	0	25,435,227	73,674
	CFE/RF	1,411,922	2,072,218	0	2,072,218	2,066,604	0	2,066,604	0	2,066,604	0
	FF	0	0	0	0	0	0	0	0	0	0
(2) Construction, Maintenance, and Operations	Total	1,397,903,072	1,261,748,574	0	1,261,748,574	832,682,001	(78,902)	832,603,099	0	832,603,099	(73,674)
	FTE	3,027.3	3,127.3	0.0	3,127.3	3,142.3	0.0	3,142.3	0.0	3,142.3	0.0
	GF	0	0	0	0	0	0	0	0	0	0
	GFE	0	0	0	0	0	0	0	0	0	0
	CF	936,703,687	814,303,088	0	814,303,088	481,713,025	(78,902)	481,634,123	0	481,634,123	(73,674)
	CFE/RF	1,291,472	1,912,328	0	1,912,328	1,912,328	0	1,912,328	0	1,912,328	0
	FF	459,907,913	445,533,158	0	445,533,158	349,056,648	0	349,056,648	0	349,056,648	0

Letternote Revised Text: This request would not impact the letternotes.
 Cash or Federal Fund Name and COFRS Fund Number: CF: State Highway Fund
 Reappropriated Funds Source, by Department and Line Item Name: N/A.
 Approval by OIT? Yes: No: N/A:
 Schedule 13s from Affected Departments: None.

CHANGE REQUEST for FY 2009-10 BUDGET REQUEST CYCLE

Department:	Transportation
Priority Number:	DI - 3
Change Request Title:	Transportation Rule Making FTE

SELECT ONE (click on box):

- Decision Item FY 2009-10
- Base Reduction Item FY 2009-10
- Supplemental Request FY 2008-09
- Budget Request Amendment FY 2009-10

SELECT ONE (click on box):

Supplemental or Budget Request Amendment Criterion:

- Not a Supplemental or Budget Request Amendment
- An emergency
- A technical error which has a substantial effect on the operation of the program
- New data resulting in substantial changes in funding needs
- Unforeseen contingency such as a significant workload change

Short Summary of Request:

The Department of Transportation (CDOT) requests 1.0 FTE and **\$78,902 of State highway funds** (cash funds) spending authority in FY 2009-10 for improved rule making procedures in implementing new legislation and updated policies. This request would annualize to \$73,674 and 1.0 FTE in FY 2010-11. This position, if approved, would operate within the Department's Office of Government Relations, which is funded entirely from the Administration portion of CDOT's budget.

Background and Appropriation History:

CDOT operates a wide range of programs where the statutes grant it rule making authority. Historically, the department has promulgated rules and regulations for statewide transportation policy under the direction of the Transportation Commission. The area where the department has most frequently issued new or updated rules until recent years, involved either Section 42-5-511, C.R.S. (2008) concerning the administration of permits for excess size and weight or state highway access under Section 43-2-147, C.R.S (2008).

Because such permitting and rule making are vital to the efficient operation of state highways the Permit Office possesses the bulk of the Department's expertise in developing and promulgating rules. Since this function is performed within the non-appropriated portion of the department's budget no legislative appropriation had been required. However, transportation rule making has evolved over time into a far more complex and broad-based departmental responsibility. Consequently, the department now views the proper locus for the rule making process as one directly related to developing rules over a wide array of issues and ensuring the implementation of legislative intent. Recent rules, for example, established for the lawful use of High Occupancy Vehicle lanes by hybrid vehicles (Senate Bill 07-239 – the Long Bill) and Safe Routes to School (Senate Bill 04-1309). With the nature of rules growing beyond areas related strictly to the operation of the highway system, CDOT now seeks this decision item to correctly locate its rule making processes within the legislatively appropriated budget, pursuant to Section 43-1-113 (2)(c)(III), C.R.S. (2008).

General Description of Request:

While the Permit Office has performed limited rule making under the Transportation Commission portion of the budget for many years, changes in the number and scope of rules the Department now promulgates makes it appropriate to shift the responsibility for rule making to the Office of Government Relations. Doing so requires the addition of one administrative FTE to perform this function.

The duties for rule making have changed and shifted within CDOT over time, but generally have been coordinated by the same CDOT position for the past two decades. That position now also manages the Permit Office. The CDOT Permit Office, including its manager, consists of 9.0 FTE and issued 54,849 permits in FY2008. The manager of the office directly supervises 8.0 FTE and ensures the smooth operation of her office. As time permits, she continues to direct rules promulgation on behalf of the Transportation Commission, the Office of Safety headed by the Chief Engineer, and the Executive Director.

Until recently, this additional responsibility was not overly burdensome because rule making historically occurred only once per year or less. However, several rules are now

outdated and new rules must be promulgated resulting due to new legislation. During FY 2007-08, the Permit Office director coordinated the promulgation of six different sets of rules. With sufficient resources, the Department would have completed an additional five other pending rule changes during that year. Due to her workload, however, only six rules went forward, leaving a substantial backlog.

CDOT anticipates promulgating at least eight more rules in FY 2008-09, with no indication that the trend will subside. A key element of this combination of a higher backlog of older rules that need to be updated and an increased requirement to promulgate new rules is that the department finds itself unable to issue updated or new rules in as timely a manner as it should. The department currently expects that to keep rules timely it will need to promulgate about eight new rules annually. See Table 1 for historical and anticipated rules by year.

Table 1 – Estimated Annual Rule Making Occurrences

FY 2003-04	FY 2004-05	FY 2005-06	FY 2006-07	FY 2007-08	FY 2008-09
1	2	4	8	6	8

The rise in rule making has corresponded with a comparable increase in permit processing during this manager’s tenure. In FY 2001-02, CDOT issued approximately 28,000 permits. In FY 2007-08, the department issued 54,838. Although though this number may have stabilized (57,588 permits were issued in FY 2006-07) and though the process has become more automated, the responsibilities of managing this office and working with the motor carriers currently consume more than 2,080 hours annually forcing the manager of the Permit Office to conduct rule making entirely as additional uncompensated work.

Rule making duties and time commitments vary with each rule due to the nature of the hearing. Some are a revision to an existing rule which can be either simple such as updating the Access Code to add or delete certain highway access; or complex such as rewriting the Motorcycle Operators Safety Training program to adapt to changes in the

delivery of the program. Whether the changes are amendments to an existing rule or promulgating a new rule, the standard process may include the following:

- 150 hours for rules drafting, data gathering, technical analysis;
- 30 hours for meetings, hearing preparation with technical staff and facilitation;
- 20 hours for administrative duties such as formatting and electronic filings, advertising and publication; making exhibit packets and hearing set up duties;
- 10 hours for attorney general review and hearing time;
- 15 hours for hearing officer duties

A large portion of the 150 hours is currently shared by CDOT engineers or technical experts and the rules coordinator. This analysis assumes that one dedicated rule making FTE will take on both the rule making duties currently performed by the manager of the Permit Office and most of the work she presently delegates out to engineers and technical experts. Based upon this model the FTE could perform 100-120 of the 150 hours per rule, plus the 35 hours for meeting facilitation and administration. Thus, each rule making process will consume approximately 150 hours of this new FTE, or an estimated 1,200 hours annually.

Most of the remaining available annual hours will be utilized supporting the Office of Government Relations in its other duties, particularly assisting with ongoing updating of various Transportation Commission policy and procedural directives.

CDOT is governed in large part by three levels of “rules” that are often created as a result of State or federal legislation, or as directives from the Transportation Commission or Executive Director: (1) rules, (2) policy directives, and (3) procedural directives. These three levels of rules are very similar in nature yet the management of these functions currently resides in different areas within the department. Bringing rule making, policies, and procedures under one FTE would generate efficiencies within CDOT that do not exist today.

The Transportation Commission has approximately 180 standing policy directives that implement policies as broad ranging as the strategic plan and performance measures to security regulations regarding the issuance of badges and workplace violence. With no

individual CDOT staff member to oversee these directives, many become outdated and obsolete. At least 80 of these directives are so old (some have not been updated since the 1970s) that they are no longer valid, leaving department policies and procedures on critical items subject to interpretation in instances where department-wide guidance is necessary. Without timely updates, CDOT suffers several risks, such as the possibility of improper detection of or response to workplace violence.

Ideally, policy directives would be reviewed at least every five years and, if necessary, re-submitted to the Transportation Commission for approval. Because many rules impact policy directives, it is a natural fit for the new position to oversee both areas and ensure there is no redundancy and that policy directives that support rules are kept current. One example of this interplay is seen in Rule 2 CCR 602-2 on Authorized Service Vehicles and Policy Directive 1055.4 on Authorized Service Vehicles.

Each directive requires approximately 15 hours for research, coordination with impacted organizations, review for legal consistencies, and presentation to the Executive Director and/or Transportation Commission. Without even addressing the current backlog of about 80 outdated directives, addressing one fifth of the directives each year would consume approximately 540 hours.

Consequences if Not Funded:

If this position were not funded with an appropriation of State highway funds, CDOT envisions two alternatives.

1. Fill this position with 1.0 FTE on the Construction, Maintenance, and Operations side of the CDOT budget. In CDOT's opinion, this would violate the legislative intent of Section 43-1-113 (2)(c)(III) regarding Administration, succinctly concerning "administrative services" and "special activities."
2. Do not hire any additional FTE. Practically, this alternative requires the Permit Office manager to promulgate rules in addition to her full-time duties of managing her office. This risks delay in promulgation of rules, some of which are legislatively mandated,

and/or in response to motor carriers in the office's issuance of oversize overweight, divisible load, and other permits.

Calculations for Request:

Summary of Request FY 09-10	Total Funds	Cash Funds (State Hwy)	FTE
Grand Total	\$0	\$0	1.0
Construction, Maintenance, Operations – <i>for information only</i>	(\$78,902)	(\$78,902)	0.0
Administration – <i>Rule making FTE</i>	\$78,902	\$78,902	1.0

Summary of Request FY 10-11	Total Funds	Cash Funds (State Hwy)	FTE
Grand Total	\$0	\$0	1.0
Construction, Maintenance, Operations – <i>for information only</i>	(\$73,674)	(\$73,674)	0.0
Administration – <i>Rule making FTE</i>	\$73,674	\$73,674	1.0

STATE OF COLORADO FY 2009-10 BUDGET REQUEST CYCLE: TRANSPORTATION

OSPB Common Policy for FTE Requests									
FTE and Operating Costs								GRAND TOTAL	
Fiscal Year(s) of Request		FY 09-10	FY 10-11	FY 09-10	FY 10-11	FY 09-10	FY 10-11	FY 09-10	FY 10-11
PERSONAL SERVICES									
	Title:	Budget & Policy An. III							
Number of PERSONS / class title		1	1	0	0	0	0		
Number of months working in FY 08-09, FY 09-10 and FY 10-11		12	12	0	0	0	0		
Number months paid in FY 08-09, FY 09-10 and FY 10-11 ¹		12	12	0	0	0	0		
Calculated FTE per classification		1.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0
Annual base salary		\$63,792	\$63,792						
Salary		\$63,792	\$63,792	\$0	\$0	\$0	\$0	\$63,792	\$63,792
PERA	10.15%	\$6,475	\$6,475	\$0	\$0	\$0	\$0	\$6,475	\$6,475
Medicare	1.45%	\$925	\$925	\$0	\$0	\$0	\$0	\$925	\$925
Subtotal Personal Services at Division Level		\$71,192	\$71,192	\$0	\$0	\$0	\$0	\$71,192	\$71,192
OPERATING EXPENSES									
Supplies @ \$500/\$500 ²	\$500	\$500	\$500	\$0	\$0	\$0	\$0	\$500	\$500
Computer @ \$900/\$0	\$900	\$900	\$0	\$0	\$0	\$0	\$0	\$900	\$0
Office Suite Software @ \$330/\$0	\$330	\$330	\$0	\$0	\$0	\$0	\$0	\$330	\$0
Office Equipment @ \$3,998/\$0 (includes cubicle and chair)	\$3,998	\$3,998	\$0	\$0	\$0	\$0	\$0	\$3,998	\$0
Telephone Base @ \$450/\$450 ²	\$450	\$450	\$450	\$0	\$0	\$0	\$0	\$450	\$450
Travel (see below)	\$1,532	\$1,532	\$1,532					\$1,532	\$1,532
Other ^{3,4}								\$0	\$0
Other ^{3,4}								\$0	\$0
Subtotal Operating Expenses		\$7,710	\$2,482	\$0	\$0	\$0	\$0	\$7,710	\$2,482
GRAND TOTAL ALL COSTS		\$78,902	\$73,674	\$0	\$0	\$0	\$0	\$78,902	\$73,674

1 - Initial year full salary is 11 months to account for Pay Date Shift if General Fund employee.

2 - The \$450 for Telephone Base and \$500 for Supplies will carry over each year as an acceptable expense. Items are prorated for partial FTE.

3 - Other non-routine expenses such as Fleet, Leased space, or a laptop must be separately defended and calculated. Please provide documentation to justify these requested costs. Agencies must work with DPA or the Governor's Office of IT when requesting Fleet, MNT, GGCC, or other centralized items administered by this Department.

4 - Computer contract hours should be estimated at \$100 / hour and legal fees should be \$75.10 (blended attorney and paralegal services estimate charged by Dept. of Law). Exceptions will only be given if sufficient justification is provided. Mileage reimbursement rates are outlined below:

Mileage Reimbursement (per 24-9-104)
2-wheel drive (90% of IRS rate (set at \$0.505 in 2008))
4-wheel drive (95% of IRS rate (set at \$0.505 in 2008))
nautical mileage

Annual Travel

Downtown Denver @ 11 miles * 12 trips * .90 * \$.505/mi.	\$60
Avg. regional office @ 300 miles * 6 trips * .90 * \$.505/mi.	\$818
Per diem @ 6 trips * \$109 per day	\$654
Total travel	\$1,532

Assumptions for Calculations: Calculations are based on OSPB FY 2009-10 budget instructions for FTE related requests.

Impact on Other Government Agencies: The office of the Attorney General will be impacted with its involvement in each rule making. The time spent reviewing each rule, attending the hearing and advising the department is in keeping with current duties. The addition of up to five rulemakings annually is not expected to cause a significant increase in workload. The impact on the Colorado Secretary of State or the Office of Legislative Legal Services is unknown but anticipated to be able to be absorbed by full-time staff dedicated to rulemaking duties.

Cost Benefit Analysis: The Permit Office, which supports the statutory permitting requirements of motor carriers who operate in Colorado, will regain the undivided attention of its manager for the benefit of serving these customers.

The Office of Government Relations will oversee this new FTE and help ensure more timely rules promulgation, often pursuant to new statute and usually for the benefit of other transportation stakeholders.

Duties of this new FTE will be split approximately 2/3 for rules promulgation and 1/3 for policy directive updating.

Implementation Schedule:

Task	Month/Year
Write PDQ	May, 2009
Post vacancy	June, 2009
Interview applicants	July, 2009
FTE hired and training begins	August, 2009
Office of Government Relations assumes responsibility of promulgating new rules and assists on rules in progress	September 1, 2009
New FTE begins updating Transportation Commission policy directives	January 1, 2010

Statutory and Federal Authority:

Section 42-1-106 (k), C.R.S. (2008) (8) – *In addition to all other powers and duties imposed upon it by law, the commission has the following powers and duties: (k) To make all necessary and reasonable orders, rules, and regulations in order to carry out the provisions of this part 1 but not inconsistent therewith, but nothing in this section shall be deemed or construed to give the commission or any member thereof the power to direct any officer or any employee, other than the executive director of the department, to do or not to do anything;*

43-1-110 (2), C.R.S. (2008) – *Whenever the department of transportation or any of the divisions of the department other than the aeronautics division is authorized or required by law to hold a hearing, said hearing shall be presided over by the executive director or the executive director's designee, who may be, but shall not be limited to, the chief engineer or an administrative law judge appointed pursuant to part 10 of article 30 of title 24, C.R.S., to take evidence and to make findings and report them to the executive director and to the commission; except that, whenever the chief engineer is authorized or required by law to adopt rules or regulations for the highway operations and maintenance division, the engineering, design, and construction division, or the department of transportation, any hearing held pursuant to article 4 of title 24, C.R.S., shall be presided over by the chief engineer, his or her designee for rule-making, or an administrative law judge appointed pursuant to part 10 of article 30 of title 24, C.R.S.*

Section 43-1-113(2)(c)(III), C.R.S. (2008) - *Administration, which is deemed to include salaries and expenses of the following offices and their staffs: Commission, executive director, chief engineer, district engineers, budget, internal audits, public relations, equal employment, special activities, accounting, administrative services, building operations, management systems, personnel, procurement, insurance, legal, and central data processing.*

Performance Measures:

IV. Program Delivery Goals

Deliver high quality programs, projects and services in an effective and efficient manner.
Deliver all programs and projects on time and within budget.

Schedule 13
Change Request for FY 2009-10 Budget Request Cycle

Decision Item FY 2009-10 Base Reduction Item FY 2009-10 Supplemental FY 2008-09 Budget Amendment FY 2009-10

Request Title: Ombudsman Program Increase – Workers Compensation
Department: Transportation **Dept. Approval by:** *[Signature]* **Date:** 10/28/08
Priority Number: NP-1 **OSP Approval:** *[Signature]* **Date:** 10-30-08

		1	2	3	4	5	6	7	8	9	10
	Fund	Prior-Year Actual FY 2007-08	Appropriation FY 2008-09	Supplemental Request FY 2008-09	Total Revised Request FY 2008-09	Base Request FY 2009-10	Decision/ Base Reduction FY 2009-10	November 1 Request FY 2009-10	Budget Amendment FY 2009-10	Total Revised Request FY 2009-10	Change from Base (Column 5) FY 2010-11
Total of All Line Items	Total	1,421,329,958	1,289,107,572	0	1,289,107,572	860,104,930	0	860,104,930	0	860,104,930	0
	FTE	3245.3	3350.5	0.0	3350.5	3365.5	0.0	3,365.5	0.0	3365.5	0.0
	GF	0	0	0	0	0	0	0	0	0	0
	GFE	0	0	0	0	0	0	0	0	0	0
	CF	958,718,651	839,589,868	0	839,589,868	507,069,350	0	507,069,350	0	507,069,350	0
	CFE/RF	2,703,394	3,984,546	0	3,984,546	3,978,932	0	3,978,932	0	3,978,932	0
	FF	459,907,913	445,533,158	0	445,533,158	349,056,648	0	349,056,648	0	349,056,648	0
(1) Administration	Total	23,426,886	27,358,998	0	27,358,998	27,422,929	582	27,423,511	0	27,423,511	522
	FTE	218.0	223.2	0.0	223.2	223.2	0.0	223.2	0.0	223.2	0.0
	GF	0	0	0	0	0	0	0	0	0	0
	GFE	0	0	0	0	0	0	0	0	0	0
	CF	22,014,964	25,286,780	0	25,286,780	25,356,325	582	25,356,907	0	25,356,907	522
	CFE/RF	1,411,922	2,072,218	0	2,072,218	2,066,604	0	2,066,604	0	2,066,604	0
	FF	0	0	0	0	0	0	0	0	0	0
(2) Construction, Maintenance, and Operations	Total	1,397,903,072	1,261,748,574	0	1,261,748,574	832,682,001	(582)	832,681,419	0	832,681,419	(522)
	FTE	3,027.3	3,127.3	0.0	3,127.3	3,142.3	0.0	3,142.3	0.0	3,142.3	0.0
	GF	0	0	0	0	0	0	0	0	0	0
	GFE	0	0	0	0	0	0	0	0	0	0
	CF	936,703,687	814,303,088	0	814,303,088	481,713,025	(582)	481,712,443	0	481,712,443	(522)
	CFE/RF	1,291,472	1,912,328	0	1,912,328	1,912,328	0	1,912,328	0	1,912,328	0
	FF	459,907,913	445,533,158	0	445,533,158	349,056,648	0	349,056,648	0	349,056,648	0

Non-Line Item Request: Note: Of the FY 2009-10 Common Policies, Ombudsman Program Increase - Worker's Compensation is the only common policy adjustment to affect the legislatively appropriated Administration Section of the Department's budget. In FY 2009-10, the total Departmental impact is \$9,843. \$582 of this impact will fall on the Administration side; the remaining \$9,261 will be absorbed by the Construction, Maintenance and Operations (CMO) line item by restricting funds otherwise available for road maintenance. As all Administration expenses are funded by corresponding reductions in CMO, the net impact to the CMO budget is an offsetting decrease of \$582. In FY 2010-11, the total Departmental impact will be \$8,829, of which \$522 will be in Administration.

Letternote Revised Text: This request would not impact the letternotes.
Cash or Federal Fund Name and COFRS Fund Number: CF: State Highway Fund # 400
Reappropriated Funds Source, by Department and Line Item Name: N/A.
Approval by OIT? Yes: No: N/A:
Schedule 13s from Affected Departments: Not applicable



Department of Transportation
Line Item Descriptions

FY 09-10 Budget Request

NOVEMBER 1, 2008

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(1) ADMINISTRATION

The administrative portion of CDOT is defined by Section 43-1-113(2)(a)(III), C.R.S. (2008). Administration includes salaries and expenses of the following offices and their staffs: Transportation Commission, executive director, chief engineer, regional directors, budget, internal audit, public information, equal employment (mandated by federal law), special activities, accounting, administrative services, building operations, management systems, personnel (which includes rules interpretation, training, risk management and benefits), procurement, insurance, legal, and central data processing. Although subject to the legislative appropriation process, this section is still funded from the State Highway Fund (SHF), which is the Department's allocated share of the Highway Users Tax Fund (HUTF), classified as Cash Funds (CF), with no appropriation from the State General Fund.

The administrative function includes the oversight of over 1,600 projects and a highway maintenance program of \$230.9 million. These offices and divisions handle the administrative functions such as accounting, budgeting, auditing, personnel, information systems, public relations, facilities management, and printing.

Per Section 43-1-113(6)(a), C.R.S. (2008), the amount budgeted for administration, may not exceed five percent of the total budget allocation plan. The percentage budgeted for administration in recent years has been FY 2006 – 2.8%, FY 2007 – 2.4%, FY08 – 2.3% and FY09 – 2.7%. These percentages include a unit funded with Internal Cash Funds (ICF), which are not included in the State Highway Fund (SHF) budget figures, (the ICF is funded through payments from operating budgets in other organizations). The Printing and Visual Communications Center with 13.0 FTE, and a portion of the Motor Pool dealing with vehicles from other state agencies with 2.0 FTE, are the only Administration ICF and their 15.0 FTE are part of the 226.2 FTE total.

Miscellaneous administration expenses appropriated by the General Assembly include portions of: Workers' Compensation for the administrative units, part of Statewide Indirect Costs, and general insurance. The State Office of Risk Management in the Department of Personnel and Administration determines general insurance premiums rates, which includes Property and Liability coverage and Workers' Compensation assessments. Statewide Indirect Costs are based upon the Statewide Indirect Cost Plan established by the State Controller's Office, with payments split between the Administration and Construction & Maintenance lines. These costs are largely outside of CDOT's control.

(2) CONSTRUCTION, MAINTENANCE, AND OPERATIONS

This is a non-appropriated line item in the annual Long Appropriations Bill that is the responsibility of the Transportation Commission. These figures are provided for informational purposes only.

Federal law, State statute, and the State Constitution restrict how the Department can use its various funding sources. The large majority of the Department's budget appropriation is allocated and directed primarily by the eleven-member Transportation Commission. Resource Allocation is a collaborative process by which reasonably expected resources are allocated to various CDOT programs and then specified distributions are made to the six CDOT Engineering Regions. This allocation process allows CDOT to comply with the requirement that the Statewide Transportation Improvement Program (STIP) and the Long-range Transportation Plan (LRP) be fiscally constrained. The geographical distributions are called "control totals." On December 14, 2006, the Colorado Transportation Commission adopted the 2035 Resource Allocation Control Totals.

In order to facilitate a cooperative effort among planning partners, CDOT consulted with the Resource Allocation staff and policy committees for recommendations to the Colorado Transportation Commission (TC). These committees included members of the TC, Statewide Transportation Advisory Committee (STAC) and CDOT Executive Management Team (EMT). The key discussions in the Resource Allocation committees were on the topics of revenue shortfall, fair share between state and local governments, and federal earmarks.

Because of the shortfall in revenues available for transportation, relative to system wide needs the committees directed the CDOT Office of Financial Management and Budget to provide several funding scenarios for their consideration.

Unlike past Resource Allocations the "fair share" question was not a major issue. Initially, a significant discussion surrounding the "fair share" issue was held on whether regional distributions should be made using geographical driven formulas or performance based systems. Ultimately, the committees agreed that, given the current funding outlook, discussion on this issue is largely irrelevant.

The committees recognize that earmarking of federal funds most probably will continue into the future. This Resource Allocation has provided a ten percent set aside of federal funds each year between fiscal years 2008 and 2015 and a five percent set aside in each year thereafter. These set asides are included in the plan under the Regional Priority Program (RPP) and Earmark Contingency for planning purposes.

Total allocations over the 28-year planning period are projected to be \$29.7 billion in 2008 dollar amounts. The total estimate was allocated in the following manner: System Quality investment category, \$8.4 billion; Mobility investment category, \$4.7 billion; Safety investment category, \$2.9 billion; Program Delivery investment category, \$4.5 billion; other investment programs, \$3.7 billion.

(3) COLORADO TOLLING ENTERPRISE

This is a non-appropriated line item in the annual Long Appropriations Bill that use the responsibility of the Transportation Commission. These figures are provided for informational purposes only.

H.B. 02-1310 and S.B. 02-179 (identical bills) were signed by Governor Bill Owens on May 30, 2002, and became law on August 7, 2002. The bills authorized the creation of a Statewide Tolling Enterprise (STE) under the control of the Transportation Commission. The STE operates as a government-owned business within CDOT and as a division of CDOT. The enterprise exists for the financing, construction, operation, regulation and maintenance of a statewide system of toll highways.

Under the provisions of the legislation, the Transportation Commission serves as the board of the authority, known as the “Tolling Enterprise Board.” The Transportation Commission, by resolution, created the Statewide Tolling Enterprise on August 15, 2002. The authority is granted enterprise status as long as it retains the authority to issue revenue bonds and receives less than 10% of its total annual revenue from grants from the State and local governments combined.

The legislation also created the Statewide Tolling Enterprise Special Revenue Fund for the deposit of tolls and other revenue. The revenue fund is continuously appropriated to the tolling enterprise and may only be used to pay for the administration, planning, financing, construction, operation, maintenance, or repair of toll highways or to pay for its operating costs and expenses. The Board has exclusive authority to budget and approve expenditures from the fund. The Transportation Commission may transfer funds from the State Highway Fund to the special revenue fund to defray the costs of the enterprise prior to the receipt of toll revenues. As determined by the Transportation Commission, any transferred funds shall be repaid to the State Highway Fund with interest.

(4) GAMING FUNDS

Section 12-47.1-701(1)(c)(I), C.R.S. (2008) authorizes governmental entities to request appropriations from the Limited Gaming Fund to accommodate the increased demands for service created by gaming. Gaming has dramatically increased the volume of traffic on the State roads in the vicinity of the gaming communities. Accordingly, CDOT annually requests an appropriation from the State's Limited Gaming Fund to address safety, construction, and maintenance needs associated with this increased traffic. The projects discussed have significant environmental benefits to the region and gaming funds will help leverage substantial dollars from other governmental entities such as the Environmental Protection Agency, the Silver Dollar Metropolitan District, the Colorado Department of Public Health and Environment, and the Colorado Division of Wildlife.

Limited Gaming began in Colorado on October 1, 1991. The most immediate and visible impact of permitting gaming occurred on the roads surrounding the gaming communities of Black Hawk, Central City, and Cripple Creek and shortly thereafter near the Indian-owned casinos in Southwest Colorado. (Ute Mountain Casino opened in September 1992 and the Sky Ute Casino and Lodge opened in September 1993.) Traffic initially increased on those stretches of State highways in the vicinity of the gaming communities by 12% to 16% per year. Though the rate of increase in traffic has tapered off somewhat since then, these State highways now serve between 50% and 350% more traffic than they did before gaming commenced in 1991. None of the highways in these impacted communities was designed or constructed to handle the current volume of traffic.

The large increase in traffic on the roads leading to the gaming communities has caused major problems with pavement, congestion, and safety. The highways most affected include Interstate 70, U.S. Highways 6, 24, and 160/491, and State Highways (S.H.) 172, 46, 119, 279, and 67. The routes leading into the Black Hawk/Central City gaming district are mountainous-type roads, which typically follow drainage ways and are characterized by steep narrow canyons.

For FY 2009-10, the Department of Transportation (CDOT) requests a line item appropriation of \$10,423,773 cash funds from the State's 50% portion of the Limited Gaming Fund to address gaming impacts on the roads within 50 miles of Colorado's gaming communities. This request recognizes that by the time it receives final legislative review, additional gaming funds could be available with the possible passage of an initiative on limited stakes gaming in Colorado.

(5) FIRST TIME DRUNK DRIVING OFFENDERS ACCOUNT

H.B.08-1194 amended Section 42-2-125 (1) C.R.S. (2008) to direct \$2.0 million to the Department of Transportation from the First Time Drunk Driving Offender Account of the HUTF to fund additional high visibility drunk driving enforcement actions. The bill requires an increase in the number of actions that the department oversees by 5 annually. It currently conducts 7 annual actions at a cost of \$200,000 to \$250,000 per actions. Adding 5 new episodes is estimated at \$1.0 to \$1.25 million.

The funding is subject to annual appropriation from the General Assembly. First the Department of Revenue will cover the costs of implementation then we are to fund a portion of the costs associated with the Interlock devices. The fund is to provide CDOT \$2 million annually for High Visibility Drunk Driving Enforcement. All remaining monies are to remain in the fund and not credited or transferred to the general fund, HUTF, or other fund. The revenues are starting to come in from the new \$35 fee.

The bill increases the fee for reinstatement of a driver's license from \$60 to \$95 and requires that the incremental increase of \$35 be credited to the First Time Drunk Driving Offenders Account. The bill clarifies drunk driving (DUI) laws effective September 1, 2008 and January 1, 2009, unless a referendum petition is filed.. It increases mandatory revocations, but expands the ability for some drivers to use the ignition interlock device which prevents a person who has been drinking from starting or operating the vehicle. The bill:

- increases administrative revocation for a first-time 0.08 BAC DUI conviction;
- decreases the period for a first-time DUI criminal conviction;
- increases the period for a third DUI offense by 1 year;
- requires the Colorado Department of Transportation to increase the number of high-visibility drunk driving law enforcement episodes to 12 annually; and
- requires the Department of Revenue to establish a program to assist certain offenders with the partial payment of an ignition interlock device.

The appropriation and request is based upon the Legislative Council fiscal note prepared for H.B.08-1194. Whereas the appropriations clause of HB 08-1194 specified that the \$2 million appropriated to the Department be allocated to Construction, Maintenance, and Operations (CMO), the CMO line of the long bill is for informational purposes only and reflects the portion of CDOT's budget that is continuously appropriated and subject to the exclusive budgetary control of the Transportation Commission. So, future appropriations cannot be reflected in this long bill line item. Future appropriations would also not fit the statutory definition of CDOT's Administration, so a new long bill line item is requested for FY 2009-10.

DEPARTMENT OF TRANSPORTATION
 FY 2009-10 RECONCILIATION OF DEPARTMENT REQUEST

Long Bill Group Name and Number

Long Bill Line Item	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds	Net General Fund
Division Header							
(1) Administration							
FY 2008-09 Long Bill Appropriation (HB 08-1375)	\$27,358,998	226.2	\$0	\$25,286,780	\$2,072,218	\$0	\$0
SB 08-155 Centralize IT Management in OIT	\$0	(3.0)	\$0	\$0	\$0	\$0	\$0
Annualization of FY 2008-09 DI-4: "Human Resources Personnel"	\$17,381	0.0	\$0	\$17,381	\$0	\$0	\$0
Annualization of FY 2008-09 DI-5: "Learning & Development Support"	\$15,138	0.0	\$0	\$15,138	\$0	\$0	\$0
Annualization of FY 2008-09 BA-1: "Fleet Vehicle Maintenance"	(\$29,342)	0.0	\$0	\$0	(\$29,342)	\$0	\$0
FY2010 Salary Survey	\$320,611	0.0	\$0	\$307,179	\$13,432	\$0	\$0
Prior Year Performance-based Pay - Classified & SES (at FY 09 amount)	\$0	0.0	\$0	\$0	\$0	\$0	\$0
FY 2008-09 Performance-based Pay Reduction of 20% to Annualize Base	(\$37,963)	0.0	\$0	(\$36,337)	(\$1,626)	\$0	\$0
AED Cost using FY 2010 \$ - Change Only	\$57,257	0.0	\$0	\$54,732	\$2,525	\$0	\$0
SAED Cost using FY 2010 \$ - Change Only	\$72,119	0.0	\$0	\$68,908	\$3,211	\$0	\$0
Shift Differential - FY 2010 less FY 2009	(\$12,197)	0.0	\$0	(\$12,323)	\$126	\$0	\$0
Short Term Disability - at .0013*Base Salary less FY 2008-09 \$	(\$56)	0.0	\$0	(\$53)	(\$3)	\$0	\$0
Health/Life/Dental Insurance - FY2010 Rates less FY 2008-09 \$	\$111,171	0.0	\$0	\$105,108	\$6,063	\$0	\$0
Other Operating - Inflation for Medical, Rent, etc.	\$0	0.0	\$0	\$0	\$0	\$0	\$0
Statewide Indirect Cost Allocation Change	(\$450,188)	0.0	\$0	(\$450,188)	\$0	\$0	\$0
FY 09-10 Base Request	\$27,422,929	223.2	\$0	\$25,356,325	\$2,066,604	\$0	\$0
FY 2009-10 DI-2: "Transportation Base Adjustment"	\$96,678	0.0	\$0	\$96,678	\$0	\$0	\$0
FY 2009-10 DI-3: "Rule Making FTE"	\$78,902	1.0	\$0	\$78,902	\$0	\$0	\$0
FY 2009-10 NP-1: "Ombudsman Program Increase – Workers Compensation"	\$582	0.0	\$0	\$582	\$0	\$0	\$0
FY 09-10 November 1 Request	\$27,599,091	224.2	\$0	\$25,532,487	\$2,066,604	\$0	\$0

DEPARTMENT OF TRANSPORTATION
FY 2009-10 RECONCILIATION OF DEPARTMENT REQUEST

Long Bill Group Name and Number

Long Bill Line Item	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds	Net General Fund
(2) Construction, Maintenance, and Operations - for information only							
FY 2008-09 Long Bill Appropriation (HB 08-1375)	\$1,259,748,574	3,127.3	\$0	\$812,303,088	\$1,912,328	\$445,533,158	\$0
HB 08-1194 Increasing Penalties For Drunk Driving	\$2,000,000	0.0	\$0	\$2,000,000	\$0	\$0	\$0
Reductions based on Revised Revenue Estimate for FY 2009-10	(\$428,505,359)	0.0	\$0	(\$332,028,849)	\$0	(\$96,476,510)	\$0
Admin FY2010 Salary Survey	(\$320,611)	0.0	\$0	(\$320,611)	\$0	\$0	\$0
Admin AED Cost using FY 2010 \$ - Change Only	(\$57,257)	0.0	\$0	(\$57,257)	\$0	\$0	\$0
Admin SAED Cost using FY 2010 \$ - Change Only	(\$72,119)	0.0	\$0	(\$72,119)	\$0	\$0	\$0
Admin Short Term Disability - at .0013*Base Salary less FY 2008-09 \$	(\$56)	0.0	\$0	(\$56)	\$0	\$0	\$0
Admin Health/Life/Dental Insurance - FY2010 Rates less FY 2008-09 \$	(\$111,171)	0.0	\$0	(\$111,171)	\$0	\$0	\$0
Addition of 8.0 FTE approved by the Transportation Commission	\$0	8.0	\$0	\$0	\$0	\$0	\$0
Addition of 1.0 FTE by Transportation Commission per HB 08-1257	\$0	1.0	\$0	\$0	\$0	\$0	\$0
Identification of 6.0 FTE in the Aeronautics Division CF not indicated in the Long	\$0	6.0	\$0	\$0	\$0	\$0	\$0
FY 09-10 Base Request	\$832,682,001	3,142.3	\$0	\$481,713,025	\$1,912,328	\$349,056,648	\$0
FY 2009-10 DI-2: "Transportation Base Adjustment"	(\$2,096,678)	0.0	\$0	(\$2,096,678)	\$0	\$0	\$0
FY 2009-10 DI-3: "Rule Making FTE"	(\$78,902)	0.0	\$0	(\$78,902)	\$0	\$0	\$0
FY 2009-10 NP-1: "Ombudsman Program Increase – Workers Compensation"	(\$582)	0.0	\$0	(\$582)	\$0	\$0	\$0
FY 09-10 November 1 Request	\$830,505,839	3,142.3	\$0	\$479,536,863	\$1,912,328	\$349,056,648	\$0
(3) Statewide Tolling Enterprise - for information only							
FY 2008-09 Long Bill Appropriation (HB 08-1375)	\$2,560,000	0.0	\$0	\$2,560,000	\$0	\$0	\$0
Addition of 1.0 FTE for Tolling Administration - approved by CTE & TC	\$0	1.0	\$0	\$0	\$0	\$0	\$0
Reduction based on Revised Revenue Estimate for FY 09-10	(\$60,000)	0.0	\$0	(\$60,000)	\$0	\$0	\$0
FY 09-10 Base Request	\$2,500,000	1.0	\$0	\$2,500,000	\$0	\$0	\$0
(4) Gaming Impacts							
FY 2008-09 Long Bill Appropriation (HB 08-1375)	\$10,127,274	0.0	\$0	\$10,127,274	\$0	\$0	\$0
Annualization of FY 2008-09 DI-1: "Gaming Impacts to Transportation"	(\$10,127,274)	0.0	\$0	(\$10,127,274)	\$0	\$0	\$0
FY 09-10 Base Request	\$0	0.0	\$0	\$0	\$0	\$0	\$0
FY 2009-10 DI-1: "Gaming Impacts to Transportation"	\$10,423,773	0.0	\$0	\$10,423,773	\$0	\$0	\$0
FY 09-10 November 1 Request	\$10,423,773	0.0	\$0	\$10,423,773	\$0	\$0	\$0
(5) First Time Drunk Driving Offenders Account							
FY 09-10 Base Request	\$0	0.0	\$0	\$0	\$0	\$0	\$0
FY 2009-10 DI-2: "Transportation Base Adjustment"	\$2,000,000	0.0	\$0	\$2,000,000	\$0	\$0	\$0
FY 09-10 November 1 Request	\$2,000,000	0.0	\$0	\$2,000,000	\$0	\$0	\$0
Long Bill Group Name and Number							
FY 2008-09 Total Appropriation (Long Bill plus Special Bills)	\$1,301,794,846	3,350.5	\$0	\$852,277,142	\$3,984,546	\$445,533,158	\$0
FY 2008-09 Total Appropriation (Long Bill plus Special Bills plus TC Actions)	\$1,301,794,846	3,366.5	\$0	\$852,277,142	\$3,984,546	\$445,533,158	\$0
FY 2009-10 Base Request	\$862,604,930	3,366.5	\$0	\$509,569,350	\$3,978,932	\$349,056,648	\$0
FY 2009-10 November 1 Request	\$873,028,703	3,367.5	\$0	\$519,993,123	\$3,978,932	\$349,056,648	\$0

Colorado Department of Transportation
FY 2009-10 Budget Cycle
Schedule 2

FY 2006-07		FY 2007-08		FY 2008-09		FY 2008-09		FY 2009-10	
Actuals	FTE	Actuals	FTE	Appropriated ¹	FTE	Estimate ²	FTE	Request	FTE

(1) Administration

Total Expenditures / Appropriation / Request										
Total Funds	\$23,742,715	215.1	\$23,426,886	218.0	\$27,358,998	223.2	\$27,358,998	223.2	\$27,599,091	224.2
General Fund	\$0		\$0		\$0		\$0		\$0	
General Fund Exempt	\$0		\$0		\$0		\$0		\$0	
Cash Funds	\$22,353,924		\$22,014,964		\$25,286,780		\$25,286,780		\$25,532,487	
Cash Funds Exempt / Reappropriated Funds	\$1,388,791		\$1,411,922		\$2,072,218		\$2,072,218		\$2,066,604	
Federal Funds	\$0		\$0		\$0		\$0		\$0	

(2) Construction, Maintenance & Operations

Total Expenditures / Appropriation / Request										
Total Funds	\$1,388,739,334	2,730.9	\$1,397,903,072	3,027.3	\$1,261,748,574	3,127.3	\$946,127,664	3,142.3	\$830,505,839	3,142.3
General Fund	\$0		\$0		\$0		\$0		\$0	
General Fund Exempt	\$0		\$0		\$0		\$0		\$0	
Cash Funds	\$962,895,099		\$936,703,687		\$814,303,088		\$587,275,343		\$479,536,863	
Cash Funds Exempt / Reappropriated Funds	\$1,145,032		\$1,291,472		\$1,912,328		\$1,912,328		\$1,912,328	
Federal Funds	\$424,699,203		\$459,907,913		\$445,533,158		\$356,939,993		\$349,056,648	

(3) Statewide Tolling Enterprise

Total Expenditures / Appropriation / Request										
Total Funds	\$1,075,900	0.0	\$4,726,985	0.3	\$2,560,000	0.0	\$6,723,606	1.0	\$2,500,000	1.0
General Fund	\$0		\$0		\$0		\$0		\$0	
General Fund Exempt	\$0		\$0		\$0		\$0		\$0	
Cash Funds	\$1,075,900		\$4,726,985		\$2,560,000		\$6,723,606		\$2,500,000	
Cash Funds Exempt / Reappropriated Funds	\$0		\$0		\$0		\$0		\$0	
Federal Funds	\$0		\$0		\$0		\$0		\$0	

(4) Gaming Impacts

Total Expenditures / Appropriation / Request										
Total Funds	\$104,179	0.0	\$1,181,711	0.0	\$10,127,274	0.0	\$23,238,320	0.0	\$10,423,773	0.0
General Fund	\$0		\$0		\$0		\$0		\$0	
General Fund Exempt	\$0		\$0		\$0		\$0		\$0	
Cash Funds	\$104,179		\$1,181,711		\$10,127,274		\$23,238,320		\$10,423,773	
Cash Funds Exempt / Reappropriated Funds	\$0		\$0		\$0		\$0		\$0	
Federal Funds	\$0		\$0		\$0		\$0		\$0	

Colorado Department of Transportation
 FY 2009-10 Budget Cycle
 Schedule 2

FY 2006-07		FY 2007-08		FY 2008-09		FY 2008-09		FY 2009-10	
Actuals	FTE	Actuals	FTE	Appropriated ¹	FTE	Estimate ²	FTE	Request	FTE

(5) First Time Drunk Driving Offenders Account

Total Expenditures / Appropriation / Request										
Total Funds	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$2,000,000	0.0
General Fund	\$0		\$0		\$0		\$0		\$0	
General Fund Exempt	\$0		\$0		\$0		\$0		\$0	
Cash Funds	\$0		\$0		\$0		\$0		\$2,000,000	
Cash Funds Exempt / Reappropriated Funds	\$0		\$0		\$0		\$0		\$0	
Federal Funds	\$0		\$0		\$0		\$0		\$0	

Department Total

Total Expenditures / Appropriation / Request										
Total Funds	\$1,413,662,128	2,946.0	\$1,427,238,654	3,245.6	\$1,301,794,846	3,350.5	\$1,003,448,588	3,366.5	\$873,028,703	3,367.5
General Fund	\$0		\$0		\$0		\$0		\$0	
General Fund Exempt	\$0		\$0		\$0		\$0		\$0	
Cash Funds	\$986,429,102		\$964,627,346		\$852,277,142		\$642,524,049		\$519,993,123	
Cash Funds Exempt / Reappropriated Funds	\$2,533,823		\$2,703,394		\$3,984,546		\$3,984,546		\$3,978,932	
Federal Funds	\$424,699,203		\$459,907,913		\$445,533,158		\$356,939,993		\$349,056,648	

1. This column only reflects those budget actions taken by the General Assembly (Long Bill plus Special Bills)
2. This column includes actions taken by the Transportation Commission per Section 43-1-113(9)(c)(I), C.R.S. (2008)

Colorado Department of Transportation
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 Schedule 3 (Administration Only)

(1) Administration

	FY 2006-07		FY 2007-08		FY 2008-09		FY 2008-09		FY 2009-10	
	Actuals	FTE	Actuals	FTE	Appropriated	FTE	Estimate	FTE	Request	FTE

HB 06-1385, SB 07-239, HB 08-1375, Prior Year Appropriation (Long Bill)

Total Funds	\$22,855,277	219.7	\$23,929,075	219.7	\$27,358,998	226.2	\$27,358,998	226.2	\$27,599,091	224.2
General Fund	\$0		\$0		\$0		\$0		\$0	
General Fund Exempt	\$0		\$0		\$0		\$0		\$0	
Cash Funds	\$21,402,553		\$22,452,289		\$25,286,780		\$25,286,780		\$25,532,487	
Cash Funds Exempt / Reappropriated Funds	\$1,452,724		\$1,476,786		\$2,072,218		\$2,072,218		\$2,066,604	
Federal Funds	\$0		\$0		\$0		\$0		\$0	

Agency Supplemental Bill (SB 07-179 and HB 08-1301)

Total Funds	\$1,053,854	0.0	(\$15,387)	0.0	N/A	N/A	N/A	N/A	N/A	N/A
General Fund	\$0		\$0		N/A		N/A		N/A	
General Fund Exempt	\$0		\$0		N/A		N/A		N/A	
Cash Funds	\$1,053,854		(\$15,387)		N/A		N/A		N/A	
Cash Funds Exempt / Reappropriated Funds	\$0		\$0		\$0		\$0		N/A	
Federal Funds	\$0		\$0		N/A		N/A		N/A	

SB 07-239, HB 08-1375 (Long Bill Add-ons)

Total Funds	\$0	0.0	\$0	0.0	N/A	N/A	N/A	N/A	N/A	N/A
General Fund	\$0		\$0		N/A		N/A		N/A	
General Fund Exempt	\$0		\$0		N/A		N/A		N/A	
Cash Funds	\$0		\$0		N/A		N/A		N/A	
Cash Funds Exempt / Reappropriated Funds	\$0		\$0		\$0		\$0		N/A	
Federal Funds	\$0		\$0		N/A		N/A		N/A	

SB08-155 Centralize IT Management In OIT

Total Funds	\$0	0.0	\$0	0.0	\$0	(3.0)	\$0	(3.0)	N/A	N/A
General Fund	\$0		\$0		\$0		\$0		N/A	
General Fund Exempt	\$0		\$0		\$0		\$0		N/A	
Cash Funds	\$0		\$0		\$0		\$0		N/A	
Cash Funds Exempt / Reappropriated Funds	\$0		\$0		\$0		\$0		N/A	
Federal Funds	\$0		\$0		\$0		\$0		N/A	

Colorado Department of Transportation
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 Schedule 3 (Administration Only)

(1) Administration

	FY 2006-07		FY 2007-08		FY 2008-09		FY 2008-09		FY 2009-10	
	Actuals	FTE	Actuals	FTE	Appropriated	FTE	Estimate	FTE	Request	FTE
Total Appropriation										
Total Funds	\$23,909,131	219.7	\$23,913,688	219.7	\$27,358,998	223.2	\$27,358,998	223.2	\$27,599,091	224.2
General Fund	\$0		\$0		\$0		\$0		\$0	
General Fund Exempt	\$0		\$0		\$0		\$0		\$0	
Cash Funds	\$22,456,407		\$22,436,902		\$25,286,780		\$25,286,780		\$25,532,487	
Cash Funds Exempt / Reappropriated Funds	\$1,452,724		\$1,476,786		\$2,072,218		\$2,072,218		\$2,066,604	
Federal Funds	\$0		\$0		\$0		\$0		\$0	

Year-End Transfers

Total Funds	\$0		\$0		N/A		N/A		N/A	
General Fund	\$0		\$0		N/A		N/A		N/A	
General Fund Exempt	\$0		\$0		N/A		N/A		N/A	
Cash Funds	\$0		\$0		N/A		N/A		N/A	
Cash Funds Exempt / Reappropriated Funds	\$0		\$0		N/A		N/A		N/A	
Federal Funds	\$0		\$0		N/A		N/A		N/A	

POTS Expenditures / Allocation

Total Funds	N/A		N/A		N/A		N/A		N/A	
General Fund	N/A		N/A		N/A		N/A		N/A	
General Fund Exempt	N/A		N/A		N/A		N/A		N/A	
Cash Funds	N/A		N/A		N/A		N/A		N/A	
Cash Funds Exempt / Reappropriated Funds	N/A		N/A		N/A		N/A		N/A	
Federal Funds	N/A		N/A		N/A		N/A		N/A	

Roll-Forward

Total Funds	\$0		\$0		N/A		N/A		N/A	
General Fund	\$0		\$0		N/A		N/A		N/A	
General Fund Exempt	\$0		\$0		N/A		N/A		N/A	
Cash Funds	\$0		\$0		N/A		N/A		N/A	
Cash Funds Exempt / Reappropriated Funds	\$0		\$0		N/A		N/A		N/A	
Federal Funds	\$0		\$0		N/A		N/A		N/A	

Colorado Department of Transportation
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 Schedule 3 (Administration Only)

(1) Administration

	FY 2006-07		FY 2007-08		FY 2008-09		FY 2008-09		FY 2009-10	
	Actuals	FTE	Actuals	FTE	Appropriated	FTE	Estimate	FTE	Request	FTE
1331 Supplemental #1 (Short Title)										
Total Funds	N/A	N/A	N/A	N/A	N/A	N/A	\$0	N/A	N/A	N/A
General Fund	N/A		N/A		N/A		\$0		N/A	
General Fund Exempt	N/A		N/A		N/A		\$0		N/A	
Cash Funds	N/A		N/A		N/A		\$0		N/A	
Cash Funds Exempt / Reappropriated Funds	N/A		N/A		N/A		\$0		N/A	
Federal Funds	N/A		N/A		N/A		\$0		N/A	

Request Year Base and Other Adjustments (see Reconciliation for details)

Total Funds	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	\$0	0.0
General Fund	N/A		N/A		N/A		N/A		\$0	
General Fund Exempt	N/A		N/A		N/A		N/A		\$0	
Cash Funds	N/A		N/A		N/A		N/A		\$0	
Cash Funds Exempt / Reappropriated Funds	N/A		N/A		N/A		N/A		\$0	
Federal Funds	N/A		N/A		N/A		N/A		\$0	

Total Spending Authority / Request

Total Funds	\$23,909,131	219.7	\$23,913,688	219.7	\$27,358,998	223.2	\$27,358,998	223.2	\$27,599,091	224.2
General Fund	\$0		\$0		\$0		\$0		\$0	
General Fund Exempt	\$0		\$0		\$0		\$0		\$0	
Cash Funds	\$22,456,407		\$22,436,902		\$25,286,780		\$25,286,780		\$25,532,487	
Cash Funds Exempt / Reappropriated Funds	\$1,452,724		\$1,476,786		\$2,072,218		\$2,072,218		\$2,066,604	
Federal Funds	\$0		\$0		\$0		\$0		\$0	

Expenditures

Total Funds	\$23,742,715	215.1	\$23,426,886	218.0	N/A	N/A	N/A	N/A	N/A	N/A
General Fund	\$0		\$0		N/A		N/A		N/A	
General Fund Exempt	\$0		\$0		N/A		N/A		N/A	
Cash Funds	\$22,353,924		\$22,014,964		N/A		N/A		N/A	
Cash Funds Exempt / Reappropriated Funds	\$1,388,791		\$1,411,922		N/A		N/A		N/A	
Federal Funds	\$0		\$0		N/A		N/A		N/A	

Colorado Department of Transportation
 FY 2009-10 Budget Cycle
 Schedule 3 (Administration Only)

(1) Administration

	FY 2006-07		FY 2007-08		FY 2008-09		FY 2008-09		FY 2009-10	
	Actuals	FTE	Actuals	FTE	Appropriated	FTE	Estimate	FTE	Request	FTE
Under/(Over) Expenditures										
Total Funds	\$166,416	4.6	\$486,802	1.7	N/A	N/A	N/A	N/A	N/A	N/A
General Fund	\$0		\$0		N/A		N/A		N/A	
General Fund Exempt	\$0		\$0		N/A		N/A		N/A	
Cash Funds	\$102,483		\$421,938		N/A		N/A		N/A	
Cash Funds Exempt /										
Reappropriated Funds	\$63,933		\$64,864		N/A		N/A		N/A	
Federal Funds	\$0		\$0		N/A		N/A		N/A	

Colorado Department of Transportation
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FY 2006-07
Actuals

FY 2007-08
Actuals

FY 2008-09
Appropriated

FY 2008-09
Estimate

FY 2009-10
Request

(1) Administration

Total Expenditures / Appropriation / Request											
Total Funds	\$23,742,715			\$23,426,886			\$27,358,998			\$27,358,998	\$27,599,091
General Fund	\$0			\$0			\$0			\$0	\$0
General Fund Exempt	\$0			\$0			\$0			\$0	\$0
Cash Funds	\$22,353,924			\$22,014,964			\$25,286,780			\$25,286,780	\$25,532,487
State Highway Fund #400	\$22,353,924			\$22,014,964			\$25,286,780			\$25,286,780	\$25,532,487
Cash Funds Exempt / Reappropriated Funds	\$1,388,791			\$1,411,922			\$2,072,218			\$2,072,218	\$2,066,604
CDOT Internal Cash Fund #606	\$1,388,791			\$1,411,922			\$2,072,218			\$2,072,218	\$2,066,604
Federal Funds	\$0			\$0			\$0			\$0	\$0

(2) Construction, Maintenance & Operations

Total Expenditures / Appropriation / Request											
Total Funds	\$1,388,739,334			\$1,397,903,072			\$1,261,748,574			\$946,127,664	\$830,505,839
General Fund	\$0			\$0			\$0			\$0	\$0
General Fund Exempt	\$0			\$0			\$0			\$0	\$0
Cash Funds	\$962,895,099			\$936,703,687			\$814,303,088			\$587,275,343	\$479,536,863
State Highway Fund #400	\$961,446,089			\$935,526,567			\$810,515,695			\$583,487,950	\$475,941,603
Motorcycle Operator Safety Training #402	\$589,198			\$515,391			\$1,082,968			\$1,082,968	\$639,745
Law Enforcement Assistance Fund #403	\$859,812			\$661,729			\$704,425			\$704,425	\$955,515
Highway Users Tax Fund #405	\$0			\$0			\$2,000,000			\$2,000,000	\$2,000,000
Cash Funds Exempt / Reappropriated Funds	\$1,145,032			\$1,291,472			\$1,912,328			\$1,912,328	\$1,912,328
CDOT Internal Cash Fund #606	\$1,145,032			\$1,291,472			\$0			\$0	\$0
Federal Funds	\$424,699,203			\$459,907,913			\$445,533,158			\$356,939,993	\$349,056,648
State Highway Fund #400	\$424,699,203			\$459,907,913			\$445,533,158			\$356,939,993	\$0

(3) Statewide Tolling Enterprise

Total Expenditures / Appropriation / Request											
Total Funds	\$1,075,900			\$4,726,985			\$2,560,000			\$6,723,606	\$2,500,000
General Fund	\$0			\$0			\$0			\$0	\$0
General Fund Exempt	\$0			\$0			\$0			\$0	\$0
Cash Funds	\$1,075,900			\$4,726,985			\$2,560,000			\$6,723,606	\$2,500,000
Statewide Tolling Enterprise #534	\$0			\$2,192,687			\$2,560,000			\$4,785,156	\$0
Tolling Operating Fund #535	\$1,075,900			\$2,534,298			\$0			\$1,938,450	\$0
Cash Funds Exempt / Reappropriated Funds	\$0			\$0			\$0			\$0	\$0
Federal Funds	\$0			\$0			\$0			\$0	\$0

Colorado Department of Transportation
 FY 2009-10 Budget Cycle
 Schedule 4

FY 2006-07
 Actuals

FY 2007-08
 Actuals

FY 2008-09
 Appropriated

FY 2008-09
 Estimate

FY 2009-10
 Request

(4) Gaming Impacts

Total Expenditures / Appropriation / Request											
Total Funds	\$104,179			\$1,181,711			\$10,127,274			\$23,238,320	\$10,423,773
General Fund	\$0			\$0			\$0			\$0	\$0
General Fund Exempt	\$0			\$0			\$0			\$0	\$0
Cash Funds	\$104,179			\$1,181,711			\$10,127,274			\$23,238,320	\$10,423,773
Limited Gaming Fund #401	\$104,179			\$1,181,711			\$10,127,274			\$23,238,320	\$10,423,773
Cash Funds Exempt / Reappropriated Funds	\$0			\$0			\$0			\$0	\$0
Federal Funds	\$0			\$0			\$0			\$0	\$0

(5) First Time Drunk Driving Offender Account

Total Expenditures / Appropriation / Request											
Total Funds	\$0			\$0			\$0			\$0	\$2,000,000
General Fund	\$0			\$0			\$0			\$0	\$0
General Fund Exempt	\$0			\$0			\$0			\$0	\$0
Cash Funds	\$0			\$0			\$0			\$0	\$2,000,000
Highway Users Trust Fund #	\$0			\$0			\$0			\$0	\$2,000,000
Cash Funds Exempt / Reappropriated Funds	\$0			\$0			\$0			\$0	\$0
Federal Funds	\$0			\$0			\$0			\$0	\$0

Department Total

Total Expenditures / Appropriation / Request											
Total Funds	\$1,413,662,128			\$1,427,238,654			\$1,301,794,846			\$1,003,448,588	\$873,028,703
General Fund	\$0			\$0			\$0			\$0	\$0
General Fund Exempt	\$0			\$0			\$0			\$0	\$0
Cash Funds	\$986,429,102			\$964,627,346			\$852,277,142			\$642,524,049	\$519,993,123
Cash Funds Exempt / Reappropriated Funds	\$2,533,823			\$2,703,394			\$3,984,546			\$3,984,546	\$3,978,932
Federal Funds	\$424,699,203			\$459,907,913			\$445,533,158			\$356,939,993	\$349,056,648

Colorado Department of Transportation
FY 2009-10 Budget Request
Schedule 5: Line Item to Statute

(1) Administration

Line Item Name	Line Item Description	Statutory Citation
Administration	The administrative costs for the Department of Transportation including budgeting, accounting, purchasing, personnel, the Executive Director's Office, region directors, etc.	C.R.S. 43-1-113(2)(c)(III) - Definition of Administration

(2) Construction, Maintenance & Operations

Line Item Name	Line Item Description	Statutory Citation
Construction, Maintenance & Operations	Funding that covers the construction, maintenance, and operation of the State highway system. These funds are appropriated by the State Transportation Commission and are shown in the Long Bill for information purposes only.	C.R.S. 43-1-113 - Development of CDOT Budget

(3) Gaming Impacts

Line Item Name	Line Item Description	Statutory Citation
Gaming Impacts	Funds appropriated from the Limited Gaming Fund to address gaming-related impacts on the State highway system.	C.R.S. 43-1-220(1)(c)(I) and (II) - Gaming Funds transferred to the State Highway Fund for gaming impacts to State roads

(4) Statewide Tolling Enterprise

Line Item Name	Line Item Description	Statutory Citation
Statewide Tolling Enterprise	These funds are subject to appropriation by the Colorado Tolling Enterprise Board and are shown in the Long Bill for information purposes only	C.R.S. 43-4-804

Colorado Department of Transportation
FY 2009-10 Budget Request
Schedule 6: Special Bills Summary

Bill Number	Short Bill Title	Line Items	FTE	Total Funds	General Fund	General Fund Exempt	Cash Funds	Cash Funds Exempt / Reappropriated Funds	Federal Funds
FY 2008-09									
HB 08-1194	First Time Drunk Driving Offender Account	(2) Construction, Maintenance, and Operations¹ First Time Drunk Driving Offender Account Construction, Maintenance, and Operations	0.0	\$2,000,000	\$0	\$0	\$2,000,000	\$0	\$0
		Total HB 08-1194	0.0	\$2,000,000	\$0	\$0	\$2,000,000	\$0	\$0
SB 08-155	Centralize IT Management In OIT	(1) Administration Reduction of Departmental FTE Authority Administration	(3.0)	\$0	\$0	\$0	\$0	\$0	\$0
		Total SB 08-155	(3.0)	\$0	\$0	\$0	\$0	\$0	\$0
FY 2008-09 Department Total			(3.0)	\$2,000,000	\$0	\$0	\$2,000,000	\$0	\$0

1.) Note: Whereas the appropriations clause to SB 08-155 appropriated \$2 million to the Department and specified that it be allocated to Construction, Maintenance, and Operations (CMO), the CMO long bill line is for informational purposes only. CMO is continuously appropriated and under the exclusive budgetary control of the Transportation Commission. Therefore, the Department has included in its FY 2009-10 a technical request to create a new long bill line items to relect annual appropriations from the First Time Drunk Driving Offenders Account.

Colorado Department of Transportation
FY 2009-10 Budget Request
Schedule 7: Supplemental Bills Summary

Bill Number	Line Items	FTE	Total Funds	General Fund	General Fund Exempt	Cash Funds	Cash Funds Exempt / Reappropriated Funds	Federal Funds
FY 2008-09								
HB 08-1301	(1) TRANSPORTATION							
	Administration	0.0	(\$15,387)	\$0	\$0	\$0	(\$15,387)	\$0
	Total	0.0	(\$15,387)	\$0	\$0	\$0	(\$15,387)	\$0
	Total HB 08-1301	0.0	(\$15,387)	\$0	\$0	\$0	(\$15,387)	\$0
FY 2007-08								
SB 07-179	(1) TRANSPORTATION							
	Aeronautics							
	- Worker's Compensation	0.0	(\$628)	\$0	\$0	(\$628)	\$0	\$0
	- Vehicle Lease	0.0	(\$2,659)	\$0	\$0	(\$2,659)	\$0	\$0
	Total	0.0	(\$3,287)	\$0	\$0	(\$3,287)	\$0	\$0
	Administration							
	- Administration	0.0	\$1,053,854	\$0	\$0	\$0	\$1,053,854	\$0
	Total	0.0	\$1,053,854	\$0	\$0	\$0	\$1,053,854	\$0
	Total SB 07-179	0.0	\$1,050,567	\$0	\$0	(\$3,287)	\$1,053,854	\$0

Department of Transportation
Schedule 8
(Administration Only)

Fiscal Year	Total Funds	General Fund	Cash Funds	HUTF	Cash Funds Exempt	Reappropriated Funds	Federal Funds	Net General Fund
(1) Payments to Risk Management and Property Funds								
FY 2006-07								
Administration	\$3,418,635	\$0	\$3,418,635	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$3,418,635	\$0	\$3,418,635	\$0	\$0	\$0	\$0	\$0
Total Appropriated ¹	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures ²	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2007-08								
Administration	\$2,972,394	\$0	\$2,972,394	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$2,972,394	\$0	\$2,972,394	\$0	\$0	\$0	\$0	\$0
Total Appropriated ¹	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures ²	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2008-09								
Administration	\$4,125,758	\$0	\$4,125,758	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$4,125,758	\$0	\$4,125,758	\$0	\$0	\$0	\$0	\$0
Total Appropriated ¹	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures ²	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2009-10 (if there is a change from the base request)								
Administration	\$4,125,758	\$0	\$4,125,758	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$4,125,758	\$0	\$4,125,758	\$0	\$0	\$0	\$0	\$0
Total Appropriated ¹	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures ²	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(2) Statewide Indirect Cost Allocation								
FY 2006-07								
Administration	\$1,590,899	\$0	\$1,590,899	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$1,590,899	\$0	\$1,590,899	\$0	\$0	\$0	\$0	\$0
Total Appropriated ¹	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures ²	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2007-08								
Administration	\$1,142,549	\$0	\$1,142,549	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$1,142,549	\$0	\$1,142,549	\$0	\$0	\$0	\$0	\$0
Total Appropriated ¹	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures ²	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2008-09								
Administration	\$567,120	\$0	\$567,120	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$567,120	\$0	\$567,120	\$0	\$0	\$0	\$0	\$0
Total Appropriated ¹	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures ²	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2009-10 (if there is a change from the base request)								
Administration	\$116,932	\$0	\$116,932	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$116,932	\$0	\$116,932	\$0	\$0	\$0	\$0	\$0
Total Appropriated ¹	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures ²	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Department of Transportation
Schedule 8
(Administration Only)

Fiscal Year	Total Funds	General Fund	Cash Funds	HUTF	Cash Funds Exempt	Reappropriated Funds	Federal Funds	Net General Fund
(3) Workers' Compensation								
FY 2006-07								
Administration	\$316,968	\$0	\$316,968	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$316,968	\$0	\$316,968	\$0	\$0	\$0	\$0	\$0
Total Appropriated ¹	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures ²	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2007-08								
Administration	\$381,217	\$0	\$381,217	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$381,217	\$0	\$381,217	\$0	\$0	\$0	\$0	\$0
Total Appropriated ¹	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures ²	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2008-09								
Administration	\$387,629	\$0	\$387,629	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$387,629	\$0	\$387,629	\$0	\$0	\$0	\$0	\$0
Total Appropriated ¹	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures ²	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2009-10 (if there is a change from the base request)								
Administration	\$388,211	\$0	\$388,211	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$388,211	\$0	\$388,211	\$0	\$0	\$0	\$0	\$0
Total Appropriated ¹	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures ²	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(4) Legal Services								
FY 2006-07								
Administration	\$192,754	\$0	\$192,754	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$192,754	\$0	\$192,754	\$0	\$0	\$0	\$0	\$0
Total Appropriated ¹	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures ²	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2007-08								
Administration	\$463,308	\$0	\$463,308	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$463,308	\$0	\$463,308	\$0	\$0	\$0	\$0	\$0
Total Appropriated ¹	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures ²	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2008-09								
Administration	\$494,158	\$0	\$494,158	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$494,158	\$0	\$494,158	\$0	\$0	\$0	\$0	\$0
Total Appropriated ¹	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures ²	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2009-10 (if there is a change from the base request)								
Administration	\$494,158	\$0	\$494,158	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$494,158	\$0	\$494,158	\$0	\$0	\$0	\$0	\$0
Total Appropriated ¹	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures ²	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Department of Transportation
Schedule 8
(Administration Only)

Fiscal Year	Total Funds	General Fund	Cash Funds	HUTF	Cash Funds Exempt	Reappropriated Funds	Federal Funds	Net General Fund
(5) Amortization Equalization Disbursement (AED)								
FY 2006-07								
Administration	\$39,119	\$0	\$37,358	\$0	\$0	\$1,761	\$0	\$0
Total Expenditures	\$39,119	\$0	\$37,358	\$0	\$0	\$1,761	\$0	\$0
Total Appropriated ¹	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures ²	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2007-08								
Administration	\$155,265	\$0	\$152,340	\$0	\$0	\$2,925	\$0	\$0
Total Expenditures	\$155,265	\$0	\$152,340	\$0	\$0	\$2,925	\$0	\$0
Total Appropriated ¹	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures ²	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2008-09								
Administration	\$232,530	\$0	\$223,228	\$0	\$0	\$9,302	\$0	\$0
Total Expenditures	\$232,530	\$0	\$223,228	\$0	\$0	\$9,302	\$0	\$0
Total Appropriated ¹	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures ²	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2009-10 (if there is a change from the base request)								
Administration	\$289,787	\$0	\$273,129	\$0	\$0	\$16,658	\$0	\$0
Total Expenditures	\$289,787	\$0	\$273,129	\$0	\$0	\$16,658	\$0	\$0
Total Appropriated ¹	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures ²	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(6) Supplemental Amortization Equalization Disbursement (SAED)								
FY 2006-07								
Administration	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Appropriated ¹	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures ²	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2007-08								
Administration	\$32,346	\$0	\$30,852	\$0	\$0	\$1,494	\$0	\$0
Total Expenditures	\$32,346	\$0	\$30,852	\$0	\$0	\$1,494	\$0	\$0
Total Appropriated ¹	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures ²	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2008-09								
Administration	\$108,998	\$0	\$104,199	\$0	\$0	\$4,799	\$0	\$0
Total Expenditures	\$108,998	\$0	\$104,199	\$0	\$0	\$4,799	\$0	\$0
Total Appropriated ¹	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures ²	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2009-10 (if there is a change from the base request)								
Administration	\$181,117	\$0	\$175,090	\$0	\$0	\$6,027	\$0	\$0
Total Expenditures	\$181,117	\$0	\$175,090	\$0	\$0	\$6,027	\$0	\$0
Total Appropriated ¹	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures ²	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Department of Transportation
Schedule 8
(Administration Only)

Fiscal Year	Total Funds	General Fund	Cash Funds	HUTF	Cash Funds Exempt	Reappropriated Funds	Federal Funds	Net General Fund
(7) Salary Survey								
FY 2006-07								
Administration	\$312,208	\$0	\$302,412	\$0	\$0	\$9,796	\$0	\$0
Total Expenditures	\$312,208	\$0	\$302,412	\$0	\$0	\$9,796	\$0	\$0
Total Appropriated ¹	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures ²	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2007-08								
Administration	\$423,122	\$0	\$408,188	\$0	\$0	\$14,934	\$0	\$0
Total Expenditures	\$423,122	\$0	\$408,188	\$0	\$0	\$14,934	\$0	\$0
Total Appropriated ¹	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures ²	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2008-09								
Administration	\$556,185	\$0	\$537,476	\$0	\$0	\$18,709	\$0	\$0
Total Expenditures	\$556,185	\$0	\$537,476	\$0	\$0	\$18,709	\$0	\$0
Total Appropriated ¹	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures ²	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2009-10 (if there is a change from the base request)								
Administration	\$320,611	\$0	\$307,179	\$0	\$0	\$13,432	\$0	\$0
Total Expenditures	\$320,611	\$0	\$307,179	\$0	\$0	\$13,432	\$0	\$0
Total Appropriated ¹	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures ²	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(8) Performance-based Pay								
FY 2006-07								
Administration	\$244,662	\$0	\$233,169	\$0	\$0	\$11,493	\$0	\$0
Total Expenditures	\$244,662	\$0	\$233,169	\$0	\$0	\$11,493	\$0	\$0
Total Appropriated ¹	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures ²	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2007-08								
Administration	\$174,685	\$0	\$167,677	\$0	\$0	\$7,008	\$0	\$0
Total Expenditures	\$174,685	\$0	\$167,677	\$0	\$0	\$7,008	\$0	\$0
Total Appropriated ¹	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures ²	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2008-09								
Administration	\$189,817	\$0	\$183,089	\$0	\$0	\$6,728	\$0	\$0
Total Expenditures	\$189,817	\$0	\$183,089	\$0	\$0	\$6,728	\$0	\$0
Total Appropriated ¹	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures ²	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2009-10 (if there is a change from the base request)								
Administration	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Appropriated ¹	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures ²	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Department of Transportation
Schedule 8
(Administration Only)

Fiscal Year	Total Funds	General Fund	Cash Funds	HUTF	Cash Funds Exempt	Reappropriated Funds	Federal Funds	Net General Fund
(9) Shift Differential								
FY 2006-07								
Administration	\$33,248	\$0	\$30,933	\$0	\$0	\$2,315	\$0	\$0
Total Expenditures	\$33,248	\$0	\$30,933	\$0	\$0	\$2,315	\$0	\$0
Total Appropriated ¹	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures ²	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2007-08								
Administration	\$27,756	\$0	\$25,329	\$0	\$0	\$2,427	\$0	\$0
Total Expenditures	\$27,756	\$0	\$25,329	\$0	\$0	\$2,427	\$0	\$0
Total Appropriated ¹	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures ²	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2008-09								
Administration	\$37,520	\$0	\$34,937	\$0	\$0	\$2,583	\$0	\$0
Total Expenditures	\$37,520	\$0	\$34,937	\$0	\$0	\$2,583	\$0	\$0
Total Appropriated ¹	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures ²	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2009-10 (if there is a change from the base request)								
Administration	\$25,323	\$0	\$22,614	\$0	\$0	\$2,709	\$0	\$0
Total Expenditures	\$25,323	\$0	\$22,614	\$0	\$0	\$2,709	\$0	\$0
Total Appropriated ¹	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures ²	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(10) Short-Term Disability								
FY 2006-07								
Administration	\$12,455	\$0	\$11,869	\$0	\$0	\$586	\$0	\$0
Total Expenditures	\$12,455	\$0	\$11,869	\$0	\$0	\$586	\$0	\$0
Total Appropriated ¹	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures ²	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2007-08								
Administration	\$13,322	\$0	\$12,739	\$0	\$0	\$583	\$0	\$0
Total Expenditures	\$13,322	\$0	\$12,739	\$0	\$0	\$583	\$0	\$0
Total Appropriated ¹	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures ²	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2008-09								
Administration	\$18,333	\$0	\$17,577	\$0	\$0	\$756	\$0	\$0
Total Expenditures	\$18,333	\$0	\$17,577	\$0	\$0	\$756	\$0	\$0
Total Appropriated ¹	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures ²	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2009-10 (if there is a change from the base request)								
Administration	\$18,836	\$0	\$18,209	\$0	\$0	\$627	\$0	\$0
Total Expenditures	\$18,836	\$0	\$18,209	\$0	\$0	\$627	\$0	\$0
Total Appropriated ¹	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures ²	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Department of Transportation
Schedule 8
(Administration Only)

Fiscal Year	Total Funds	General Fund	Cash Funds	HUTF	Cash Funds Exempt	Reappropriated Funds	Federal Funds	Net General Fund
(11) Health, Life and Dental								
FY 2006-07								
Administration	\$735,858	\$0	\$700,495	\$0	\$0	\$35,363	\$0	\$0
Total Expenditures	\$735,858	\$0	\$700,495	\$0	\$0	\$35,363	\$0	\$0
Total Appropriated ¹	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures ²	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2007-08								
Administration	\$862,133	\$0	\$824,453	\$0	\$0	\$37,680	\$0	\$0
Total Expenditures	\$862,133	\$0	\$824,453	\$0	\$0	\$37,680	\$0	\$0
Total Appropriated ¹	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures ²	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2008-09								
Administration	\$1,120,461	\$0	\$1,055,480	\$0	\$0	\$64,981	\$0	\$0
Total Expenditures	\$1,120,461	\$0	\$1,055,480	\$0	\$0	\$64,981	\$0	\$0
Total Appropriated ¹	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures ²	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2009-10 (if there is a change from the base request)								
Administration	\$1,079,579	\$0	\$1,038,219	\$0	\$0	\$41,360	\$0	\$0
Total Expenditures	\$1,079,579	\$0	\$1,038,219	\$0	\$0	\$41,360	\$0	\$0
Total Appropriated ¹	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures ²	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

1.) CDOT Administration is a single line item. Common policies are not separately appropriated.

2.) As CDOT Administration is a single line item, the Department can over/underexpend only with respect to that line item

Schedule 9A: Cash Funds Reports
Department of Transportation
FY 2009-10 Budget Request
Fund 11R - State Rail Bank
43-1-1309, C.R.S. (2008)

Available Liquid Cash Fund Balance	Actual	Actual	Estimated	Requested	Projected
	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11
Cash in Beginning Fund Balance ¹	\$1,543,937	\$1,543,937	\$1,543,937	\$1,543,937	\$1,543,937
Actual / anticipated accounts receivable collections	\$0	\$0	\$0	\$0	\$0
Actual / anticipated fees collections	\$0	\$0	\$0	\$0	\$0
Actual / anticipated cash transferred in	\$0	\$0	\$0	\$0	\$0
Actual / anticipated other noncash assets converted to cash ²	\$0	\$0	\$0	\$0	\$0
Actual / Anticipated Cash Inflow During Fiscal Year	\$0	\$0	\$0	\$0	\$0
Actual / appropriated / projected cash expenditures	\$0	\$0	\$0	\$0	\$0
Actual / anticipated cash used to pay short-term liabilities	\$0	\$0	\$0	\$0	\$0
Actual / anticipated nonappropriated debit service payments	\$0	\$0	\$0	\$0	\$0
Actual / anticipated nonappropriated loan issuances	\$0	\$0	\$0	\$0	\$0
Actual / anticipated other uses of cash ³	\$0	\$0	\$0	\$0	\$0
Actual / Appropriated Cash Outflow During Fiscal Year	\$0	\$0	\$0	\$0	\$0
Available Liquid Fund Balance Prior to New Requests	\$1,543,937	\$1,543,937	\$1,543,937	\$1,543,937	\$1,543,937
Decision Item #1 - "Sample A"	N/A	N/A	N/A	\$0	\$0
Decision Item #2 - "Sample B"	N/A	N/A	N/A	\$0	\$0
Change Requests Using Liquid Assets	N/A	N/A	N/A	\$0	\$0
Actual / Anticipated Liquid Fund Balance	\$1,543,937	\$1,543,937	\$1,543,937	\$1,543,937	\$1,543,937

1 - Include only cash - exclude all other assets such as, receivables, investments, prepaids, capital assets, accumulated depreciation, and all short-term and long-term liabilities

2 - Includes sales of capital assets, sales of investments, collections of loans, etc.

3 - Includes nonappropriated purchases of capital assets and investments, new prepaid expense recorded, etc.

Schedule 9A: Cash Funds Reports
 Department of Transportation
 FY 2009-10 Budget Request
 Fund 11R - State Rail Bank
 43-1-1309, C.R.S. (2008)

Cash Fund Reserve Balance ¹	Actual	Actual	Estimated	Request	Projected
	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11
Uncommitted Fee Reserve Balance (total reserve balance minus exempt assets and previously appropriated funds; calculated based on % of revenue from fees)	\$0	\$0	\$0	\$0	\$0
Target/Alternative Fee Reserve Balance (amount set in statute or 16.5% of total expenses)	\$0	\$0	\$0	\$0	\$0
Excess Uncommitted Fee Reserve Balance	\$0	\$0	\$0	\$0	\$0
Assessment of Potential for Compliance (check all that apply)	<input type="checkbox"/> Already in Compliance <input type="checkbox"/> Statute Change ² <input type="checkbox"/> Planned Fee Reduction ²				
	<input type="checkbox"/> Planned One-time Expenditure(s) ¹ <input type="checkbox"/> Planned Ongoing Expenditure(s) ² <input type="checkbox"/> Waiver ³				

1. This section is not required for funds outlined in 24-75-402 (5), C.R.S. (2007)
2. If plan is needed to meet compliance deadline, attach Form 9.B.
3. If pursuing a waiver, attach Form 9.C.

Cash Fund Narrative Information	
Purpose/Background of Fund	For the acquisition, maintenance, improvement, or disposal of rail lines or railroad rights-of-way
Fee Sources	None
Non-Fee Sources	Lease payments from the Towner Rail Line, other revenue as determined by the General Assembly
Long Bill Groups Supported by Fund	None in current Long Bill (S.B. 05-209)
Non-appropriated Fund Obligations	Use of these funds would require an appropriation
Statutory or Other Restriction on Use of Fund	For the acquisition, maintenance, improvement, or disposal of rail lines or railroad rights-of-way
Revenue Drivers	Revenue as determined and allocated/appropriated by the General Assembly; lease payments from the Towner Rail Line
Expenditure Drivers	None
Explanation of any Long-term Liability Funding Requirements	Already in compliance

Schedule 9A: Cash Funds Reports
 Department of Transportation
 FY 2009-10 Budget Request
 Fund 11R - State Rail Bank
 43-1-1309, C.R.S. (2008)

Fund Expenditures Line Item Detail	Actual	Actual	Estimated	Request	Projected
	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11
Division Name					
Line Item Name	\$0	\$0	\$0	\$0	\$0
Line Item Name	\$0	\$0	\$0	\$0	\$0
Decision Item # (*) and Title	N/A	N/A	N/A	\$0	\$0
Division Subtotal	\$0	\$0	\$0	\$0	\$0
TOTAL	\$0	\$0	\$0	\$0	\$0

Schedule 9A: Cash Funds Reports
Department of Transportation
FY 2009-10 Budget Request
Fund 17Z - Transportation Renovation Fund
43-1-210(6)(a)(III)(b), C.R.S. (2008)

Available Liquid Cash Fund Balance	Actual	Actual	Estimated	Requested	Projected
	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11
Cash in Beginning Fund Balance ¹	\$13,705,057	\$2,413,448	\$2,510,179	\$2,565,403	\$2,621,842
Actual / anticipated accounts receivable collections	\$83,415	\$96,731	\$55,224	\$56,439	\$28,840
Actual / anticipated fees collections	\$0	\$0	\$0	\$0	\$0
Actual / anticipated cash transferred in	\$0	\$0	\$0	\$0	\$0
Actual / anticipated other noncash assets converted to cash ²	\$0	\$0	\$0	\$0	\$0
Actual / Anticipated Cash Inflow During Fiscal Year	\$83,415	\$96,731	\$55,224	\$56,439	\$28,840
Actual / appropriated / projected cash expenditures	\$19,150	\$0	\$0	\$0	\$0
Actual / anticipated cash used to pay short-term liabilities	\$0	\$0	\$0	\$0	\$0
Actual / anticipated nonappropriated debit service payments	\$0	\$0	\$0	\$0	\$0
Actual / anticipated nonappropriated loan issuances	\$0	\$0	\$0	\$0	\$0
Actual / anticipated other uses of cash ³	\$11,355,874	\$0	\$0	\$0	\$2,650,682
Actual / Appropriated Cash Outflow During Fiscal Year	\$11,375,024	\$0	\$0	\$0	\$2,650,682
Available Liquid Fund Balance Prior to New Requests	\$2,413,448	\$2,510,179	\$2,565,403	\$2,621,842	\$0
Decision Item #1 - "Sample A"	N/A	N/A	N/A	\$0	\$0
Decision Item #2 - "Sample B"	N/A	N/A	N/A	\$0	\$0
Change Requests Using Liquid Assets	N/A	N/A	N/A	\$0	\$0
Actual / Anticipated Liquid Fund Balance	\$2,413,448	\$2,510,179	\$2,565,403	\$2,621,842	\$0

1 - Include only cash - exclude all other assets such as, receivables, investments, prepaids, capital assets, accumulated depreciation, and all short-term and long-term liabilities

2 - Includes sales of capital assets, sales of investments, collections of loans, etc.

3 - Includes nonappropriated purchases of capital assets and investments, new prepaid expense recorded, etc.

Schedule 9A: Cash Funds Reports
 Department of Transportation
 FY 2009-10 Budget Request
 Fund 17Z - Transportation Renovation Fund
 43-1-210(6)(a)(III)(b), C.R.S. (2008)

Cash Fund Reserve Balance ¹	Actual	Actual	Estimated	Request	Projected
	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11
Uncommitted Fee Reserve Balance (total reserve balance minus exempt assets and previously appropriated funds; calculated based on % of revenue from fees)	\$0	\$0	\$0	\$0	\$0
Target/Alternative Fee Reserve Balance (amount set in statute or 16.5% of total expenses)	\$0	\$0	\$0	\$0	\$0
Excess Uncommitted Fee Reserve Balance	\$0	\$0	\$0	\$0	\$0
Assessment of Potential for Compliance (check all that apply)	<input type="checkbox"/> Already in Compliance <input type="checkbox"/> Statute Change ² <input type="checkbox"/> Planned Fee Reduction ²				
	<input type="checkbox"/> Planned One-time Expenditure(s) ¹ <input type="checkbox"/> Planned Ongoing Expenditure(s) ² <input type="checkbox"/> Waiver ³				

1. This section is not required for funds outlined in 24-75-402 (5), C.R.S. (2007)
2. If plan is needed to meet compliance deadline, attach Form 9.B.
3. If pursuing a waiver, attach Form 9.C.

Cash Fund Narrative Information	
Purpose/Background of Fund	To pay for the renovation or purchase of property of the Department of Transportation. The funds are held by Wells Fargo, Inc. as Trustee for the account. COFRS data is updated periodically for information only.
Fee Sources	None
Non-Fee Sources	Proceeds from the sale of Department real property other than right-of-way, and interest earned on the proceeds until used
Long Bill Groups Supported by Fund	All CDOT Long Bill groups
Non-appropriated Fund Obligations	Use of these funds requires approval by the Transportation Commission.
Statutory or Other Restriction on Use of Fund	To pay for the renovation or purchase of property of the Department of Transportation. The funds are held by Wells Fargo, Inc. as Trustee for the account. COFRS data is updated periodically for information only.
Revenue Drivers	Sales proceeds from certificates of participation (COPs). Interest earned on the proceeds until used.
Expenditure Drivers	Renovation or purchase of facilities. Anticipate complete use of this issue in FY2011.

Schedule 9A: Cash Funds Reports
 Department of Transportation
 FY 2009-10 Budget Request
 Fund 17Z - Transportation Renovation Fund
 43-1-210(6)(a)(III)(b), C.R.S. (2008)

Explanation of any Long-term Liability Funding Requirements	Already in compliance
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Fund Expenditures Line Item Detail	Actual	Actual	Estimated	Request	Projected
	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11
Division Name					
Line Item Name: Construction, Maintenance & Operations	\$11,375,024	\$0	\$0	\$0	\$2,650,682
Line Item Name	\$0	\$0	\$0	\$0	\$0
Decision Item # (*) and Title	N/A	N/A	N/A	\$0	\$0
Division Subtotal	\$11,375,024	\$0	\$0	\$0	\$2,650,682
TOTAL	\$11,375,024	\$0	\$0	\$0	\$2,650,682

Schedule 9A: Cash Funds Reports
Department of Transportation
FY 2009-10 Budget Request
Fund 160 - State Aviation Fund
43-10-109, C.R.S. (2008)

Available Liquid Cash Fund Balance	Actual	Actual	Estimated	Requested	Projected
	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11
Cash in Beginning Fund Balance ¹	\$13,733,675	\$35,979,225	\$16,598,030	(\$0)	(\$0)
Actual / anticipated accounts receivable collections	\$14,189,402	\$36,961,959	\$28,143,238	\$24,365,234	\$24,419,752
Actual / anticipated fees collections	\$0	\$0	\$0	\$0	\$0
Actual / anticipated cash transferred in *	\$23,216,980	\$4,200,000	\$0	\$0	\$0
Actual / anticipated other noncash assets converted to cash ²	\$0	\$0	\$0	\$0	\$0
Actual / Anticipated Cash Inflow During Fiscal Year	\$37,406,382	\$41,161,959	\$28,143,238	\$24,365,234	\$24,419,752
Actual / appropriated / projected cash expenditures	\$15,160,832	\$46,343,154	\$44,741,268	\$24,365,234	\$24,419,752
Actual / anticipated cash used to pay short-term liabilities	\$0	\$0	\$0	\$0	\$0
Actual / anticipated nonappropriated debit service payments	\$0	\$0	\$0	\$0	\$0
Actual / anticipated nonappropriated loan issuances	\$0	\$0	\$0	\$0	\$0
Actual / anticipated other uses of cash ³	\$0	\$14,200,000	\$0	\$0	\$0
Actual / Appropriated Cash Outflow During Fiscal Year	\$15,160,832	\$60,543,154	\$44,741,268	\$24,365,234	\$24,419,752
Available Liquid Fund Balance Prior to New Requests	\$35,979,225	\$16,598,030	(\$0)	(\$0)	(\$0)
Decision Item #1 - "Sample A"	N/A	N/A	N/A	\$0	\$0
Decision Item #2 - "Sample B"	N/A	N/A	N/A	\$0	\$0
Change Requests Using Liquid Assets	N/A	N/A	N/A	\$0	\$0
Actual / Anticipated Liquid Fund Balance	\$35,979,225	\$16,598,030	(\$0)	(\$0)	(\$0)

1 - Include only cash - exclude all other assets such as, receivables, investments, prepaids, capital assets, accumulated depreciation, and all short-term and long-term liabilities

2 - Includes sales of capital assets, sales of investments, collections of loans, etc.

3 - Includes nonappropriated purchases of capital assets and investments, new prepaid expense recorded, etc.

Schedule 9A: Cash Funds Reports
 Department of Transportation
 FY 2009-10 Budget Request
 Fund 160 - State Aviation Fund
 43-10-109, C.R.S. (2008)

Cash Fund Reserve Balance ¹	Actual	Actual	Estimated	Request	Projected
	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11
Uncommitted Fee Reserve Balance (total reserve balance minus exempt assets and previously appropriated funds; calculated based on % of revenue from fees)	\$0	\$0	\$0	\$0	\$0
Target/Alternative Fee Reserve Balance (amount set in statute or 16.5% of total expenses)	\$0	\$0	\$0	\$0	\$0
Excess Uncommitted Fee Reserve Balance	\$0	\$0	\$0	\$0	\$0
Assessment of Potential for Compliance (check all that apply)	<input type="checkbox"/> Already in Compliance <input type="checkbox"/> Statute Change ² <input type="checkbox"/> Planned Fee Reduction ²				
	<input type="checkbox"/> Planned One-time Expenditure(s) ¹ <input type="checkbox"/> Planned Ongoing Expenditure(s) ² <input type="checkbox"/> Waiver ³				

1. This section is not required for funds outlined in 24-75-402 (5), C.R.S. (2007)

2. If plan is needed to meet compliance deadline, attach Form 9.B.

3. If pursuing a waiver, attach Form 9.C.

Cash Fund Narrative Information	
Purpose/Background of Fund	To support the state aviation system
Fee Sources	None
Non-Fee Sources	Aviation gas tax is \$.06 per gallon; jet fuel (non-commercial) tax is \$.04 per gallon; jet fuel tax is 3% on retail price
Long Bill Groups Supported by Fund	Division of Aeronautics, Formula Refunds, Discretionary Grants
Non-appropriated Fund Obligations	Use of these funds requires approval by the Aeronautics Board
Statutory or Other Restriction on Use of Fund	Pursuant to Article X, Section 18 of Colorado's constitution, aviation funds may only be used for aviation purposes.
Revenue Drivers	Aviation gas tax is \$.06 per gallon; jet fuel (non-commercial) tax is \$.04 per gallon; jet fuel tax is 3% on retail price (* an audit done in FY08 resulted in a significant increase in prior fiscal-years)
Expenditure Drivers	Amount of fuel purchased; retail price of jet fuel
Explanation of any Long-term Liability Funding Requirements	Already in compliance

Schedule 9A: Cash Funds Reports
 Department of Transportation
 FY 2009-10 Budget Request
 Fund 160 - State Aviation Fund
 43-10-109, C.R.S. (2008)

Fund Expenditures Line Item Detail	Actual	Actual	Estimated	Request	Projected
	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11
Division Name					
Line Item Name: Construction, Maintenance & Operations	\$15,160,832	\$60,543,154	\$44,741,268	\$24,365,234	\$24,419,752
Line Item Name	\$0	\$0	\$0	\$0	\$0
Decision Item # (*) and Title	N/A	N/A	N/A	\$0	\$0
Division Subtotal	\$15,160,832	\$60,543,154	\$44,741,268	\$24,365,234	\$24,419,752
TOTAL	\$15,160,832	\$60,543,154	\$44,741,268	\$24,365,234	\$24,419,752

Schedule 9A: Cash Funds Reports
Department of Transportation
FY 2009-10 Budget Request
Fund 402 - Motorcycle Operators Safety Training (MOST)
43-5-504, C.R.S. (2008)

Available Liquid Cash Fund Balance	Actual	Actual	Estimated	Requested	Projected
	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11
Cash in Beginning Fund Balance ¹	\$422,920	\$475,645	\$591,380	(\$0)	(\$0)
Actual / anticipated accounts receivable collections	\$641,923	\$691,370	\$704,425	\$639,745	\$653,246
Actual / anticipated fees collections	\$0	\$0	\$0	\$0	\$0
Actual / anticipated cash transferred in	\$0	\$0	\$0	\$0	\$0
Actual / anticipated other noncash assets converted to cash ²	\$0	\$0	\$0	\$0	\$0
Actual / Anticipated Cash Inflow During Fiscal Year	\$641,923	\$691,370	\$704,425	\$639,745	\$653,246
Actual / appropriated / projected cash expenditures	\$589,198	\$575,635	\$1,295,805	\$639,745	\$653,246
Actual / anticipated cash used to pay short-term liabilities	\$0	\$0	\$0	\$0	\$0
Actual / anticipated nonappropriated debit service payments	\$0	\$0	\$0	\$0	\$0
Actual / anticipated nonappropriated loan issuances	\$0	\$0	\$0	\$0	\$0
Actual / anticipated other uses of cash ³	\$0	\$0	\$0	\$0	\$0
Actual / Appropriated Cash Outflow During Fiscal Year	\$589,198	\$575,635	\$1,295,805	\$639,745	\$653,246
Available Liquid Fund Balance Prior to New Requests	\$475,645	\$591,380	(\$0)	(\$0)	(\$0)
Decision Item #1 - "Sample A"	N/A	N/A	N/A	\$0	\$0
Decision Item #2 - "Sample B"	N/A	N/A	N/A	\$0	\$0
Change Requests Using Liquid Assets	N/A	N/A	N/A	\$0	\$0
Actual / Anticipated Liquid Fund Balance	\$475,645	\$591,380	(\$0)	(\$0)	(\$0)

1 - Include only cash - exclude all other assets such as, receivables, investments, prepaids, capital assets, accumulated depreciation, and all short-term and long-term liabilities

2 - Includes sales of capital assets, sales of investments, collections of loans, etc.

3 - Includes nonappropriated purchases of capital assets and investments, new prepaid expense recorded, etc.

Schedule 9A: Cash Funds Reports
 Department of Transportation
 FY 2009-10 Budget Request
 Fund 402 - Motorcycle Operators Safety Training (MOST)
 43-5-504, C.R.S. (2008)

Cash Fund Reserve Balance ¹	Actual	Actual	Estimated	Request	Projected
	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11
Uncommitted Fee Reserve Balance (total reserve balance minus exempt assets and previously appropriated funds; calculated based on % of revenue from fees)	\$0	\$0	\$0	\$0	\$0
Target/Alternative Fee Reserve Balance (amount set in statute or 16.5% of total expenses)	\$0	\$0	\$0	\$0	\$0
Excess Uncommitted Fee Reserve Balance	\$0	\$0	\$0	\$0	\$0
Assessment of Potential for Compliance (check all that apply)	<input type="checkbox"/> Already in Compliance <input type="checkbox"/> Statute Change ² <input type="checkbox"/> Planned Fee Reduction ²				
	<input type="checkbox"/> Planned One-time Expenditure(s) ¹ <input type="checkbox"/> Planned Ongoing Expenditure(s) ² <input type="checkbox"/> Waiver ³				

1. This section is not required for funds outlined in 24-75-402 (5), C.R.S. (2007)
2. If plan is needed to meet compliance deadline, attach Form 9.B.
3. If pursuing a waiver, attach Form 9.C.

Cash Fund Narrative Information	
Purpose/Background of Fund	The MOST Fund is used to provide State-certified training to develop the knowledge, attitudes, habits, and skills necessary for the safe operation of a motorcycle.
Fee Sources	\$1.00 surcharge on all motorcycle endorsed drivers' licenses and permits and a \$4.00 surcharge on all motorcycle registrations
Non-Fee Sources	None
Long Bill Groups Supported by Fund	Pursuant to H.B. 00-1164, effective July 1, 2000, this fund is under the budget authority of the Transportation Commission and is reflected as part of the Construction, Maintenance and Operations line in the Long Bill.
Non-appropriated Fund Obligations	Use of these fund requires approval by the Transportation Commission
Statutory or Other Restriction on Use of Fund	MOST funds are used to train individuals in the safe operation of motorcycles.
Revenue Drivers	Number of motorcycle endorsed drivers' licenses, number of motorcycles registered each year.
Expenditure Drivers	Number of motorcycle drivers trained each year

Schedule 9A: Cash Funds Reports
 Department of Transportation
 FY 2009-10 Budget Request
 Fund 402 - Motorcycle Operators Safety Training (MOST)
 43-5-504, C.R.S. (2008)

Explanation of any Long-term Liability Funding Requirements	The Program lets annual contracts to private contractors to provide motorcycle training. Program historically carries a balance equal to about one year of expenditures to assure it has sufficient cash to honor the contracts. Contracts are by rule executed on a calendar year basis and require a sufficient fund balance to encumber.
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Fund Expenditures Line Item Detail	Actual	Actual	Estimated	Request	Projected
	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11
Division Name					
Line Item Name: Construction, Maintenance & Operations	\$589,198	\$575,635	\$1,295,805	\$639,745	\$653,246
Line Item Name	\$0	\$0	\$0	\$0	\$0
Decision Item # (*) and Title	N/A	N/A	N/A	\$0	\$0
Division Subtotal	\$589,198	\$575,635	\$1,295,805	\$639,745	\$653,246
TOTAL	\$589,198	\$575,635	\$1,295,805	\$639,745	\$653,246

Schedule 9A: Cash Funds Reports
Department of Transportation
FY 2009-10 Budget Request
Fund 403 - Law Enforcement Assistance Fund (LEAF)
43-4-401, C.R.S. (2008)

Available Liquid Cash Fund Balance	Actual	Actual	Estimated	Requested	Projected
	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11
Cash in Beginning Fund Balance ¹	\$539,432	\$795,715	\$1,368,557	(\$0)	(\$0)
Actual / anticipated accounts receivable collections	\$1,116,095	\$1,234,570	\$1,082,968	\$955,515	\$922,817
Actual / anticipated fees collections	\$0	\$0	\$0	\$0	\$0
Actual / anticipated cash transferred in	\$0	\$0	\$0	\$0	\$0
Actual / anticipated other noncash assets converted to cash ²	\$0	\$0	\$0	\$0	\$0
Actual / Anticipated Cash Inflow During Fiscal Year	\$1,116,095	\$1,234,570	\$1,082,968	\$955,515	\$922,817
Actual / appropriated / projected cash expenditures	\$859,812	\$661,729	\$2,451,525	\$955,515	\$922,817
Actual / anticipated cash used to pay short-term liabilities	\$0	\$0	\$0	\$0	\$0
Actual / anticipated nonappropriated debit service payments	\$0	\$0	\$0	\$0	\$0
Actual / anticipated nonappropriated loan issuances	\$0	\$0	\$0	\$0	\$0
Actual / anticipated other uses of cash ³	\$0	\$0	\$0	\$0	\$0
Actual / Appropriated Cash Outflow During Fiscal Year	\$859,812	\$661,729	\$2,451,525	\$955,515	\$922,817
Available Liquid Fund Balance Prior to New Requests	\$795,715	\$1,368,557	(\$0)	(\$0)	(\$0)
Decision Item #1 - "Sample A"	N/A	N/A	N/A	\$0	\$0
Decision Item #2 - "Sample B"	N/A	N/A	N/A	\$0	\$0
Change Requests Using Liquid Assets	N/A	N/A	N/A	\$0	\$0
Actual / Anticipated Liquid Fund Balance	\$795,715	\$1,368,557	(\$0)	(\$0)	(\$0)

1 - Include only cash - exclude all other assets such as, receivables, investments, prepaids, capital assets, accumulated depreciation, and all short-term and long-term liabilities

2 - Includes sales of capital assets, sales of investments, collections of loans, etc.

3 - Includes nonappropriated purchases of capital assets and investments, new prepaid expense recorded, etc.

Schedule 9A: Cash Funds Reports
 Department of Transportation
 FY 2009-10 Budget Request
 Fund 403 - Law Enforcement Assistance Fund (LEAF)
 43-4-401, C.R.S. (2008)

Cash Fund Reserve Balance ¹	Actual	Actual	Estimated	Request	Projected
	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11
Uncommitted Fee Reserve Balance (total reserve balance minus exempt assets and previously appropriated funds; calculated based on % of revenue from fees)	\$0	\$0	\$0	\$0	\$0
Target/Alternative Fee Reserve Balance (amount set in statute or 16.5% of total expenses)	\$0	\$0	\$0	\$0	\$0
Excess Uncommitted Fee Reserve Balance	\$0	\$0	\$0	\$0	\$0
Assessment of Potential for Compliance (check all that apply)	<input type="checkbox"/> Already in Compliance <input type="checkbox"/> Statute Change ² <input type="checkbox"/> Planned Fee Reduction ²				
	<input type="checkbox"/> Planned One-time Expenditure(s) ¹ <input type="checkbox"/> Planned Ongoing Expenditure(s) ² <input type="checkbox"/> Waiver ³				

1. This section is not required for funds outlined in 24-75-402 (5), C.R.S. (2007)
2. If plan is needed to meet compliance deadline, attach Form 9.B.
3. If pursuing a waiver, attach Form 9.C.

Cash Fund Narrative Information	
Purpose/Background of Fund	For the prevention of drunken driving and the enforcement of laws pertaining to driving under the influence of alcohol and drugs
Fee Sources	None
Non-Fee Sources	Every person who is convicted of, pleads guilty to, or receives a deferred sentence pursuant to C.R.S. 16-7-403, for a violation of the offenses specified in C.R.S. 42-4-1301(1) or (2), is required to pay a \$75.00 fine that is deposited into the LEAF and \$15.00 that is deposited in the county treasury of the county in which the conviction occurred.
Long Bill Groups Supported by Fund	Pursuant to H.B. 00-1164, effective July 1, 2000, this fund is under the budget authority of the Transportation Commission and is reflected as part of the Construction, Maintenance, and Operations line in the Long Bill.
Non-appropriated Fund Obligations	Use of these funds requires approval by the Transportation Commission
Statutory or Other Restriction on Use of Fund	Funds are to be used for the prevention of drunken driving and the enforcement of laws pertaining to driving under the influence of alcohol and drugs.
Revenue Drivers	Number of convictions for drunken driving, number of pleas for drunk driving, number of deferred sentences

Schedule 9A: Cash Funds Reports
 Department of Transportation
 FY 2009-10 Budget Request
 Fund 403 - Law Enforcement Assistance Fund (LEAF)
 43-4-401, C.R.S. (2008)

Expenditure Drivers	The size of the fund
Explanation of any Long-term Liability Funding Requirements	Already in compliance

Fund Expenditures Line Item Detail	Actual	Actual	Estimated	Request	Projected
	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11
Division Name					
Line Item Name: Construction, Maintenance & Operations	\$859,812	\$661,729	\$2,451,525	\$955,515	\$922,817
Line Item Name	\$0	\$0	\$0	\$0	\$0
Decision Item # (*) and Title	N/A	N/A	N/A	\$0	\$0
Division Subtotal	\$859,812	\$661,729	\$2,451,525	\$955,515	\$922,817
TOTAL	\$859,812	\$661,729	\$2,451,525	\$955,515	\$922,817

Schedule 9A: Cash Funds Reports
Department of Transportation
FY 2009-10 Budget Request
Fund 715 - State Infrastructure Bank (SIB)
43-1-113.5, C.R.S. (2008)

Available Liquid Cash Fund Balance	Actual	Actual	Estimated	Requested	Projected
	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11
Cash in Beginning Fund Balance ¹	\$14,284,567	\$15,939,644	\$34,980,285	\$35,783,222	\$36,522,152
Actual / anticipated accounts receivable collections	\$554,956	\$965,641	\$802,937	\$738,929	\$667,089
Actual / anticipated fees collections	\$0	\$0	\$0	\$0	\$0
Actual / anticipated cash transferred in	\$1,100,121	\$22,275,000	\$0	\$0	\$0
Actual / anticipated other noncash assets converted to cash ²	\$0	\$0	\$0	\$0	\$0
Actual / Anticipated Cash Inflow During Fiscal Year	\$1,655,077	\$23,240,641	\$802,937	\$738,929	\$667,089
Actual / appropriated / projected cash expenditures	\$0	\$0	\$0	\$0	\$0
Actual / anticipated cash used to pay short-term liabilities	\$0	\$0	\$0	\$0	\$0
Actual / anticipated nonappropriated debit service payments	\$0	\$0	\$0	\$0	\$0
Actual / anticipated nonappropriated loan issuances	\$0	\$0	\$0	\$0	\$0
Actual / anticipated other uses of cash ³	\$0	\$4,200,000	\$0	\$0	\$0
Actual / Appropriated Cash Outflow During Fiscal Year	\$0	\$4,200,000	\$0	\$0	\$0
Available Liquid Fund Balance Prior to New Requests	\$15,939,644	\$34,980,285	\$35,783,222	\$36,522,152	\$37,189,241
Decision Item #1 - "Sample A"	N/A	N/A	N/A	\$0	\$0
Decision Item #2 - "Sample B"	N/A	N/A	N/A	\$0	\$0
Change Requests Using Liquid Assets	N/A	N/A	N/A	\$0	\$0
Actual / Anticipated Liquid Fund Balance	\$15,939,644	\$34,980,285	\$35,783,222	\$36,522,152	\$37,189,241

1 - Include only cash - exclude all other assets such as, receivables, investments, prepaids, capital assets, accumulated depreciation, and all short-term and long-term liabilities

2 - Includes sales of capital assets, sales of investments, collections of loans, etc.

3 - Includes nonappropriated purchases of capital assets and investments, new prepaid expense recorded, etc.

Schedule 9A: Cash Funds Reports
 Department of Transportation
 FY 2009-10 Budget Request
 Fund 715 - State Infrastructure Bank (SIB)
 43-1-113.5, C.R.S. (2008)

Cash Fund Reserve Balance ¹	Actual	Actual	Estimated	Request	Projected
	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11
Uncommitted Fee Reserve Balance (total reserve balance minus exempt assets and previously appropriated funds; calculated based on % of revenue from fees)	\$0	\$0	\$0	\$0	\$0
Target/Alternative Fee Reserve Balance (amount set in statute or 16.5% of total expenses)	\$0	\$0	\$0	\$0	\$0
Excess Uncommitted Fee Reserve Balance	\$0	\$0	\$0	\$0	\$0
Assessment of Potential for Compliance (check all that apply)	<input type="checkbox"/> Already in Compliance <input type="checkbox"/> Statute Change ² <input type="checkbox"/> Planned Fee Reduction ²				
	<input type="checkbox"/> Planned One-time Expenditure(s) ¹ <input type="checkbox"/> Planned Ongoing Expenditure(s) ² <input type="checkbox"/> Waiver ³				

1. This section is not required for funds outlined in 24-75-402 (5), C.R.S. (2007)
2. If plan is needed to meet compliance deadline, attach Form 9.B.
3. If pursuing a waiver, attach Form 9.C.

Cash Fund Narrative Information	
Purpose/Background of Fund	To provide assistance to public and private entities for the acquisition, improvement, or construction of highways, multi-modal transportation, and intermodal transportation facilities in the State. The assistance is typically in the form of loans or other financial assistance.
Fee Sources	None
Non-Fee Sources	Interest earned on loans made from fund and interest earned on fund balance
Long Bill Groups Supported by Fund	Not Applicable
Non-appropriated Fund Obligations	Use of these funds requires approval by the Transportation Commission
Statutory or Other Restriction on Use of Fund	Funds may not be used for transportation facilities and other transportation projects that are restricted to private use.
Revenue Drivers	Funds appropriated by the General Assembly or allocated by the Transportation Commission to the State Infrastructure Bank. Also from aviation sales tax receipts as approved by the Aeronautics Board.
Expenditure Drivers	Dollar amount of loans made as approved by the Transportation Commission.
Explanation of any Long-term Liability Funding Requirements	Already in compliance

Schedule 9A: Cash Funds Reports
 Department of Transportation
 FY 2009-10 Budget Request
 Fund 715 - State Infrastructure Bank (SIB)
 43-1-113.5, C.R.S. (2008)

Fund Expenditures Line Item Detail	Actual	Actual	Estimated	Request	Projected
	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11
Division Name					
Line Item Name	\$0	\$0	\$0	\$0	\$0
Line Item Name	\$0	\$0	\$0	\$0	\$0
Decision Item # (*) and Title	N/A	N/A	N/A	\$0	\$0
Division Subtotal	\$0	\$0	\$0	\$0	\$0
TOTAL	\$0	\$0	\$0	\$0	\$0

Schedule 9A: Cash Funds Reports
Department of Transportation
FY 2009-10 Budget Request
Fund 534 - Statewide Tolling Special Revenue (Toll Collections)
43-4-803(1), C.R.S. (2008)

Available Liquid Cash Fund Balance	Actual	Actual	Estimated	Requested	Projected
	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11
Cash in Beginning Fund Balance ¹	\$44,815	\$1,550,494	\$2,225,156	\$2,225,156	\$2,225,156
Actual / anticipated accounts receivable collections	\$1,505,680	\$2,867,349	\$2,560,000	\$2,560,000	\$2,560,000
Actual / anticipated fees collections	\$0	\$0	\$0	\$0	\$0
Actual / anticipated cash transferred in	\$0	\$0	\$0	\$0	\$0
Actual / anticipated other noncash assets converted to cash ²	\$0	\$0	\$0	\$0	\$0
Actual / Anticipated Cash Inflow During Fiscal Year	\$1,505,680	\$2,867,349	\$2,560,000	\$2,560,000	\$2,560,000
Actual / appropriated / projected cash expenditures	\$0	\$2,192,687	\$2,560,000	\$2,560,000	\$2,560,000
Actual / anticipated cash used to pay short-term liabilities	\$0	\$0	\$0	\$0	\$0
Actual / anticipated nonappropriated debit service payments	\$0	\$0	\$0	\$0	\$0
Actual / anticipated nonappropriated loan issuances	\$0	\$0	\$0	\$0	\$0
Actual / anticipated other uses of cash ³	\$0	\$0	\$0	\$0	\$0
Actual / Appropriated Cash Outflow During Fiscal Year	\$0	\$2,192,687	\$2,560,000	\$2,560,000	\$2,560,000
Available Liquid Fund Balance Prior to New Requests	\$1,550,494	\$2,225,156	\$2,225,156	\$2,225,156	\$2,225,156
Decision Item #1 - "Sample A"	N/A	N/A	N/A	\$0	\$0
Decision Item #2 - "Sample B"	N/A	N/A	N/A	\$0	\$0
Change Requests Using Liquid Assets	N/A	N/A	N/A	\$0	\$0
Actual / Anticipated Liquid Fund Balance	\$1,550,494	\$2,225,156	\$2,225,156	\$2,225,156	\$2,225,156

1 - Include only cash - exclude all other assets such as, receivables, investments, prepaids, capital assets, accumulated depreciation, and all short-term and long-term liabilities

2 - Includes sales of capital assets, sales of investments, collections of loans, etc.

3 - Includes nonappropriated purchases of capital assets and investments, new prepaid expense recorded, etc.

Schedule 9A: Cash Funds Reports
 Department of Transportation
 FY 2009-10 Budget Request
 Fund 534 - Statewide Tolling Special Revenue (Toll Collections)
 43-4-803(1), C.R.S. (2008)

Cash Fund Reserve Balance ¹	Actual	Actual	Estimated	Request	Projected
	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11
Uncommitted Fee Reserve Balance (total reserve balance minus exempt assets and previously appropriated funds; calculated based on % of revenue from fees)	\$0	\$0	\$0	\$0	\$0
Target/Alternative Fee Reserve Balance (amount set in statute or 16.5% of total expenses)	\$0	\$0	\$0	\$0	\$0
Excess Uncommitted Fee Reserve Balance	\$0	\$0	\$0	\$0	\$0
Assessment of Potential for Compliance (check all that apply)	<input type="checkbox"/> Already in Compliance <input type="checkbox"/> Statute Change ² <input type="checkbox"/> Planned Fee Reduction ²				
	<input type="checkbox"/> Planned One-time Expenditure(s) ¹ <input type="checkbox"/> Planned Ongoing Expenditure(s) ² <input type="checkbox"/> Waiver ³				

1. This section is not required for funds outlined in 24-75-402 (5), C.R.S. (2007)

2. If plan is needed to meet compliance deadline, attach Form 9.B.

3. If pursuing a waiver, attach Form 9.C.

Cash Fund Narrative Information	
Purpose/Background of Fund	The Statewide Tolling Enterprise which operates as a government-owned business within CDOT and as a division of CDOT. The purpose for the creation of the enterprise is to provide for the financing, construction, operation, regulation and maintenance of a statewide system of toll highways.
Fee Sources	Toll collections - Enterprise revenues are Cash Funds
Non-Fee Sources	Interest earnings
Long Bill Groups Supported by Fund	Statewide Tolling Enterprise
Non-appropriated Fund Obligations	Use of these funds requires approval by the Tolling Enterprise Board
Statutory or Other Restriction on Use of Fund	The legislation created the Statewide Tolling Enterprise Special Revenue Fund for the deposit of tolls and other revenue. The revenue fund is continuously appropriated to the tolling enterprise and may only be used to pay for the administration, planning, financing, construction, operation, maintenance, or repair of toll highways or to pay for its operating costs and expenses.
Revenue Drivers	The Board is required to adjust toll rates, upon payment of certain costs and debt, so that the amount of toll revenues to be generated is as close as possible to the amount required for the ongoing operation, maintenance, renewal, and replacement of the toll highway.

Schedule 9A: Cash Funds Reports
Department of Transportation
FY 2009-10 Budget Request
 Fund 534 - Statewide Tolling Special Revenue (Toll Collections)
 43-4-803(1), C.R.S. (2008)

Expenditure Drivers	Debt cost, plus the amount required for the ongoing operation, maintenance, renewal, and replacement of the toll highway.
Explanation of any Long-term Liability Funding Requirements	Already in compliance

Fund Expenditures Line Item Detail	Actual	Actual	Estimated	Request	Projected
	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11
Division Name					
Line Item Name: Statewide Tolling Enterprise	\$0	\$2,192,687	\$2,560,000	\$2,560,000	\$2,560,000
Line Item Name	\$0	\$0	\$0	\$0	\$0
Decision Item # (*) and Title	N/A	N/A	N/A	\$0	\$0
Division Subtotal	\$0	\$2,192,687	\$2,560,000	\$2,560,000	\$2,560,000
TOTAL	\$0	\$2,192,687	\$2,560,000	\$2,560,000	\$2,560,000

Schedule 9A: Cash Funds Reports
Department of Transportation
FY 2009-10 Budget Request
Fund 535 - Statewide Tolling Operating
43-4-803(1), C.R.S. (2008)

Available Liquid Cash Fund Balance	Actual	Actual	Estimated	Requested	Projected
	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11
Cash in Beginning Fund Balance ¹	\$4,386,057	\$4,294,792	\$1,938,450	\$0	\$0
Actual / anticipated accounts receivable collections	\$984,635	\$177,956	\$0	\$0	\$0
Actual / anticipated fees collections	\$0	\$0	\$0	\$0	\$0
Actual / anticipated cash transferred in	\$0	\$0	\$0	\$0	\$0
Actual / anticipated other noncash assets converted to cash ²	\$0	\$0	\$0	\$0	\$0
Actual / Anticipated Cash Inflow During Fiscal Year	\$984,635	\$177,956	\$0	\$0	\$0
Actual / appropriated / projected cash expenditures	\$1,075,900	\$2,534,298	\$1,938,450	\$0	\$0
Actual / anticipated cash used to pay short-term liabilities	\$0	\$0	\$0	\$0	\$0
Actual / anticipated nonappropriated debit service payments	\$0	\$0	\$0	\$0	\$0
Actual / anticipated nonappropriated loan issuances	\$0	\$0	\$0	\$0	\$0
Actual / anticipated other uses of cash ³	\$0	\$0	\$0	\$0	\$0
Actual / Appropriated Cash Outflow During Fiscal Year	\$1,075,900	\$2,534,298	\$1,938,450	\$0	\$0
Available Liquid Fund Balance Prior to New Requests	\$4,294,792	\$1,938,450	\$0	\$0	\$0
Decision Item #1 - "Sample A"	N/A	N/A	N/A	\$0	\$0
Decision Item #2 - "Sample B"	N/A	N/A	N/A	\$0	\$0
Change Requests Using Liquid Assets	N/A	N/A	N/A	\$0	\$0
Actual / Anticipated Liquid Fund Balance	\$4,294,792	\$1,938,450	\$0	\$0	\$0

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3 - Includes nonappropriated purchases of capital assets and investments, new prepaid expense recorded, etc.

Schedule 9A: Cash Funds Reports
 Department of Transportation
 FY 2009-10 Budget Request
 Fund 535 - Statewide Tolling Operating
 43-4-803(1), C.R.S. (2008)

Cash Fund Reserve Balance ¹	Actual	Actual	Estimated	Request	Projected
	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11
Uncommitted Fee Reserve Balance (total reserve balance minus exempt assets and previously appropriated funds; calculated based on % of revenue from fees)	\$0	\$0	\$0	\$0	\$0
Target/Alternative Fee Reserve Balance (amount set in statute or 16.5% of total expenses)	\$0	\$0	\$0	\$0	\$0
Excess Uncommitted Fee Reserve Balance	\$0	\$0	\$0	\$0	\$0
Assessment of Potential for Compliance (check all that apply)	<input type="checkbox"/> Already in Compliance <input type="checkbox"/> Statute Change ² <input type="checkbox"/> Planned Fee Reduction ²				
	<input type="checkbox"/> Planned One-time Expenditure(s) ¹ <input type="checkbox"/> Planned Ongoing Expenditure(s) ² <input type="checkbox"/> Waiver ³				

1. This section is not required for funds outlined in 24-75-402 (5), C.R.S. (2007)
2. If plan is needed to meet compliance deadline, attach Form 9.B.
3. If pursuing a waiver, attach Form 9.C.

Cash Fund Narrative Information	
Purpose/Background of Fund	The Statewide Tolling Enterprise which operates as a government-owned business within CDOT and as a division of CDOT. The purpose for the creation of the enterprise is to provide for the financing, construction, operation, regulation and maintenance of a statewide system of toll highways.
Fee Sources	None
Non-Fee Sources	Interest earnings, fund transfers, and bonding
Long Bill Groups Supported by Fund	Statewide Tolling Enterprise
Non-appropriated Fund Obligations	Use of these funds requires approval by the Tolling Enterprise Board
Statutory or Other Restriction on Use of Fund	According to 43-4-805. Statewide tolling enterprise operating fund. The legislation created Statewide tolling enterprise operating fund for the transfer of moneys from the state highway fund created in section 43-1-219 to the enterprise for the purpose of defraying expenses incurred by the enterprise prior to the receipt of bond proceeds or toll revenues by the enterprise. When the enterprise receives sufficient bond proceeds or toll revenues, the enterprise shall reimburse the state highway fund for the full amount of any transfer made by the commission plus interest at a rate set by the commission.

Schedule 9A: Cash Funds Reports
 Department of Transportation
 FY 2009-10 Budget Request
 Fund 535 - Statewide Tolling Operating
 43-4-803(1), C.R.S. (2008)

Revenue Drivers	The Transportation Commission may transfer funds from the State Highway Fund to the special revenue fund to defray the costs of the enterprise prior to the receipt of toll revenues. The Board is required to adjust toll rates, upon payment of certain costs and debt, so that the amount of toll revenues to be generated is as close as possible to the amount required for the ongoing operation, maintenance, renewal, and replacement of the toll highway.
Expenditure Drivers	Debt cost, plus the amount required for the ongoing operation, maintenance, renewal, and replacement of the toll highway.
Explanation of any Long-term Liability Funding Requirements	Already in compliance

Fund Expenditures Line Item Detail	Actual	Actual	Estimated	Request	Projected
	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11
Division Name					
Line Item Name: Statewide Tolling Enterprise	\$1,075,900	\$2,534,298	\$1,938,450	\$0	\$0
Line Item Name	\$0	\$0	\$0	\$0	\$0
Decision Item # (*) and Title	N/A	N/A	N/A	\$0	\$0
Division Subtotal	\$1,075,900	\$2,534,298	\$1,938,450	\$0	\$0
TOTAL	\$1,075,900	\$2,534,298	\$1,938,450	\$0	\$0