

COLORADO DEPARTMENT OF TRANSPORTATION



C-470/Santa Fe Drive

PROPOSED

LEGISLATIVELY APPROPRIATED BUDGET

FISCAL YEAR 2013-14

Governor John Hickenlooper

November 1, 2014



**DEPARTMENT OF TRANSPORTATION
FY 2013-14 BUDGET REQUEST**

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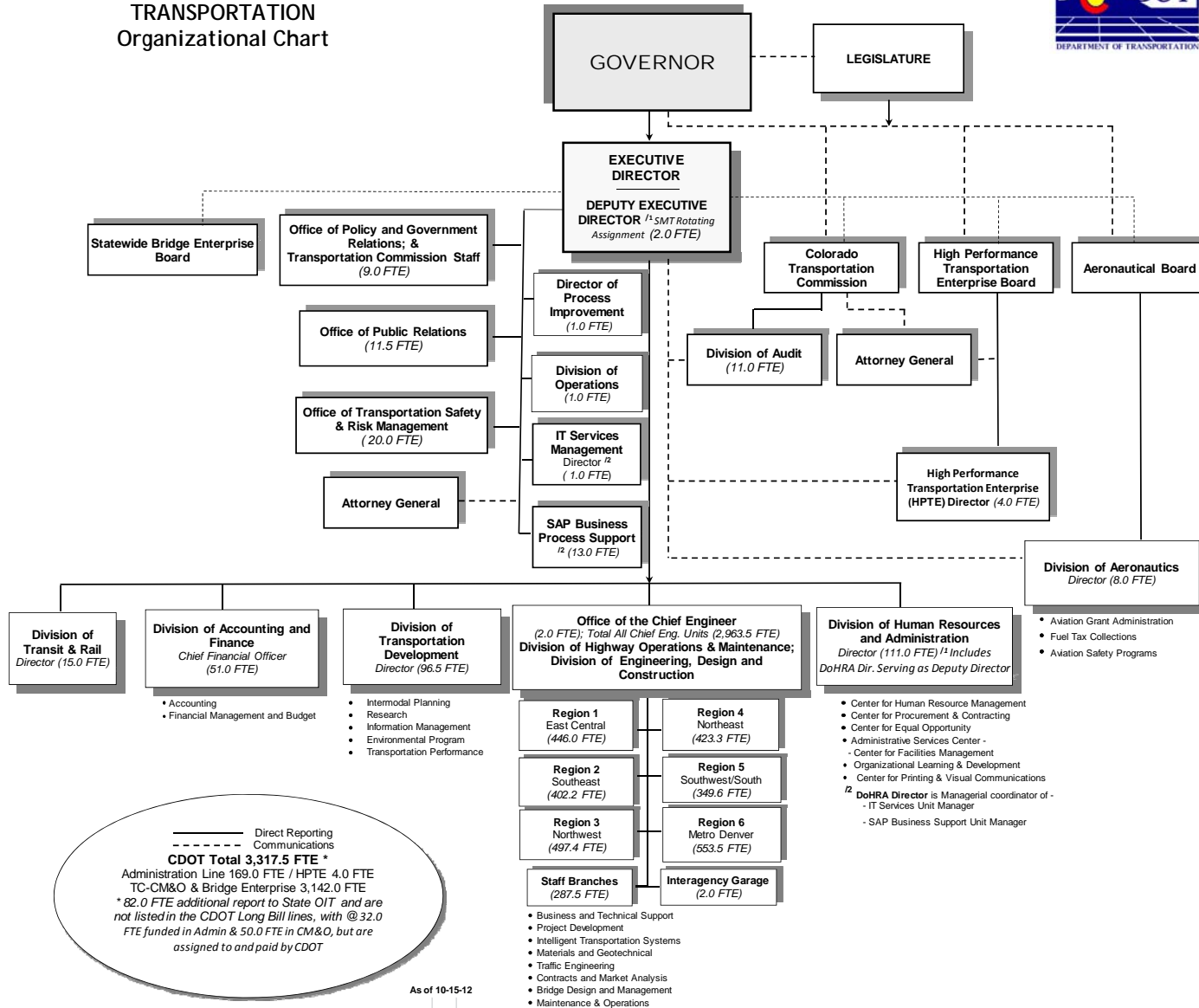
Department of Transportation

FY 2013-14 Budget Request

Department Description

November 1, 2012

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. The Department coordinates modes of transportation and integrates governmental functions in order to reduce the costs incurred by the state and the public in transportation matters.

The state's transportation system is managed by CDOT under the direction of the **Colorado Transportation Commission**, composed of eleven 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 Don Hunt and Heidi Bimmerle 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 through the execution of the Transportation Commission's policies and budgets.

CDOT's **Chief Engineer** Tim Harris, P.E. directs the department's construction, safety, maintenance, and operations programs.

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

The Chief Engineer also oversees the **Division of Staff Branches**, which includes the divisions of Maintenance & Operations, Business & Technical Support, Project Development, Intelligent Transportation Systems, Materials & Geotechnical Sciences, 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.

The **Office of Transportation Safety** coordinates 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, performance measurement and environmental program development and support. DTD organizations include the Intermodal Branch, the Research Branch, the Environmental Programs Branch, and the Geographic Information Manager.

Under Section 43-1-113(2)(c)(III), C.R.S. (2011), 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 High Performance Transportation Enterprise (HPTE), created during the 2009 legislative session to reconstitute the former Colorado Tolling Enterprise, is a non-profit business operating within and as a division of CDOT. The HPTE's purpose is to pursue innovative means of more efficiently financing important surface transportation infrastructure projects that will improve the safety, capacity, and accessibility of the surface transportation system, can feasibly be commenced in a reasonable amount of time, will allow more efficient movement of people, goods, and information throughout the state, and will accelerate the economic recovery of the state. Currently, the HPTE operates the High Occupancy Toll lanes on Interstate 25 and is authorized to study tolling facilities on existing and new state highway capacity. The Enterprise is overseen by a seven-member board consisting of three members of the Transportation Commission and four members appointed by the Governor.

The Statewide Bridge Enterprise (SBE), was also created in the 2009 legislative session by Senate Bill 09-108 (FASTER). Using revenues generated from a Bridge Safety Surcharge on vehicle registration fees, the Enterprise finances the repair and reconstruction of structurally deficient and functionally obsolete bridges rated by the Department as "poor" pursuant to federal guidelines.

The Transit and Rail Division is a newer division of the Department authorized by Senate Bill 09-094. Existing transit-related functions within the Division of Transportation Development are now consolidated in this new division, funded from federal apportionments and from fee and surcharge revenues specifically dedicated to the division by Senate Bill 09-108 (FASTER).

CDOT's **Division of Aeronautics**, created in 1991, supports Colorado's general aviation and regional commercial 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: change to new budget categories. Resource allocations are then geographically distributed based on performance measures of the state highway system to the six CDOT engineering regions. In addition, the Department operates under memoranda of understanding with three Metropolitan Planning Organizations for the allocation of various federal funds. State revenue sources to the Department include the Highway Users Tax Fund (made up of motor fuel tax, vehicle registration fees, and other fees), fees and surcharges related to Senate Bill 09-108 (FASTER), Capital Construction Funds, and various federal funds including the federal Highway Trust Fund.

CDOT did not actively pursue any major legislative initiatives in the 2012 General Assembly. However, several bills pertained to the Department:

House Bill 12-1012 (Increase Agency Displacement Expenses Payment Cap) (CDOT Agenda Item). Under existing state law, a business displaced by a public entity must be reimbursed by the public entity for actual, reasonable expenses up to \$10,000. HB 12-1012 increases the maximum reimbursement from \$10,000 to \$50,000 for displacements due to a project administered or overseen by CDOT. Other public entities such as cities, counties, and transit authorities remain subject to the original \$10,000 cap. The bill was signed into law and has taken effect.

House Bill 12-1019 (Transfer Ports of Entry to State Patrol). HB 12-1019 shifts the administration of the state ports of entry (POE) from the Department of Revenue (DOR) Motor Carrier Services Division to the Colorado State Patrol (CSP). The bill transfers all POE property, authority, and personnel to the CSP. Under the bill, all POE officers will be authorized peace officers, allowing the staff to restrain and detain persons or vehicles under certain conditions. CDOT facilities and right-of-way remain unchanged by the bill. The bill was signed into law and took effect on July 1, 2012.

House Bill 12-1108 (Dept. Transportation Urban LOGO Signs) (CDOT Agenda Item). The CDOT LOGO signs program provides signage for motorist services – gas, food, and lodging – that meet certain requirements. The Tourist Oriented Direction Signs (TODS) program provides signage for tourist locations, instructing motorists on directions and distances to nearby Colorado tourist sites. Under existing law, LOGOS and TODS signs are limited to rural interstate highways. HB 12-1108 expands the CDOT LOGOS and TODS programs beyond the current restrictions, allowing such signs solely on rural interstates, to now include urban interstates, expressways, and freeways. All new revenue raised will support sign maintenance, vendor costs, and an annual fee remitted to CDOT. The bill is estimated to generate approximately \$200,000 in new annual revenue. The bill was signed into law and took effect on August 8, 2012.

House Bill 12-1222 (Recreate CDOT Renovation Fund) (CDOT Agenda Item). HB 12-1222 reestablishes in state law the CDOT Renovation Fund. The fund, originally created for the deposit of lease-purchase proceeds, expired from state law with a balance remaining therein. HB 12-1222 recreates the statutory language, thereby restoring the cash fund through July 1, 2015. The bill was signed into law and has taken effect.

House Bill 12-1343 (Transfer from State Rail Bank Fund to General Fund). HB 12-1343 transferred \$9.356 million from the State Rail Bank Fund to the General Fund. The bill was one of a series of “budget balancing” bills sponsored by the JBC. The fund balance was generated through the sale of the Towner Rail Line to the V&S Railway. The bill was signed into law and has taken effect.

Senate Bill 12-013 (Low-speed Electric Vehicles). State law restricts low-speed electric vehicles (LSEVs) from being driven on roads with speed limits greater than 35 miles per hour (mph). Originally, SB 12-013 would have increased this bar to 40 mph. CDOT worked with the bill sponsor to amend the bill to allow LSEVs on state highways with speeds of 40 mph only if:

- the roadway lane width is eleven feet or more;
- the roadway has two or more lanes in both directions; and
- CDOT determines, in consultation with local governments and law enforcement, that the operation of an LSEV on the roadway poses no substantial safety risk or hazard. The bill was signed into law and has taken effect.

Senate Bill 12-168 (Triggers for General Fund Obligations). SB 09-228 changes the timing for the trigger on increases in General Fund reserve and transfers to transportation and capital construction. Under existing state law, such transfers and increases would take effect once Colorado personal income increases by at least five percent. The bill delays all transfers and increases by an additional one year after the personal income trigger is met. The bill was signed into law and has taken effect.

Resolutions

House Joint Resolution 12-1017 (Rename Boulder Turnpike as Buffalo Highway). HJR 12-1017 renames U.S. Highway 36, from the I-25 interchange through Colorado Avenue, as the “Buffalo Highway.” The resolution authorizes CDOT to accept gifts, grants, and donations to support initial placement of new signage to mark the designated stretch. CDOT worked with the bill sponsors and the University of Colorado to ensure that a donor had committed funding and to remove a provision regarding CDOT using federal funds for sign placement. The resolution was approved by both legislative chambers and **has taken effect.**

House Joint Resolution 12-1022 (Name Part Fraser River Eisenhower Memorial Reach). HJR 12-1022 designates a stretch of the Fraser River, from the Rendevous Road bridge crossing to the County Road 8 bridge crossing, as the “Eisenhower Memorial Reach.”

The resolution authorizes CDOT to mark the designated river stretch with initial signage. The resolution was approved by both legislative chambers and **has taken effect**.

Senate Joint Resolution 12-025 (Amtrak Southwest Chief). SJR 12-025 acknowledges the importance of the Amtrak Southwest Chief rail line, spanning from Chicago to Los Angeles, for its passenger rail service at its Lamar, La Junta, and Trinidad stops. Recognizing that an alternative route diversion is under consideration by Amtrak which would discontinue Colorado, western Kansas, and northern New Mexico service, the resolution calls on the National Railroad Passenger Corporation to continue the Southwest Chief through its current route. The resolution was approved by both legislative chambers and has taken effect.

Senate Joint Resolution 12-037 (Adequate and Reliable Transportation Funding). SJR 12-037 recognizes that traditional state and federal transportation sources have not increased in 20 years, acknowledges growing challenges due to population growth and rising congestion, and cites CDOT revenue shortfalls to meet existing and future needs. The resolution encourages the state, counties, and cities to make “every reasonable effort to develop and support” new methods of “generating additional, adequate, and sustainable dedicated revenues for transportation.” This includes an evaluation of “flat or variable transportation user fees based on vehicle miles traveled.” The resolution was approved by both legislative chambers and has taken effect.

Hot Issues

Transportation-related issues that are likely to further develop during the coming year include:

- **Incorporation of MAP-21 (Moving Ahead for Progress in the 21st Century) Federal Surface Transportation Legislation**

On July 6, 2012, President Obama signed into law a new 27-month federal transportation authorization. CDOT is in the process of studying the legislation and incorporating its changes into the budget, as well as changing policies, processes, and program funding to comply with this legislation. FHWA is busily promulgating rules and compiling guidance for DOT usage. This information will be forthcoming over the next 18 months, creating changes to how CDOT funds projects, manages assets, and measures performance.

- **Twin Tunnels I-70 improvements**

The Transportation Commission has approved a \$60 million project to increase the size of the eastbound bore of the Twin Tunnels on Interstate 70 near Idaho Springs. The project will also improve the geometry of the highway surface near the tunnels, which will allow for increased speeds through the tunnel and reduce congestion.

- **I-25 over Santa Fe Drive Bridge Project**

The Department and its contracting partners are continuing a \$45 million project in Denver to replace the I-25 bridges over South Santa Fe Drive with one that is wider to accommodate an additional lane in each direction. This pair of bridges was among the worst in the state, measured in terms of functional obsolescence and structural deficiency, and contributed to a daily bottleneck on Interstate 25 between the Sixth Avenue and Broadway exits. Funding is provided by Bridge Enterprise for this work. The project will also construct a flyover ramp bridge from northbound Santa Fe to northbound I-25, thus eliminating a precarious left hand on-ramp maneuver. Hamon Contractors Inc. is the contractor for this project, which is scheduled to be principally completed in Summer-Fall 2013.

A subsequent project, currently in final design, will replace the southbound Santa Fe Bridge over the South Platte River, widen Santa Fe under I-25 for wider shoulders and improved drainage to prevent flooding, and complete a Single Point Urban Interchange (SPUI) there. It will also replace the Alameda Avenue Bridge over the South Platte River, and construct a flyover ramp bridge from Alameda to northbound I-25. This project is expected to begin construction in spring 2014.

These projects are based on Phases 1 and 2 of the Valley Highway EIS and Record of Decision (ROD). See <http://www.coloradodot.info/library/studies/i-25-valley-highway-EIS>

- **Alameda Avenue Bridge Project**

As of June 2012, the Department and its contracting partners had principally completed a \$37.4 million American Recovery and Reinvestment Act (ARRA) project in Denver to replace the Alameda Avenue Bridge over I-25 with one that is wider to accommodate an additional lane in each direction. This bridge contributed to a daily bottleneck on Interstate 25 between the Sixth Avenue and Broadway exits. The project also widened Alameda Avenue and I-25 under it, for wider shoulders and improved drainage to alleviate flooding that had often occurred in the area. Jalisco International, Inc. of Commerce City, CO is the contractor for this project. See <http://www.coloradodot.info/projects/I25Alameda>.

- **US 36 Environmental Impact Statement**

The U.S. 36 Project has been developed as part of a regional plan with the intention of expanding capacity and mitigating congestion in the corridor and achieving benefits associated with an improved transportation network. U.S. 36 is a congested and rapidly growing corridor carrying between 80,000 and 100,000 daily vehicle trips. It currently operates at close to 90% volume to capacity. The Project goal is to offer a sustainable transportation solution for the Project stakeholders in the U.S. 36 Corridor, which include

residents, commercial users, the Regional Transportation District (RTD), the U.S. 36 Mayors and Commissioners Coalition, Adams County, Jefferson County, the City & County of Denver, the City of Arvada, 36 Commuting Solutions and other interested parties. The project offers short- and long-term economic benefits to the region and preserves community vitality and livability.

A Record of Decision (ROD) was signed at the end of 2009. Working with a diverse political coalition, CDOT, in partnership with Project stakeholders, identified a first phase of improvements that would result in construction of managed lanes, implementation of BRT service and the addition of a commuter bikeway for the full length of the corridor at a cost of approximately \$550 million. Various funding and financing options for the Project have been identified and analyzed by CDOT and the High Performance Transportation Enterprise (HPTE) to enhance the financial feasibility of the Project. CDOT/HPTE has examined opportunities to implement the Project using a phased approach, with several options under consideration. It is expected that the Traffic and Revenue Consulting Services will help support the CDOT/HPTE's decision process in identifying a financially viable option to implement.

The final Environmental Impact Statement, Record, of Decision, and other documents related to the US 36 project may be viewed at <http://www.coloradodot.info/projects/us36eis>. Phase I of the project is under construction. On Phase II, a draft request for proposals has been advertised.

- **US 36 Express Lanes Project**

The US 36 Express Lanes Project is a \$312 million multi-modal project led by the Colorado Department of Transportation (CDOT), the Colorado High Performance Transportation Enterprise (HPTE), and the Regional Transportation District (RTD). The project will build an express lane in each direction on US 36 from Federal Boulevard to 88th Street in Louisville/Superior. The lanes will accommodate High Occupancy Vehicles (HOV), Bus Rapid Transit (BRT) and tolled Single Occupancy Vehicles. In addition, the project will replace several bridges, build a commuter bikeway, add Bus Rapid Transit improvements, and install Intelligent Transportation Systems (ITS) for tolling, transit and traveler information, and incident management. Ames Granite Joint Venture is the design-build contractor for the project, which is scheduled to open to the public in January 2015. For more information, go to <http://www.us36expresslanes.com>

- **I-25 North Design Build**

Interstate 25 (I-25) is a major commercial corridor for interstate commerce among the states of New Mexico, Colorado, and Wyoming, as well as international commerce among the United States, Mexico, and Canada. It connects more than three million residents of Denver, Colorado Springs, Pueblo, and several major cities in northern Colorado. I-25, within the project limits, is currently a four lane facility, with a northbound auxiliary lane running between Woodmen to North Academy Blvd. and North Academy Blvd. to Briargate Parkway and a southbound auxiliary from Briargate Parkway to North Academy Blvd.

The purpose of this Project is to increase capacity by providing one additional through-lane in each direction, with auxiliary lanes between interchanges. The project limits are from the Woodmen Rd. Interchange (Exit 149) to Monument Interchange (Exit 161), with auxiliary lanes between interchanges from the Woodmen Rd Interchange to south of the Interquest Parkway Interchange. Key elements of the project include: increasing capacity to 6 through-lanes (with auxiliary lanes) on I-25, replacement of the NB and SB Black Squirrel Creek bridges, removal and relocation of the Ackerman Overlook (Scenic Overlook), construction phasing, safety improvements, drainage improvements, permanent water quality elements, and temporary erosion control.

Construction Budget is \$66 million with a Guaranteed Maximum Price of \$51.7 million. Anticipated Construction start is February 2013 with a completion date of December 2014.

Workload Indicators (State Highway System only)

Measure	Units	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Estimate*	FY 2013-14 Estimate*
Roadway maintained	Lane miles	23,106	23,106	23,106	23,106
Roadway usage	Billion Vehicle Miles Traveled	27.4	27.4	27.4	27.4
Roadway condition	% Good or Fair	48%	47.3%	44.4%*	43.3%*
Roadway striped	Miles of roadway striping	22,006	22,447	22,227	22,227
Snow & Ice removed	Million roadway miles plowed, sanded, deiced	5.7	4.7	5.2	5.2
Snow fence repaired or installed	Linear feet of snow fence	300,231	348,130	324,181	324,181
Fence replaced, repaired or installed	Million Linear feet of fence	20.8	19.2	20.0	20.0
Trash removal	Cubic yards of trash removed	93,683	92,828	93,256	93,256
Asphalt poured	Tons	203,728	232,041	217,885	217,885
Bridges maintained	Bridges	3,447	3,447	3,447	3,447
Bridge condition	Bridges that need replacement	127	127	127	127
Avalanche management	Avalanches triggered with explosive	283	509	396	396
Avalanche management	Road closure hours	841	350	596	596
Avalanche management	Hours mitigating avalanches	7,618	5,031	6,325	6,325

*FY 012-13 and FY 2013-14 estimates based on average of two years' of actual results data, other than Roadway Condition which is projected, which as with any of these measures may change based on budget allocation or usage and deterioration.



Department of Transportation

FY 2013-14 Budget Request

Line Item Descriptions

(1) ADMINISTRATION

The administrative portion of the Colorado Department of Transportation (CDOT) is defined by Section 43-1-113(2)(a)(III), C.R.S. (2012). 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 composed primarily of 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 \$252.4 million. These offices and divisions handle the administrative functions such as accounting, budgeting, auditing, personnel, information systems, public relations, facilities management, printing, and procurement.

Per Section 43-1-113 (6) (a), C.R.S. (2011), 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 2005-06 – 2.8%, FY 2006-07 – 2.4%, FY 2007-08 – 2.3%, FY 2008-09 – 2.7%, FY 2009-10 – 2.7%, FY 2010-11 – 2.3%, FY 2011-12 – 2.2%, and FY 2012-13 – 2.0%.

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 proportionally based on number of staff. These costs are largely outside of CDOT's control.

(2) CONSTRUCTION, MAINTENANCE, AND OPERATIONS

This line comprises the programs whose funding is continuously appropriated to the Department of Transportation and subject to allocation by the Colorado Transportation Commission. Construction, Maintenance, and Operations includes all of the Department's apportionments of federal spending authority from the Federal Highway Administration, the Federal Transit Administration, the Federal Aviation Administration, and the National Highway Safety Administration.

Some of the programs funded from this line item include:

- Annual debt service on the Transportation Revenue Anticipation Notes (\$168.0 million in FY 2013-14)
- Traffic operations and maintenance of the state highway system (\$252.4 million in FY 2013-14)
- State and Federal grants for transit capital and operations (\$34.0 million in FY 2013-14)
- State and Federal highway safety initiatives (\$43.4 million in FY 2013-14)
- Supervision and grant support for general and commercial aviation (\$42.0 million in FY 2013-14)
- Construction projects on Colorado’s roads and highways (\$449.8 million in FY 2013-14)

Sections 43-1-114 (8) (h) and 43-3-114 (1), C.R.S. (2012) grant the Colorado Transportation Commission exclusive control with regards to allocating the resources represented in the Construction, Maintenance, and Operations line item. As such, the dollar figures in this Long Bill line item represent a for-informational-purposes-only projection of the Transportation Commission’s final allocation, which typically occurs at the April meeting of the Commission. Due to many factors outside the Department’s control, such as national economic conditions and issues in the U.S. Congress, the actual expenditures of this Division can vary significantly from the projections used in the budget.

(3) HIGH PERFORMANCE TRANSPORTATION ENTERPRISE

Senate Bill 09-108 repealed the former Colorado Tolling Enterprise and re-enacted in what is now Section 43-4-806, C.R.S. (2012) to create the High Performance Transportation Enterprise (HPTE), a division of CDOT operating as a state-owned business. It is the successor to the now-abolished Colorado Tolling Enterprise. All business functions of the Colorado Tolling Enterprise, including the operation and maintenance of the I-25 High Occupancy Toll lanes, transferred to the HPTE.

The business purpose of the HPTE is to pursue public-private partnerships and other innovative and efficient means of completing surface transportation infrastructure projects. As an Enterprise, the HPTE has significant constitutional and statutory flexibility to issue revenue bonds payable from future toll collections or user fees. This authority is integral to the Enterprise’s ability to pursue innovative financing for surface transportation improvements.

Whereas the board of the Colorado Tolling Enterprise had consisted of the eleven members of the Transportation Commission, per Senate Bill 09-108 the board of the High Performance Transportation Enterprise includes four appointees of the Governor who reside in certain areas of the state and possess experience and expertise relevant to the innovative finance, design, construction, and operation of transportation infrastructure. The board also includes three members of the Transportation Commission appointed by resolution of the Commission. The revenues of the Enterprise are not subject to annual appropriation by the General Assembly; instead, the board of the Enterprise has the sole statutory responsibility for allocating the Enterprise’s funding.

(4) FIRST TIME DRUNK DRIVING OFFENDERS ACCOUNT

The First time Drunk Driving Offenders Account Section 42-2-132, C.R.S. (2012) was created by House Bill 08-1194 as an account of the Highway Users Tax Fund funded through increased reinstatement fees for motorists whose licenses are suspended, canceled or revoked. Moneys in the account are appropriated annually to the Department in order to supplement the Department's existing programs for enhanced enforcement of the state's driving under the influence (DUI) laws.

House Bill 08-1194 requires the Department to conduct twelve high-visibility DUI enforcement episodes annually. Using funds from the First Time Drunk Driving Offenders Account and other sources which may include the Law Enforcement Assistance Fund or reappropriated funds from the Department of Public Safety, the Department contracts with local law enforcement agencies to fund overtime expenses for enhanced law enforcement on public highways during certain periods of the year with high incidence of motorists driving under the influence.

(5) STATEWIDE BRIDGE ENTERPRISE

Senate Bill 09-108; Section 43-4-805, C.R.S. (2012) created a new state-owned business for the purpose of repairing, rehabilitating, and reconstructing bridges on Colorado's state highways rated as "poor" due structural deficiency and functional obsolescence. A structurally deficient bridge is typically one where deterioration has resulted in a portion of the bridge being in poor condition; for example, where water leaking through an expansion joint causing the end of a steel girder to rust.

Bridges classified as functionally obsolete often have inadequate roadway shoulders, insufficient number of lanes to handle current traffic volumes, overhead clearance less than the required minimum height or inadequate width between bridge foundations for such things as roadways or streams passing underneath.

The Enterprise receives its funding through a supplemental registration fee graduated by motor vehicle weight and phased in over a period of three years. The bridge safety surcharge generated \$44.1 million in revenue in FY 2009-10, \$75.2 million in FY 2011-13 and is expected to generate \$91.8 million in FY 2011-13 and \$96.8 million in FY 2013-14. The revenues of the Enterprise are not subject to annual appropriation by the General Assembly; instead, the board of the Enterprise has the sole statutory responsibility for allocating the Enterprise's funding.

**DEPARTMENT OF TRANSPORTATION
 FY 2013-14 BUDGET REQUEST
 SCHEDULE 10: DECISION ITEM SUMMARY**

Priority	Number	Division	Request	FTE	Total Funds	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
Decision Items		Not Applicable							
Total - Decision Items				0.0	\$0	\$0	\$0	\$0	\$0
Non-Prioritized Items									
N/A	NP-1	Administration	Statewide Employee Engagement Survey	0.0	\$39,732	\$0	\$39,732	\$0	\$0
N/A	NP-1	Construction, Maintenance & Oper	Statewide Employee Eng. Survey - Funding	0.0	(\$39,732)	\$0	(\$39,732)	\$0	\$0
Total - Non-Prioritized Items				0.0	\$0	\$0	\$0	\$0	\$0
Grand Total November 1, 2012				0.0	\$0	\$0	\$0	\$0	\$0

**Schedule 13
Funding Request for the 2013-14 Budget Cycle**

Department: **TRANSPORTATION**
 Request Title: **Employee Engagement Survey - Insurance**
 Priority Number: **Statewide - Non-prioritized**

Dept. Approval by: *[Signature]* 10/25/12
 Date

OSPB Approval by: *[Signature]* 10/25/12
 Date

- Decision Item FY 2013-14
- Base Reduction Item FY 2013-14
- Supplemental FY 2012-13
- Budget Amendment FY 2013-14

Line Item Information		FY 2012-13		FY 2013-14		FY 2014-15
		1	2	3	4	6
		Appropriation FY 2012-13	Supplemental Request FY 2012-13	Base Request FY 2013-14	Funding Change Request FY 2013-14	Continuation Amount FY 2014-15
	Fund					
Total of All Line Items	Total	1,022,327,209		1,117,278,976		
	FTE					
	GF					
	GFE					
	CF	609,155,105		625,347,176		
	RF	3,763,059		3,788,816		
	FF	409,409,045		488,142,984		
(1) Administration	Total	23,771,617	-	24,611,516	39,732	-
	FTE	-	-	-	-	-
	GF	-	-	-	-	-
	GFE	-	-	-	-	-
	CF	21,959,110	-	22,773,252	39,732	-
	RF	1,812,507	-	1,838,264	-	-
	FF	-	-	-	-	-
(2) Construction, Maintenance & Operations	Total	998,555,592	-	1,092,667,460	(39,732)	-
	FTE	-	-	-	-	-
	GF	-	-	-	-	-
	GFE	-	-	-	-	-
	CF	587,195,995	-	602,573,924	(39,732)	-
	RF	1,950,552	-	1,950,552	-	-
	FF	409,409,045	-	488,142,984	-	-

Letternote Text Revision Required? Yes: No: If yes, describe the Letternote Text Revision:

Cash or Federal Fund Name and COFRS Fund Number: _____ State Highway Fund #400

Reappropriated Funds Source, by Department and Line Item Name: _____ Not Applicable

Approval by OIT? Yes: No: Not Required

Schedule 13s from Affected Departments: _____

Other Information: **Not Applicable**

**DEPARTMENT OF TRANSPORTATION
FY 2013-14 RECONCILIATION OF DEPARTMENT REQUEST**

Long Bill Group Name and Number

Long Bill Line Item	Total Funds	FTE	General Fund	General Fund Exempt	Cash Funds	Reappropriated Funds	HUTF	Federal Funds
Administration								
FY 2012-13 Long Bill Appropriation (HB 12-1335)	\$23,771,617	178.3	\$0	\$0	\$21,959,110	\$1,812,507	\$0	\$0
No Special Bills FY 2012-13 Appropriation	\$0	0.0	\$0	\$0	\$0	\$0	\$0	\$0
FY 2012-13 Total Appropriation	\$23,771,617	178.3	\$0	\$0	\$21,959,110	\$1,812,507	\$0	\$0
Common Policy Requested Adjustment - Health, Life, and Dental	\$87,425	0.0	\$0	\$0	\$80,600	\$6,825	\$0	\$0
Common Policy Requested Adjustment - Short Term Disability	\$1,914	0.0	\$0	\$0	\$1,837	\$77	\$0	\$0
Common Policy Requested Adjustment - Amortization Equalization Disbursement	\$52,285	0.0	\$0	\$0	\$50,312	\$1,973	\$0	\$0
Common Policy Requested Adjustment - Supplemental Amortization Equalization	\$61,629	0.0	\$0	\$0	\$59,271	\$2,358	\$0	\$0
Common Policy Requested Adjustment - Salary Survey Adjustments	\$268,388	0.0	\$0	\$0	\$261,517	\$6,871	\$0	\$0
Common Policy Requested Adjustment - Merit Pay Adjustments	\$178,679	0.0	\$0	\$0	\$171,247	\$7,432	\$0	\$0
Common Policy Requested Adjustment - Shift Differential (variance to FY13)	\$5,251	0.0	\$0	\$0	\$5,030	\$221	\$0	\$0
Common Policy Requested Adjustment - Property & Liability	(\$151,738)	0.0	\$0	\$0	(\$151,738)	\$0	\$0	\$0
Common Policy Requested Adjustment - Workers Compensation	(\$56,590)	0.0	\$0	\$0	(\$56,590)	\$0	\$0	\$0
Common Policy Requested Adjustment - Statewide Indirects	(\$1,559)	0.0	\$0	\$0	(\$1,559)	\$0	\$0	\$0
Common Policy Requested Adjustment - OIT Management & Administration	\$394,215	0.0	\$0	\$0	\$394,215	\$0	\$0	\$0
Common Policy Requested Adjustment - OIT COFRS Update	\$107,310	0.0	\$0	\$0	\$107,310	\$0	\$0	\$0
Common Policy Requested Adjustment - Legal Services	\$0	0.0	\$0	\$0	tbd	\$0	\$0	\$0
Additional Loss of FTE due to Reduced Funding	\$0	(9.3)	\$0	\$0	\$0	\$0	\$0	\$0
FY 2013-14 Base Request	\$24,718,826	169.0	\$0	\$0	\$22,880,562	\$1,838,264	\$0	\$0
FY 2013-14 DI-1: "Statewide - Employee Engagement Survey - Risk/Ins. "	\$39,732	0.0	\$0	\$0	\$39,732	\$0	\$0	\$0
FY 2013-14 November 1 Request	\$24,758,558	169.0	\$0	\$0	\$22,920,294	\$1,838,264	\$0	\$0
Construction, Maintenance, and Operations								
FY 2012-13 Long Bill Appropriation (HB 12-1335)	\$998,555,592	3,126.5	\$0	\$0	\$587,195,995	\$1,950,552	\$0	\$409,409,045
No Special Bills FY 2012-13 Appropriation	\$0	0.0	\$0	\$0	\$0	\$0	\$0	\$0
FY 2012-13 Total Appropriation	\$998,555,592	3,126.5	\$0	\$0	\$587,195,995	\$1,950,552	\$0	\$409,409,045
Updated Departmental Revenue Projections	\$94,926,010	0.0	\$0	\$0	\$16,192,071	\$0	\$0	\$78,733,939
Net offsetting impact of Administration base adjustments	(\$921,452)	0.0	\$0	\$0	(\$921,452)	\$0	\$0	\$0
Updated FTE count to reflect Transportation Commission actions	\$0	16.0	\$0	\$0	\$0	\$0	\$0	\$0
FY 2013-14 Base Request	\$1,092,560,150	3,142.5	\$0	\$0	\$602,466,614	\$1,950,552	\$0	\$488,142,984
FY 2013-14 DI-1: "Fund - Statewide - Employee Engagement Survey - Risk "	(\$39,732)	0.0	\$0	\$0	(\$39,732)	\$0	\$0	\$0
FY 2013-14 November 1 Request	\$1,092,520,418	3,142.5	\$0	\$0	\$602,426,882	\$1,950,552	\$0	\$488,142,984

**DEPARTMENT OF TRANSPORTATION
FY 2013-14 RECONCILIATION OF DEPARTMENT REQUEST**

Long Bill Group Name and Number

Long Bill Line Item	Total Funds	FTE	General Fund	General Fund Exempt	Cash Funds	Reappropriated Funds	HUTF	Federal Funds
High Performance Transportation Enterprise								
FY 2012-13 Long Bill Appropriation (HB 12-1335)	\$2,500,000	4.0	\$0	\$0	\$2,500,000	\$0	\$0	\$0
No Special Bills FY 2012-13 Appropriation	\$0	0.0	\$0	\$0	\$0	\$0	\$0	\$0
FY 2012-13 Total Appropriation	\$2,500,000	4.0	\$0	\$0	\$2,500,000	\$0	\$0	\$0
Updated Departmental Revenue Forecast	\$31,000,000	0.0	\$0	\$0	\$30,000,000	\$1,000,000	\$0	\$0
Updated FTE count to reflect HPTE Board actions	\$0	0.0	\$0	\$0	\$0	\$0	\$0	\$0
FY 2013-14 Base Request	\$33,500,000	4.0	\$0	\$0	\$32,500,000	\$1,000,000	\$0	\$0
FY 2013-14 November 1 Request	\$33,500,000	4.0	\$0	\$0	\$32,500,000	\$1,000,000	\$0	\$0
First Time Drunk Driving Offenders Account								
FY 2012-13 Long Bill Appropriation (HB 12-1335)	\$1,500,000	0.0	\$0	\$0	\$1,500,000	\$0	\$0	\$0
No Special Bills FY 2012-13 Appropriation	\$0	0.0	\$0	\$0	\$0	\$0	\$0	\$0
FY 2012-13 Total Appropriation	\$1,500,000	0.0	\$0	\$0	\$1,500,000	\$0	\$0	\$0
FY 2013-14 Base Request	\$1,500,000	0.0	\$0	\$0	\$1,500,000	\$0	\$0	\$0
FY 2013-14 November 1 Request	\$1,500,000	0.0	\$0	\$0	\$1,500,000	\$0	\$0	\$0
Statewide Bridge Enterprise								
FY 2012-13 Long Bill Appropriation (HB 12-1335)	\$93,026,477	0.0	\$0	\$0	\$93,026,477	\$0	\$0	\$0
No Special Bills FY 2012-13 Appropriation	\$0	0.0	\$0	\$0	\$0	\$0	\$0	\$0
FY 2012-13 Total Appropriation	\$93,026,477	0.0	\$0	\$0	\$93,026,477	\$0	\$0	\$0
Updated Departmental Revenue Forecast	\$22,455,423	0.0	\$0	\$0	\$7,455,423	\$15,000,000	\$0	\$0
Updated FTE count to reflect BE Board actions	\$0	2.0	\$0	\$0	\$0	\$0	\$0	\$0
FY 2013-14 Base Request	\$115,481,900	2.0	\$0	\$0	\$100,481,900	\$15,000,000	\$0	\$0
FY 2013-14 November 1 Request	\$115,481,900	2.0	\$0	\$0	\$100,481,900	\$15,000,000	\$0	\$0
FY 2012-13 Long Bill Appropriation (HB 12-1335)								
FY 2012-13 Total Appropriation (Long Bill plus Special Bills)	\$1,119,353,686	3,308.8	\$0	\$0	\$706,181,582	\$3,763,059	\$0	\$409,409,045
FY 2013-14 Base Request	\$1,267,760,876	3,317.5	\$0	\$0	\$759,829,076	\$19,788,816	\$0	\$488,142,984

DEPARTMENT OF TRANSPORTATION FY 2013-14

Schedule 2

	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
FY 2010-11 Actual Expenditures						
Administration	\$21,573,618	178.3	\$0	\$20,069,861	\$1,503,757	\$0
Construction, Maintenance, and Operations	\$1,425,775,295	2,959.2	\$0	\$741,528,655	\$1,805,735	\$682,440,906
High Performance Transportation Enterprise	\$3,774,234	1.5	\$0	\$2,898,843	\$0	\$875,391
First Time Drunk Driving Offenders Account	\$967,183	0.0	\$0	\$967,183	\$0	\$0
Statewide Bridge Enterprise	\$11,179,750	0.0	\$0	\$11,179,750	\$0	\$0
Gaming Impacts	\$194,793	0.0	\$0	\$194,793	\$0	\$0
FY 2010-11 Total Actual Expenditures	\$1,463,464,872	3,139.0	\$0	\$776,839,084	\$3,309,492	\$683,316,297
FY 2011-12 Actual Expenditures						
Administration *	\$23,829,400	168.7	\$0	\$22,609,023	\$1,220,377	\$0
Construction, Maintenance, and Operations	\$1,456,824,095	2,881.1	\$0	\$868,776,369	\$890,598	\$587,157,128
High Performance Transportation Enterprise	\$3,231,376	3.8	\$0	\$3,231,376	\$0	\$0
First Time Drunk Driving Offenders Account	\$934,952	0.0	\$0	\$934,952	\$0	\$0
Statewide Bridge Enterprise	\$57,912,871	0.0	\$0	\$57,912,871	\$0	\$0
Gaming Impacts	\$0	0.0	\$0	\$0	\$0	\$0
FY 2011-12 Total Actual Expenditures	\$1,542,732,694	3,053.6	\$0	\$953,464,591	\$2,110,975	\$587,157,128
FY 2012-13 Appropriation						
Administration	\$23,771,617	178.3	\$0	\$21,959,110	\$1,812,507	\$0
Construction, Maintenance, and Operations	\$998,555,592	3,126.5	\$0	\$587,195,995	\$1,950,552	\$409,409,045
High Performance Transportation Enterprise	\$2,500,000	4.0	\$0	\$2,500,000	\$0	\$0
First Time Drunk Driving Offenders Account	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
Statewide Bridge Enterprise	\$93,026,477	0.0	\$0	\$93,026,477	\$0	\$0
Gaming Impacts	\$0	0.0	\$0	\$0	\$0	\$0
FY 2012-13 Total Appropriation	\$1,119,353,686	3,308.8	\$0	\$706,181,582	\$3,763,059	\$409,409,045
FY 2013-14 Request						
Administration	\$24,758,558	169.0	\$0	\$22,920,294	\$1,838,264	\$0
Construction, Maintenance, and Operations	\$1,092,520,418	3,142.5	\$0	\$602,426,882	\$1,950,552	\$488,142,984
High Performance Transportation Enterprise	\$33,500,000	4.0	\$0	\$32,500,000	\$1,000,000	\$0
First Time Drunk Driving Offenders Account	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
Statewide Bridge Enterprise	\$115,481,900	2.0	\$0	\$100,481,900	\$15,000,000	\$0
Gaming Impacts	\$0	0.0	\$0	\$0	\$0	\$0
FY 2013-14 Total Request	\$1,267,760,876	3,317.5	\$0	\$759,829,076	\$19,788,816	\$488,142,984

DEPARTMENT OF TRANSPORTATION FY 2013-14
Administration - Program Budget Line

Schedule 3

Long Bill Line Item	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
Administration						
FY 2010-11 Actual						
FY 2010-11 Long Bill, H.B. 10-1376	\$23,630,403	192.5	\$0	\$21,660,054	\$1,970,349	\$0
Final FY 2010-11 Appropriation	\$23,630,403	192.5	\$0	\$21,660,054	\$1,970,349	\$0
FY11 Total Available Spending Authority	\$23,630,403	192.5	\$0	\$21,660,054	\$1,970,349	\$0
FY11 Expenditures	\$21,573,619	178.3	\$0	\$20,069,862	\$1,503,757	\$0
FY 2010-11 Reversion \ (Overexpenditure)	\$2,056,784	14.2	\$0	\$1,590,192	\$466,592	\$0
FY 2011-12 Actual						
FY 2011-12 Long Bill Appropriation (S.B. 11-209)	\$24,772,195	192.5	\$0	\$22,889,756	\$1,882,439	\$0
Final FY 2011-12 Appropriation	\$24,772,195	192.5	\$0	\$22,889,756	\$1,882,439	\$0
FY12 Total Available Spending Authority	\$24,772,195	192.5	\$0	\$22,889,756	\$1,882,439	\$0
FY12 Expenditures	\$23,829,400	168.7	\$0	\$22,609,023	\$1,220,377	\$0
FY 2011-12 Reversion \ (Overexpenditure)	\$942,795	23.8	\$0	\$280,733	\$662,062	\$0
FY 2012-13 Appropriation						
FY 2012-13 Long Bill Appropriation (H.B. 12-1335)	\$23,771,617	178.3	\$0	\$21,959,110	\$1,812,507	\$0
FY 2012-13 Total Appropriation	\$23,771,617	178.3	\$0	\$21,959,110	\$1,812,507	\$0
FY13 Personal Services allocation	\$14,040,734	178.3	\$0	\$13,399,078	\$641,656	\$0
FY13 Operating allocation	\$9,730,883	0.0	\$0	\$8,560,032	\$1,170,851	\$0

DEPARTMENT OF TRANSPORTATION FY 2013-14
Administration - Program Budget Line

Schedule 3

Long Bill Line Item	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
FY 2013-14 Request						
FY 2012-13 Long Bill Appropriation (H.B. 12-1335)	\$23,771,617	178.3	\$0	\$21,959,110	\$1,812,507	\$0
Common Policy Requested Adjustment - Health, Life, and Dental	\$87,425	0.0	\$0	\$80,600	\$6,825	\$0
Common Policy Requested Adjustment - Short Term Disability	\$1,914	0.0	\$0	\$1,837	\$77	\$0
Common Policy Requested Adjustment - Amortization Equalization Disbursement	\$52,285	0.0	\$0	\$50,312	\$1,973	\$0
Common Policy Requested Adjustment - Supplemental Amortization Equalization D	\$61,629	0.0	\$0	\$59,271	\$2,358	\$0
Common Policy Requested Adjustment - Salary Survey Adjustments	\$268,388	0.0	\$0	\$261,517	\$6,871	\$0
Common Policy Requested Adjustment - Merit Pay Adjustments	\$178,679	0.0	\$0	\$171,247	\$7,432	\$0
Common Policy Requested Adjustment - Shift Differential (variance to FY13)	\$5,251	0.0	\$0	\$5,030	\$221	\$0
Common Policy Requested Adjustment - Property & Liability	(\$151,738)	0.0	\$0	(\$151,738)	\$0	\$0
Common Policy Requested Adjustment - Workers Compensation	(\$56,590)	0.0	\$0	(\$56,590)	\$0	\$0
Common Policy Requested Adjustment - Statewide Indirects	(\$1,559)	0.0	\$0	(\$1,559)	\$0	\$0
Common Policy Requested Adjustment - OIT Management & Administration	\$394,215	0.0	\$0	\$394,215	\$0	\$0
Common Policy Requested Adjustment - OIT COFRS Update	\$107,310	0.0	\$0	\$107,310	\$0	\$0
Common Policy Requested Adjustment - Legal Services	\$0	0.0	\$0	tbd	\$0	\$0
Additional Loss of FTE due to Reduced Funding	\$0	(9.3)	\$0	\$0	\$0	\$0
FY 2013-14 Base Request	\$24,718,826	169.0	\$0	\$22,880,562	\$1,838,264	\$0
FY 2013-14 DI-1: "Statewide - Employee Engagement Survey - Risk/Ins. "	\$39,732	0.0	\$0	\$39,732	\$0	\$0
FY 2013-14 Total Request	\$24,758,558	169.0	\$0	\$22,920,294	\$1,838,264	\$0
FY14 Personal Services allocation	\$14,342,513	0.0	\$0	\$13,657,592	\$684,921	\$0
FY14 Operating allocation	\$10,416,045	0.0	\$0	\$9,262,702	\$1,153,343	\$0
Administration - Program Budget Line						
FY 2012-13 Total Appropriation	\$23,771,617	178.3	\$0	\$21,959,110	\$1,812,507	\$0
FY 2013-14 Base Request	\$24,718,826	169.0	\$0	\$22,880,562	\$1,838,264	\$0
FY 2013-14 Total Request	\$24,758,558	169.0	\$0	\$22,920,294	\$1,838,264	\$0
Percentage Change FY 2012-13 to FY 2013-14	4.15%	-5.22%	0.00%	4.38%	1.42%	0.00%

DEPARTMENT OF TRANSPORTATION FY 2013-14

Schedule 3

Construction, Maintenance, and Operations - Program Budget Line

Long Bill Line Item	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
Construction, Maintenance, and Operations						
FY 2010-11 Actual						
FY 2010-11 Long Bill, H.B. 10-1376	\$933,454,899	3,142.3	\$0	\$561,337,707	\$3,015,804	\$369,101,388
Final FY 2010-11 Appropriation	\$933,454,899	3,142.3	\$0	\$561,337,707	\$3,015,804	\$369,101,388
FY11 Total Available Spending Authority	\$933,454,899	3,142.3	\$0	\$561,337,707	\$3,015,804	\$369,101,388
FY11 Expenditures	\$1,425,775,295	2,645.7	\$0	\$741,528,655	\$1,805,735	\$682,440,906
FY 2010-11 Reversion \ (Overexpenditure Roll-Forward)	(\$492,320,396)	496.6	\$0	(\$180,190,948)	\$1,210,069	(\$313,339,518)
<i>Expended Roll-forward Balance</i>						
FY 2011-12 Appropriation						
FY 2011-12 Long Bill Appropriation (S.B. 11-209)	\$988,331,322	3,114.0	\$0	\$581,170,495	\$3,015,804	\$404,145,023
FY 2011-12 Total Appropriation	\$988,331,322	3,114.0	\$0	\$581,170,495	\$3,015,804	\$404,145,023
FY12 Total Available Spending Authority	\$988,331,322	3,114.0	\$0	\$581,170,495	\$3,015,804	\$404,145,023
FY12 Expenditures	\$1,456,824,095	2,959.3	\$0	\$868,776,369	\$890,598	\$587,157,128
FY 2011-12 Reversion \ (Overexpenditure Roll-Forward)	(\$468,492,773)	154.7	\$0	(\$287,605,874)	\$2,125,206	(\$183,012,105)
<i>Expended Roll-forward Balance</i>						
FY 2012-13 Appropriation						
FY 2012-13 Long Bill Appropriation (H.B. 12-1335)	\$998,555,592	3,126.5	\$0	\$587,195,995	\$1,950,552	\$409,409,045
FY 2012-13 Total Appropriation	\$998,555,592	3,126.5	\$0	\$587,195,995	\$1,950,552	\$409,409,045
FY13 Personal Services allocation	\$242,054,659	3,126.5	\$0	\$241,623,464	\$431,195	\$0
FY13 Operating allocation	\$756,500,933	0.0	\$0	\$345,572,531	\$1,519,357	\$409,409,045
FY 2013-14 Request						
Final FY 2012-13 Appropriation	\$998,555,592	3,126.5	\$0	\$587,195,995	\$1,950,552	\$409,409,045
Updated Departmental Revenue Projections	\$94,926,010	0.0	\$0	\$16,192,071	\$0	\$78,733,939
Updated FTE count to reflect Transportation Commission actions	\$0	16.0	\$0	\$0	\$0	\$0
Net offsetting impact of Administration base adjustments	(\$921,452)	0.0	\$0	(\$921,452)	\$0	\$0
FY 2013-14 Base Request	\$1,092,560,150	3,142.5	\$0	\$602,466,614	\$1,950,552	\$488,142,984
FY 2013-14 DI-1: "Fund - Statewide - Employee Engagement Survey - Risk "	(\$39,732)	0.0	\$0	(\$39,732)	\$0	\$0
FY 2013-14 Total Request	\$1,092,520,418	3,142.5	\$0	\$602,426,882	\$1,950,552	\$488,142,984
FY14 Personal Services allocation	\$242,054,659	3,142.5	\$0	\$241,623,464	\$431,195	\$0
FY14 Operating allocation	\$850,465,759	0.0	\$0	\$360,803,418	\$1,519,357	\$488,142,984
Construction, Maintenance, and Operations - Program Budget Line						
FY 2012-13 Total Appropriation	\$998,555,592	3,126.5	\$0	\$587,195,995	\$1,950,552	\$409,409,045
FY 2013-14 Base Request	\$1,092,560,150	3,142.5	\$0	\$602,466,614	\$1,950,552	\$488,142,984
FY 2013-14 Total Request	\$1,092,520,418	3,142.5	\$0	\$602,426,882	\$1,950,552	\$488,142,984
Percentage Change FY 2012-13 to FY 2013-14	9.41%	0.51%	0.00%	2.59%	0.00%	19.23%

DEPARTMENT OF TRANSPORTATION FY 2013-14

Schedule 3

High Performance Transportation Enterprise - Program Budget Line

Long Bill Line Item	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
High Performance Transportation Enterprise						
FY 2010-11 Actual						
FY 2010-11 Long Bill, H.B. 10-1376	\$2,200,000	1.0	\$0	\$2,200,000	\$0	\$0
Final FY 2010-11 Appropriation	\$2,200,000	1.0	\$0	\$2,200,000	\$0	\$0
FY11 Total Available Spending Authority	\$2,200,000	1.0	\$0	\$2,200,000	\$0	\$0
FY11 Expenditures	\$2,898,843	0.3	\$0	\$2,898,843	\$0	\$0
FY 2010-11 Reversion \ (Overexpenditure Roll-Forward)	(\$698,843)	0.7	\$0	(\$698,843)	\$0	\$0
FY 2011-12 Appropriation						
FY 2011-12 Long Bill Appropriation (S.B. 11-209)	\$2,500,000	1.0	\$0	\$2,500,000	\$0	\$0
FY 2011-12 Total Appropriation	\$2,500,000	1.0	\$0	\$2,500,000	\$0	\$0
FY12 Total Available Spending Authority	\$2,500,000	1.0	\$0	\$2,500,000	\$0	\$0
FY12 Expenditures	\$3,231,376	1.5	\$0	\$3,231,376	\$0	\$0
FY 2010-11 Reversion \ (Overexpenditure)	(\$731,376)	(0.5)	\$0	(\$731,376)	\$0	\$0
<i>Expended Roll-forward Balance</i>						
FY 2012-13 Appropriation						
FY 2012-13 Long Bill Appropriation (H.B. 12-1335)	\$2,500,000	4.0	\$0	\$2,500,000	\$0	\$0
FY 2012-13 Total Appropriation	\$2,500,000	4.0	\$0	\$2,500,000	\$0	\$0
FY13 Personal Services allocation						
	\$348,366	4.0	\$0	\$348,366	\$0	\$0
FY13 Operating allocation						
	\$2,151,634	0.0	\$0	\$2,151,634	\$0	\$0
FY 2013-14 Request						
Final FY 2012-13 Appropriation	\$2,500,000	4.0	\$0	\$2,500,000	\$0	\$0
Updated Departmental Revenue Forecast	\$31,000,000	0.0	\$0	\$30,000,000	\$1,000,000	\$0
FY 2013-14 Base Request	\$33,500,000	4.0	\$0	\$32,500,000	\$1,000,000	\$0
FY 2013-14 Total Request	\$33,500,000	4.0	\$0	\$32,500,000	\$1,000,000	\$0
FY14 Personal Services allocation						
	\$348,366	4.0	\$0	\$348,366	\$0	\$0
FY14 Operating allocation						
	\$32,151,634	0.0	\$0	\$32,151,634	\$0	\$0
High Performance Transportation Enterprise - Program Budget Line						
FY 2012-13 Total Appropriation	\$2,500,000	4.0	\$0	\$2,500,000	\$0	\$0
FY 2013-14 Base Request	\$33,500,000	4.0	\$0	\$32,500,000	\$1,000,000	\$0
FY 2013-14 Total Request	\$33,500,000	4.0	\$0	\$32,500,000	\$1,000,000	\$0
Percentage Change FY 2012-13 to FY 2013-14	1240.0%	0.0%	0.0%	1200.0%	0.0%	0.0%

DEPARTMENT OF TRANSPORTATION FY 2013-14

Schedule 3

First Time Drunk Driving Offenders Account - Program Budget Line

Long Bill Line Item	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
First Time Drunk Driving Offenders Account						
FY 2010-11 Actual						
FY 2010-11 Long Bill, H.B. 10-1376	\$1,000,000	0.0	\$0	\$1,000,000	\$0	\$0
Supplemental Appropriation (H.B. 10-1316)	\$0	0.0	\$0	\$0	\$0	\$0
Final FY 2010-11 Appropriation	\$1,000,000	0.0	\$0	\$1,000,000	\$0	\$0
FY11 Total Available Spending Authority	\$1,000,000	0.0	\$0	\$1,000,000	\$0	\$0
FY11 Expenditures	\$967,183	0.0	\$0	\$967,183	\$0	\$0
FY 2010-11 Reversion \ (Overexpenditure Roll-Forward)	\$32,817	0.0	\$0	\$32,817	\$0	\$0
FY 2011-12 Appropriation						
FY 2011-12 Long Bill Appropriation (S.B. 11-209)	\$1,000,000	0.0	\$0	\$1,000,000	\$0	\$0
FY 2011-12 Total Appropriation	\$1,000,000	0.0	\$0	\$1,000,000	\$0	\$0
FY11 Total Available Spending Authority	\$1,000,000	0.0	\$0	\$1,000,000	\$0	\$0
FY12 Expenditures	\$934,952	0.0	\$0	\$934,952	\$0	\$0
FY 2011-12 Reversion \ (Overexpenditure)	\$65,048	0.0	\$0	\$65,048	\$0	\$0
FY 2012-13 Appropriation						
FY 2012-13 Long Bill Appropriation (H.B. 12-1335)	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
FY 2012-13 Total Appropriation	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
FY13 Personal Services allocation	\$0	0.0	\$0	\$0	\$0	\$0
FY13 Operating allocation	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
FY 2013-14 Request						
Final FY 2012-13 Appropriation	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
Updated Departmental Revenue Estimates	\$0	0.0	\$0	\$0	\$0	\$0
FY 2013-14 Base Request	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
FY 2013-14 Total Request	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
FY14 Personal Services allocation	\$0	0.0	\$0	\$0	\$0	\$0
FY14 Operating allocation	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
First Time Drunk Driving Offenders Account - Program Budget Line						
FY 2012-13 Total Appropriation	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
FY 2013-14 Base Request	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
FY 2013-14 Total Request	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
Percentage Change FY 2012-13 to FY 2013-14	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

DEPARTMENT OF TRANSPORTATION FY 2013-14
Statewide Bridge Enterprise - Program Budget Line

Schedule 3

Long Bill Line Item	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
Statewide Bridge Enterprise						
FY 2010-11 Actual						
FY 2010-11 Long Bill, H.B. 10-1376	\$71,831,867	0.0	\$0	\$71,831,867	\$0	\$0
Final FY 2010-11 Appropriation	\$71,831,867	0.0	\$0	\$71,831,867	\$0	\$0
FY11 Total Available Spending Authority	\$71,831,867	0.0	\$0	\$71,831,867	\$0	\$0
FY11 Expenditures	\$11,179,750	0.0	\$0	\$11,179,750	\$0	\$0
FY 2010-11 Reversion \ (Overexpenditure Roll-Forward)	\$60,652,117	0.0	\$0	\$60,652,117	\$0	\$0
FY 2011-12 Appropriation						
FY 2011-12 Long Bill Appropriation (S.B. 11-209)	\$91,800,000	0.0	\$0	\$91,800,000	\$0	\$0
FY 2011-12 Total Appropriation	\$91,800,000	0.0	\$0	\$91,800,000	\$0	\$0
FY11 Total Available Spending Authority	\$91,800,000	0.0	\$0	\$91,800,000	\$0	\$0
FY12 Expenditures	\$57,912,871	0.0	\$0	\$57,912,871	\$0	\$0
FY 2011-12 Reversion \ (Overexpenditure)	\$33,887,129	0.0	\$0	\$33,887,129	\$0	\$0
FY 2012-13 Appropriation						
FY 2012-13 Long Bill Appropriation (H.B. 12-1335)	\$93,026,477	0.0	\$0	\$93,026,477	\$0	\$0
FY 2012-13 Total Appropriation	\$93,026,477	0.0	\$0	\$93,026,477	\$0	\$0
FY13 Personal Services allocation	\$500,000	0.0	\$0	\$500,000	\$0	\$0
FY13 Operating allocation	\$93,026,477	0.0	\$0	\$92,526,477	\$0	\$0
FY 2013-14 Request						
Final FY 2012-13 Appropriation	\$93,026,477	0.0	\$0	\$93,026,477	\$0	\$0
Updated Departmental Revenue Estimates	\$22,455,423	0.0	\$0	\$7,455,423	\$15,000,000	\$0
Updated FTE count per Transp Com & HPTE actions	\$0	2.0	\$0	\$0	\$0	\$0
FY 2013-14 Base Request	\$115,481,900	2.0	\$0	\$100,481,900	\$15,000,000	\$0
FY 2013-14 Total Request	\$115,481,900	2.0	\$0	\$100,481,900	\$15,000,000	\$0
FY14 Personal Services allocation	\$500,000	2.0	\$0	\$500,000	\$0	\$0
FY14 Operating allocation	\$115,481,900	0.0	\$0	\$100,481,900	\$15,000,000	\$0
Statewide Bridge Enterprise - Program Budget Line						
FY 2012-13 Total Appropriation	\$93,026,477	0.0	\$0	\$93,026,477	\$0	\$0
FY 2013-14 Base Request	\$22,455,423	0.0	\$0	\$7,455,423	\$15,000,000	\$0
FY 2013-14 Total Request	\$115,481,900	2.0	\$0	\$100,481,900	\$15,000,000	\$0
Percentage Change FY 2012-13 to FY 2013-14	24.1%	0.0%	0.0%	8.0%	0.0%	0.0%

DEPARTMENT OF TRANSPORTATION FY 2013-14

Schedule 3

Gaming Impacts - Program Budget Line

Long Bill Line Item	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
Gaming Impacts						
FY 2010-11 Actual						
FY 2010-11 Long Bill, H.B. 10-1376	\$0	0.0	\$0	\$0	\$0	\$0
Final FY 2010-11 Appropriation	\$0	0.0	\$0	\$0	\$0	\$0
FY11 Allocated Pots	\$0	0.0	\$0	\$0	\$0	\$0
FY11 Total Available Spending Authority	\$0	0.0	\$0	\$0	\$0	\$0
FY11 Expenditures	\$194,793	0.0	\$0	\$194,793	\$0	\$0
FY 2010-11 Reversion \ (Overexpenditure Roll-Forward)	(\$194,793)	0.0	\$0	(\$194,793)	\$0	\$0
			<i>Expended Final Roll-forward Balance</i>			
FY 2011-12 Appropriation						
FY 2011-12 Long Bill Appropriation (S.B. 11-209)	\$0	0.0	\$0	\$0	\$0	\$0
FY 2011-12 Total Appropriation	\$0	0.0	\$0	\$0	\$0	\$0
FY11 Total Available Spending Authority	\$0	0.0	\$0	\$0	\$0	\$0
FY11 Expenditures	\$0	0.0	\$0	\$0	\$0	\$0
FY 2010-11 Reversion \ (Overexpenditure)	\$0	0.0	\$0	\$0	\$0	\$0
FY 2012-13 Appropriation						
FY 2012-13 Long Bill Appropriation (H.B. 12-1335)	\$0	0.0	\$0	\$0	\$0	\$0
FY 2012-13 Total Appropriation	\$0	0.0	\$0	\$0	\$0	\$0
FY13 Personal Services allocation	\$0	0.0	\$0	\$0	\$0	\$0
FY13 Operating allocation	\$0	0.0	\$0	\$0	\$0	\$0
FY 2013-14 Request						
Final FY 2012-13 Appropriation	\$0	0.0	\$0	\$0	\$0	\$0
Updated Departmental Revenue Estimates	\$0	0.0	\$0	\$0	\$0	\$0
FY 2013-14 Base Request	\$0	0.0	\$0	\$0	\$0	\$0
FY 2013-14 Total Request	\$0	0.0	\$0	\$0	\$0	\$0
FY14 Personal Services allocation	\$0	0.0	\$0	\$0	\$0	\$0
FY14 Operating allocation	\$0	0.0	\$0	\$0	\$0	\$0
Gaming Impacts - Program Budget Line						
FY 2012-13 Total Appropriation	\$0	0.0	\$0	\$0	\$0	\$0
FY 2013-14 Base Request	\$0	0.0	\$0	\$0	\$0	\$0
FY 2013-14 Total Request	\$0	0.0	\$0	\$0	\$0	\$0
Percentage Change FY 2012-13 to FY 2013-14	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

DEPARTMENT OF TRANSPORTATION

FY 2013-14

Administration

Position and Object Code Detail

Administration - Line Item		FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Estimate	FY 2013-14 Request				
Position Code	Position Type	Expenditures	FTE	Expenditures	FTE	Expenditures	FTE	Expenditures	FTE
D6D1TX	Structural Trades I Total	\$72,420	2.0	\$72,420	2.0	\$72,420	2.0	\$72,420	2.0
D6D3XX	Structural Trades III Total	\$50,508	1.0	\$0	0.0	\$0	0.0	\$0	0.0
D6E1TX	Utility Plant Op I Total	\$257,844	5.0	\$257,844	5.0	\$257,844	5.0	\$257,844	5.0
D6E2XX	Utility Plant Op II Total	\$66,084	1.0	\$66,084	1.0	\$66,084	1.0	\$66,084	1.0
D7A1XX	Equipment Mechanic I Total	\$0	0.0	\$6,459	0.2	\$38,748	1.0	\$38,748	1.0
D7A2XX	Equipment Mechanic II Total	\$63,196	1.5	\$42,720	1.0	\$42,720	1.0	\$42,720	1.0
D7C3XX	Production III Total	\$193,898	5.8	\$181,770	5.5	\$197,712	6.0	\$197,712	6.0
D7C4XX	Production IV Total	\$85,524	2.0	\$85,524	2.0	\$85,524	2.0	\$85,524	2.0
D7C5XX	Production V Total	\$45,876	1.0	\$45,876	1.0	\$45,876	1.0	\$45,876	1.0
D8B1TX	Custodian I Total	\$215,384	8.5	\$157,217	6.2	\$152,964	6.0	\$152,964	6.0
D8B2XX	Custodian II Total	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
D8B3XX	Custodian III Total	\$35,148	1.0	\$35,148	1.0	\$35,148	1.0	\$35,148	1.0
D8D1TX	General Labor I Total	\$64,392	2.0	\$105,058	3.6	\$120,312	4.0	\$120,312	4.0
D8F3IX	LTC Trainee III Total	\$44,592	2.0	\$0	0.0	\$0	0.0	\$0	0.0
D8H1TX	Security I Total	\$9,665	0.4	\$0	0.0	\$0	0.0	\$0	0.0
D9D1TX	LTC Operations I Total	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
D9D2XX	LTC Operations II Total	\$68,081	0.9	\$0	0.0	\$71,160	1.0	\$71,160	1.0
D9E1TX	Project Planner I Total	\$55,692	1.0	\$55,692	1.0	\$55,692	1.0	\$55,692	1.0
G2D4XX	Data Specialist Total	\$112,692	2.0	\$80,736	2.0	\$37,584	1.0	\$37,584	1.0
G3A2TX	Administrative Assistant I Total	\$0	0.0	\$27,432	1.0	\$27,432	1.0	\$27,432	1.0
G3A3XX	Administrative Assistant II Total	\$216,476	5.2	\$240,433	6.8	\$237,835	6.5	\$237,835	6.5
G3A4XX	Administrative Assistant III Total	\$276,630	6.8	\$276,783	6.8	\$277,752	7.0	\$277,752	7.0
G3A5XX	Office Manager I Total	\$112,692	2.0	\$112,692	2.0	\$112,692	2.0	\$112,692	2.0
H2I1IX	IT Technician II Total	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
H2I3XX	IT Professional I Total	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
H2I4XX	IT Professional II Total	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
H2I5XX	IT Professional III Total	\$70,008	1.0	\$11,670	0.2	\$0	0.0	\$0	0.0
H3I2TX	Media Specialist I Total	\$28,092	1.0	\$0	0.0	\$0	0.0	\$0	0.0
H3I5XX	Media Specialist IV Total	\$43,536	1.0	\$0	0.0	\$46,008	1.0	\$46,008	1.0
H2I6XX	IT Professional IV Total	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
H2I7XX	IT Professional V Total	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
H2I8XX	IT Professional VI Total	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
H2I9XX	IT Professional VII Total	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
H3U4XX	Arts Professional II Total	\$55,888	0.8	\$19,777	0.5	\$45,420	0.5	\$45,420	0.5
H3U6XX	Arts Professional IV Total	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
H4M2XX	Technician II Total	\$54,467	1.3	\$81,696	2.0	\$0	0.0	\$0	0.0
H4M3XX	Technician III Total	\$104,220	2.0	\$120,987	2.4	\$284,604	6.0	\$284,604	6.0
H4M4XX	Technician IV Total	\$101,628	2.0	\$101,628	2.0	\$101,628	2.0	\$101,628	2.0
H4M5XX	Technician V Total	\$59,880	1.0	\$59,880	1.0	\$59,880	1.0	\$59,880	1.0
H4R1XX	Program Assistant I Total	\$177,629	4.0	\$89,561	2.0	\$51,684	1.0	\$51,684	1.0
H4R2XX	Program Assistant II Total	\$713,876	12.4	\$783,820	13.9	\$787,656	14.0	\$787,656	14.0

DEPARTMENT OF TRANSPORTATION		FY 2013-14							
Administration		Position and Object Code Detail							
Administration - Line Item		FY 2010-11		FY 2011-12		FY 2012-13		FY 2013-14	
		Actual		Actual		Estimate		Request	
Personal Services									
Position Code	Position Type	Expenditures	FTE	Expenditures	FTE	Expenditures	FTE	Expenditures	FTE
H6G1IX	General Professional I Total	\$160,488	4.0	\$19,340	0.5	\$0	0.0	\$0	0.0
H6G2XX	General Professional II Total	\$334,277	6.5	\$104,561	2.3	\$91,848	2.0	\$91,848	2.0
H6G3XX	General Professional III Total	\$696,743	11.6	\$900,631	15.9	\$901,669	17.0	\$901,669	17.0
H6G4XX	General Professional IV Total	\$873,161	10.1	\$887,162	12.4	\$915,514	12.5	\$915,514	12.5
H6G5XX	General Professional V Total	\$683,264	7.4	\$483,588	5.4	\$529,187	5.5	\$529,187	5.5
H6G6XX	General Professional VI Total	\$366,708	3.9	\$287,868	3.0	\$287,868	3.0	\$287,868	3.0
H6G7XX	General Professional VII Total	\$109,764	1.0	\$109,764	1.0	\$109,764	1.0	\$109,764	1.0
H6G8XX	Management Total	\$2,069,193	17.0	\$2,125,523	17.8	\$1,909,404	16.0	\$1,909,404	16.0
H8A1XX	Accountant I Total	\$132,704	2.7	\$103,319	2.2	\$144,600	3.0	\$144,600	3.0
H8A2XX	Accountant II Total	\$135,564	2.3	\$173,892	3.0	\$169,884	3.0	\$169,884	3.0
H8A3XX	Accountant III Total	\$483,012	6.8	\$466,175	6.6	\$426,756	6.0	\$426,756	6.0
H8A4XX	Accountant IV Total	\$298,995	2.7	\$325,229	4.0	\$327,816	4.0	\$327,816	4.0
H8B2XX	Accounting Technician II Total	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
H8B3XX	Accounting Technician III Total	\$289,956	6.8	\$225,118	5.1	\$180,183	5.0	\$180,183	5.0
H8C1XX	Controller I Total	\$0	0.0	\$38,785	0.4	\$94,409	1.0	\$94,409	1.0
H8C2XX	Controller II Total	\$76,212	0.8	\$92,952	1.0	\$92,952	1.0	\$92,952	1.0
H8C3XX	Controller III Total	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
H8D1XX	Audit Intern Total	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
H8D2XX	Auditor I Total	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
H8D3XX	Auditor II Total	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
H8D4XX	Auditor III Total	\$192,474	2.8	\$149,224	2.2	\$137,604	2.0	\$137,604	2.0
H8D5XX	Auditor IV Total	\$163,716	2.0	\$256,446	3.3	\$235,368	3.0	\$235,368	3.0
H8D6XX	Auditor V Total	\$107,748	1.0	\$52,332	0.5	\$91,140	1.0	\$91,140	1.0
H8E2XX	Budget Analyst II Total	\$120,838	1.8	\$82,374	0.0	\$0	0.0	\$0	0.0
H8E3XX	Budget & Policy Analyst III Total	\$391,974	5.0	\$383,587	5.0	\$375,612	5.0	\$375,612	5.0
H8E4XX	Budget & Policy Analyst IV Total	\$193,464	2.0	\$193,464	2.0	\$102,516	1.0	\$102,516	1.0
H8E5XX	Budget & Policy Analyst V Total	\$216,144	2.0	\$216,144	2.0	\$107,196	1.0	\$107,196	1.0
I5E3XX	Electronics Specialist II Total	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
P1A1XX	Temporary Aide	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
166000	Executive Director Total	\$133,975	0.9	\$151,836	1.0	\$151,836	1.0	\$151,836	1.0
PPT	Permanent Part-Time & Temporary	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
Total Full and Part-time Employee Expenditures		\$11,686,393	178.3	\$10,948,221	168.7	\$10,695,505	169.0	\$10,695,505	169.0
PERA Contributions (including AED, SAED)		\$1,242,975	N/A	\$1,335,605	N/A	\$1,721,976	N/A	\$1,818,236	N/A
Medicare		\$138,891	N/A	\$139,590	N/A	\$155,085	N/A	\$155,085	N/A
Overtime Wages		\$94,999	N/A	\$55,891	N/A	\$50,000	N/A	\$50,000	N/A
Shift Differential Wages		\$24,923	N/A	\$27,528	N/A	\$24,452	N/A	\$29,703	N/A
State Temporary Employees		\$97,492	N/A	\$110,129	N/A	\$103,811	N/A	\$103,811	N/A
Sick and Annual Leave Payouts		\$19,490	N/A	\$106,725	N/A	\$63,108	N/A	\$63,108	N/A
Contract Services		\$214,240	N/A	\$677,993	N/A	\$154,092	N/A	\$172,271	N/A
Furlough Wages		\$0	N/A	\$0	N/A	\$0	N/A	\$0	N/A
Short Term Disability		\$20,685	N/A	\$18,412	N/A	\$18,931	N/A	\$20,321	N/A

DEPARTMENT OF TRANSPORTATION		FY 2013-14							
Administration		Position and Object Code Detail							
Administration - Line Item		FY 2010-11		FY 2011-12		FY 2012-13		FY 2013-14	
		Actual		Actual		Estimate		Request	
Personal Services									
Position Code	Position Type	Expenditures	FTE	Expenditures	FTE	Expenditures	FTE	Expenditures	FTE
Health, Life And Dental Insurance Premiums		\$937,810	N/A	\$952,974	N/A	\$1,053,775	N/A	\$1,141,200	N/A
Total Temporary, Contract, and Other Expenditures		\$2,791,505	N/A	\$3,424,847	N/A	\$3,345,229	N/A	\$3,553,734	N/A
POTS Expenditures (excluding Salary Survey and Performance-based Pay already included above)		\$0	N/A	\$0	N/A	\$0		\$447,067	N/A
Roll Forwards		\$0	N/A	\$0	N/A	\$0	N/A	\$0	N/A
Total Personal Services Expenditures for Line Item - ADMINISTRATION		\$14,477,898	178.3	\$14,373,068	168.7	\$14,040,734	169.0	\$14,696,306	169.0
<i>FTE Usage may vary from DPA/CPSS Report due to SAP Time Tracking - FY12 variance of 10.0</i>									
Operating Expenses									
2110	WATER/SEWER		\$25,300		\$28,829		\$30,598		\$30,598
2150	LAUNDRY SERVICE		\$979		\$1,252		\$1,261		\$1,261
2160	CUSTODIAL SERVICES PURCHASED		\$0		\$0		\$0		\$0
2170	HAZARD MATERIALS FEE		\$9,098		\$6,754		\$8,961		\$8,961
2180	GROUNDNS MAINTENANCE SERVICES		\$2,895		\$3,885		\$3,833		\$3,833
2210	OTHER MAINTENANCE SERVICES		\$216		\$187		\$228		\$228
2220	BUILDING MAINTENANCE REPAIRS & ALTERS		\$54,105		\$24,646		\$44,517		\$44,517
2230	EQUIPMENT MAINTENANCE & REPAIR - NONVEHICLE		\$61,304		\$61,270		\$69,289		\$69,289
2231	IT EQUIPMENT MAINTENANCE		\$555		\$0		\$314		\$314
2232	SOFTWARE MAINTENANCE/UPGRADE		\$219,696		\$2,675		\$125,703		\$125,703
2240	SERVICE & REPAIR LABOR - INHOUSE		\$0		\$15,832		\$8,950		\$8,950
2250	EQUIPMENT DEPRECIATION		\$0		\$0		\$0		\$0
2251	MOTOR POOL VEHICLE - SURCHARGE		\$56,162		\$38,040		\$53,251		\$53,251
2252	STATE FLEET VEHICLES		\$21,272		\$19,715		\$23,169		\$23,169
2253	RENT OF EQUIPMENT - NOT STATE OWNED		\$272,513		\$284,911		\$315,104		\$315,104
2254	RENT OF ROAD EQUIPMENT - NOT STATE OWNED		\$0		\$0		\$0		\$0
2255	RENT OF BUILDINGS/GROUNDS		\$0		\$25		\$14		\$14
2259	PARKING FEE REIMBURSEMENT		\$755		\$777		\$866		\$866
2263	OTHER RENTAL		\$0		\$2,115		\$1,196		\$1,196
2311	CONSTRUCTION CONTRACT PAYMENT		\$0		\$0		\$0		\$0
2312	CONSTRUCTION PROFESSIONAL SERVICES (& ERP/PBF)		\$5,177		\$1,239,681		\$703,701		\$703,701
2510	IN STATE TRAVEL		\$28,103		\$31,745		\$33,831		\$33,831
2511	IN STATE TRAVEL - AIRFARE		\$2,208		\$9,987		\$6,894		\$6,894
2512	IN STATE PER DIEM		\$11,033		\$10,617		\$12,239		\$12,239
2513	IN STATE TRAVEL - PRIVATE VEHICLE		\$9,815		\$9,993		\$11,197		\$11,197
2514	AIRCRAFT POOL USAGE		\$0		\$0		\$0		\$0
2520	IN STATE TRAVEL - NON EMPLOYEE		\$16,158		\$16,581		\$18,507		\$18,507
2521	IN STATE NON-EMPLOYEE AIRFARE		\$1,484		\$1,617		\$1,753		\$1,753
2522	IN STATE NON/EMPL PER DIEM		\$8,942		\$6,102		\$8,504		\$8,504
2523	IN STATE NON/EMPL - PRIVATE VEHICLE		\$15,124		\$23,146		\$21,633		\$21,633
2530	OUT OF STATE TRAVEL		\$15,528		\$13,875		\$16,621		\$16,621
2531	OUT OF STATE TRAVEL - AIRFARE		\$8,942		\$7,133		\$9,087		\$9,087
2532	OUT OF STATE PER DIEM		\$2,944		\$3,844		\$3,837		\$3,837

DEPARTMENT OF TRANSPORTATION				FY 2013-14					
Administration				Position and Object Code Detail					
Administration - Line Item		FY 2010-11 Actual		FY 2011-12 Actual		FY 2012-13 Estimate		FY 2013-14 Request	
Personal Services									
Position Code	Position Type	Expenditures	FTE	Expenditures	FTE	Expenditures	FTE	Expenditures	FTE
2533	OUT OF STATE TRAVEL - PRIVATE VEHICLE	\$26		\$647		\$380		\$380	
2540	NON EMPLOYEE OUT-OF-STATE HOTEL EXPENSES	\$1,975		\$2,307		\$2,421		\$2,421	
2541	REIMBURSEMENT OF EXPENDITURES - TRAVEL	\$2,436		\$1,566		\$2,262		\$2,262	
2542	OUT OF STATE PER DIEM - NON EMPLOYEE	\$226		\$344		\$322		\$322	
2543	O/ST VEHICLE NON/EMPL/2 WHEEL	\$0		\$0		\$0		\$0	
2560	NON EMPLOYEE IN STATE INCIDENTAL EXPENSES	\$0		\$0		\$0		\$0	
2610	ADVERTISING N	\$0		\$2,295		\$1,297		\$1,297	
2611	PUBLIC RELATION N	\$0		\$150		\$85		\$85	
2630	COMM SVCS FRM DOIT N	\$0		\$63,185		\$35,718		\$35,718	
2631	COMM SVC OUTSIDE N	\$0		\$50,740		\$28,683		\$28,683	
2640	COMPUTER CNTR BILL N	\$0		\$73,551		\$41,577		\$41,577	
2650	OIT PURCH SVCS N (was Object 2950)	\$2,446,344		\$2,212,331		\$2,553,868		\$3,055,393	
2680	COPY PRINT N & FORM REPRO N	\$0		\$65,122		\$36,813		\$36,813	
2710	PHYSICAL EXAMS	\$30		\$118		\$84		\$84	
2810	FREIGHT & EXPRESS & STORAGE	\$13,401		\$11,873		\$14,287		\$14,287	
2820	OTHER PURCHASE OF SERVICES	\$37,929		\$51,651		\$50,638		\$50,638	
2830	OFFSITE REMOVAL AND STORAGE	\$127		\$471		\$338		\$338	
2831	PURCHASE OF STORAGE SERVICES	\$414		\$864		\$722		\$722	
2910	ADVERTISING	\$0		\$0		\$0		\$0	
2911	PUBLIC RELATIONS	\$0		\$0		\$0		\$0	
2930	TELEPHONE	\$0		\$0		\$0		\$0	
2931	CELLULAR TELEPHONE	\$0		\$0		\$0		\$0	
2940	CENTRAL ADP CHARGES	\$0		\$0		\$0		\$0	
2950	PURCHASE OF SERVICES FROM OIT - (now Obj 2650)	\$0		\$0		\$0		\$0	
2941	DATA PROCESSING SERVICES	\$0		\$0		\$0		\$0	
2960	GENERAL INSURANCE	\$0		\$0		\$0		\$0	
2980	MANUALS - SPECS. (REPRODUCTION COSTS)	\$0		\$0		\$0		\$0	
3110	SUPPLIES-Other Than Office & CREDIT CARD	\$55,565		\$65,830		\$68,623		\$68,623	
3112	PARTS & ACCESSORIES	\$125,129		\$91,476		\$122,444		\$122,444	
3113	CLOTHING/UNIFORM ALLOWANCE	\$0		\$0		\$0		\$0	
3114	CUSTODIAL & LAUNDRY SUPPLIES	\$34,832		\$31,280		\$37,372		\$37,372	
3115	DATA PROCESSING SUPPLIES	\$7,464		\$16,064		\$13,300		\$13,300	
3116	PURCHASED SOFTWARE	\$19,645		\$4,770		\$13,802		\$13,802	
3117	EDUCATION & TRAINING SUPPLIES	\$8,357		\$6,811		\$8,575		\$8,575	
3119	LABORATORY & RESEARCH SUPPLIES	\$0		\$0		\$0		\$0	
3120	NEWSPAPERS & PUBLICATION PURCHASES	\$66,665		\$83,276		\$84,759		\$84,759	
3121	OFFICE SUPPLIES	\$370,511		\$339,203		\$401,191		\$401,191	
3122	PHOTOGRAPHS & PHOTO SUPPLIES	\$1,221		\$1,092		\$1,308		\$1,308	
3123	POSTAGE	\$29,917		\$24,108		\$30,539		\$30,539	
3124	PRINTING & COPY SUPPLIES	\$93,938		\$60,094		\$87,072		\$87,072	
3126	REPAIR/MTNC-SUPPLY N	\$0		\$43,381		\$24,523		\$24,523	
3127	INVENTORY ADJUSTMENTS or LANDSCAPE	\$11,020		\$8,178		\$10,852		\$10,852	

DEPARTMENT OF TRANSPORTATION				FY 2013-14					
Administration				Position and Object Code Detail					
Administration - Line Item		FY 2010-11 Actual		FY 2011-12 Actual		FY 2012-13 Estimate		FY 2013-14 Request	
Personal Services									
Position Code	Position Type	Expenditures	FTE	Expenditures	FTE	Expenditures	FTE	Expenditures	FTE
3128	EXPENDABLE EQUIPMENT PURCHASES	\$42,517		\$32,765		\$42,556		\$42,556	
3130	NON-MEDICAL LABORATORY SUPPLIES	\$1,691		\$3,535		\$2,954		\$2,954	
3132	NONCAP OFFICE FUNRN/OFFICE SYST	\$3,129		\$9,773		\$7,293		\$7,293	
3140	NONCAPITALIZED IT EQUIPMENT	\$7,353		\$5,688		\$7,372		\$7,372	
3141	NONCAPITALIZED IT SERVICES	\$0		\$0		\$0		\$0	
3143	OTHER NONCAPITALIZED IT EXPENSES	\$2,004		\$187		\$1,238		\$1,238	
3920	PROPANE FOR BUILDING HEAT	\$0		\$0		\$0		\$0	
3930	COAL	\$0		\$0		\$0		\$0	
3940	LIGHT & POWER	\$206,343		\$189,290		\$223,646		\$223,646	
3950	DIESEL FUEL	\$5,029		\$24,195		\$16,520		\$16,520	
3960	OIL - HEATING	\$0		\$0		\$0		\$0	
3970	NATURAL GAS	\$45,945		\$44,207		\$50,962		\$50,962	
4100	REIMB OF EXP - OR - ALLOCATED BLDG MTCE	\$0		\$337		\$191		\$191	
4110	COURT COSTS, JUDGEMENTS, ETC.	\$0		\$0		\$0		\$0	
4130	DEPRECIATION OTHER EQUIPMENT - ISF	\$0		\$0		\$0		\$0	
4140	MEMBERSHIP/DUES	\$34,462		\$8,232		\$24,134		\$24,134	
4150	INTEREST	\$0		\$6		\$3		\$3	
4170	MISC FEES/LICENSES	\$4,645		\$7,638		\$6,943		\$6,943	
4180	OFFICIAL FUNCTIONS	\$9,391		\$23,842		\$18,786		\$18,786	
4220	TUITION/REGISTRATION FEES	\$32,082		\$49,846		\$46,313		\$46,313	
4221	EDUCATION	\$34,999		\$35,831		\$40,039		\$40,039	
4240	PERSONNEL MOVING	\$7,462		\$0		\$4,218		\$4,218	
5771	GRANTS IN AID - STATE AGENCIES	\$0		\$0		\$0		\$0	
5776	INTERAGENCY (Prop/Liability Ins.+ WC Ins. + Legal Serv.)	\$2,357,387		\$3,457,395		\$3,903,484		\$3,734,887	
6110	BUILDING IMPROVEMENTS	\$0		\$0		\$0		\$0	
6220	OFFICE FURNITURE & EQUIPMENT	\$0		\$0		\$0		\$0	
8110	INDIRECT COST COVERAGE (Statewide Indirects)	\$123,805		\$385,553		\$125,319		\$123,760	
Total Operating Expenditures Denoted in Object Codes - ADMINISTRATION		\$7,095,722		\$9,456,332		\$9,730,883		\$10,062,252	
Total Expenditures for Line Item									
		21,573,620	178.3	23,829,400	168.7	23,771,617	169.0	24,758,558	169.0
	CF - SHF	20,069,862		22,609,023		21,959,110		22,920,294	
	RF - ICF	1,503,757		1,220,377		1,812,507		1,838,264	
Total Spending Authority for Line Item									
		23,630,403	192.5	24,488,554	192.5	23,771,617	178.3	24,758,558	169.0
	CF - SHF	21,660,054		22,617,702		21,959,110		22,920,294	
	RF - ICF	1,970,349		1,870,852		1,812,507		1,838,264	
Amount Under/(Over) Expended									
		2,056,783	14.2	659,154	23.8	0	9.3	0	-
	CF - SHF	1,590,192		8,679		0		0	
	RF - ICF (Recaptures Revenues against Expenses - so appears underspent)	466,592		650,475		0		0	

COLORADO DEPARTMENT OF TRANSPORTATION
FY 2013-14 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.	Section 43-1-113(2)(c)(III), C.R.S. (2012) - 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 informational purposes only.	Section 43-1-113, C.R.S. (2012) - Development of CDOT Budget

(3) High Performance Transportation Enterprise

Line Item Name	Line Item Description	Statutory Citation
High Performance Transportation Enterprise	This is a revenue estimate for the continuously appropriated Enterprise. Figures are shown in the Long Bill for informational purposes only.	Section 43-4-806, C.R.S. (2012)

(4) First Time Drunk Driving Offenders Account

Line Item Name	Line Item Description	Statutory Citation
First Time Drunk Driving Offenders Account	Annual appropriation out of moneys generated from a fee for reinstatement of driver's licenses for motorists found guilty of or pleading to driving under the influence (DUI).	Section 42-2-132, C.R.S. (2012)

(5) Statewide Bridge Enterprise

Line Item Name	Line Item Description	Statutory Citation
Statewide Bridge Enterprise	An estimate of the bridge safety surcharge revenue. These funds are continuously appropriated and are shown in the Long Bill for informational purposes only.	Section 43-4-805, C.R.S. (2012)

**COLORADO DEPARTMENT OF TRANSPORTATION
 FY 2013-14 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 2012-13: There were no special bills with appropriations clauses for the Department during the 2012 General Assembly									
FY 2011-12									
S.B. 11-076	S.B. 11-076 PERA Contribution Rates	(1) Administration							
		Administration	0.0	-\$283,641			-\$272,054	-\$11,587	
		Total HB 08-1194	0.0	(\$283,641)	\$0	\$0	(\$272,054)	(\$11,587)	\$0
FY 2010-11: There were no special bills with appropriations clauses for the Department during the 2010 General Assembly									

**COLORADO DEPARTMENT OF TRANSPORTATION
FY 2013-14 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 2011-12: There was no supplemental bill for the Department in the 2012 Legislative Session								
FY 2010-11: There was no supplemental bill for the Department in the 2011 Legislative Session								
FY 2009-10								
HB 10-1316	(1) Administration							
	Administration	0.0	(\$426,868)	\$0	\$0	(\$421,123)	(\$5,745)	\$0
	Total	0.0	(\$426,868)	\$0	\$0	(\$421,123)	(\$5,745)	\$0
	Total HB 09-202	0.0	(\$426,868)	\$0	\$0	(\$421,123)	(\$5,745)	\$0
FY 2008-09								
SB 09-202	(1) Administration							
	Administration	0.0	(\$15,387)	\$0	\$0	(\$15,387)	\$0	\$0
	Total	0.0	(\$15,387)	\$0	\$0	(\$15,387)	\$0	\$0
	Total SB 09-202	0.0	(\$15,387)	\$0	\$0	(\$15,387)	\$0	\$0
FY 2007-08								
HB 08-1301	(1) Administration							
	Administration	0.0	(\$15,387)	\$0	\$0	(\$15,387)	\$0	\$0
	Total	0.0	(\$15,387)	\$0	\$0	(\$15,387)	\$0	\$0
	Total HB 08-1301	0.0	(\$15,387)	\$0	\$0	(\$15,387)	\$0	\$0

**COLORADO DEPARTMENT OF TRANSPORTATION
 FY 2013-14 BUDGET REQUEST
 SCHEDULE 8: COMMON POLICIES SUMMARY (Administration Only)**

<u>Fiscal Year</u>	<u>Total Funds</u>	<u>General Fund</u>	<u>Cash Funds</u>	<u>HUTF</u>	<u>Cash Funds Exempt</u>	<u>Reappropriated Funds</u>	<u>Federal Funds</u>	<u>Net General Fund</u>
(1) Payments to Risk Management and Property Funds								
FY 2010-11 (Actual)								
Administration	\$1,042,310	\$0	\$1,042,310	\$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 2011-12 (Actual)								
Administration	\$2,533,779	\$0	\$2,533,779	\$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 2012-13 (Estimate)								
Administration	\$2,900,725	\$0	\$2,900,725	\$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 2013-14 (Request)								
Administration	\$3,335,827	\$0	\$2,788,719	\$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

**COLORADO DEPARTMENT OF TRANSPORTATION
FY 2013-14 BUDGET REQUEST
SCHEDULE 8: COMMON POLICIES SUMMARY (Administration Only)**

<u>Fiscal Year</u>	<u>Total Funds</u>	<u>General Fund</u>	<u>Cash Funds</u>	<u>HUTF</u>	<u>Cash Funds Exempt</u>	<u>Reappropriated Funds</u>	<u>Federal Funds</u>	<u>Net General Fund</u>	
(2) Statewide Indirect Cost Allocation		Note: Per FTE ratio 93% TC/7% ADMIN							
FY 2010-11 (Actual)									
Administration	\$123,805	\$0	\$123,805	\$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 2011-12 (Actual)									
Administration	\$385,553	\$0	\$385,553	\$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 2012-13 (Estimate)									
Administration	\$125,319	\$0	\$125,319	\$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 2013-14 (Request)									
Administration	\$123,760	\$0	\$123,760	\$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	

**COLORADO DEPARTMENT OF TRANSPORTATION
 FY 2013-14 BUDGET REQUEST
 SCHEDULE 8: COMMON POLICIES SUMMARY (Administration Only)**

<u>Fiscal Year</u>	<u>Total Funds</u>	<u>General Fund</u>	<u>Cash Funds</u>	<u>HUTF</u>	<u>Cash Funds Exempt</u>	<u>Reappropriated Funds</u>	<u>Federal Funds</u>	<u>Net General Fund</u>
(3) Workers' Compensation								
FY 2010-11 (Actual)								
Administration	\$428,136	\$0	\$428,136	\$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 2011-12 (Actual)								
Administration	\$412,636	\$0	\$412,636	\$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 2012-13 (Estimate)								
Administration	\$493,769	\$0	\$493,769	\$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 2013-14 (Request)								
Administration	\$437,179	\$0	\$437,179	\$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

**COLORADO DEPARTMENT OF TRANSPORTATION
FY 2013-14 BUDGET REQUEST
SCHEDULE 8: COMMON POLICIES SUMMARY (Administration Only)**

<u>Fiscal Year</u>	<u>Total Funds</u>	<u>General Fund</u>	<u>Cash Funds</u>	<u>HUTF</u>	<u>Cash Funds Exempt</u>	<u>Reappropriated Funds</u>	<u>Federal Funds</u>	<u>Net General Fund</u>
(4) Legal Services								
FY 2010-11 (Actual)								
Administration	\$416,206	\$0	\$416,206	\$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 2011-12 (Actual)								
Administration	\$498,858	\$0	\$498,858	\$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 2012-13 (Estimate)								
Administration	tbd	\$0	\$508,989	\$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 2013-14 (Request)								
Administration	tbd	\$0	tbd	\$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

**COLORADO DEPARTMENT OF TRANSPORTATION
 FY 2013-14 BUDGET REQUEST
 SCHEDULE 8: COMMON POLICIES SUMMARY (Administration Only)**

<u>Fiscal Year</u>	<u>Total Funds</u>	<u>General Fund</u>	<u>Cash Funds</u>	<u>HUTF</u>	<u>Cash Funds Exempt</u>	<u>Reappropriated Funds</u>	<u>Federal Funds</u>	<u>Net General Fund</u>
(5) Amortization Equalization Disbursement (AED) - Actuals are blended with PERA, so these are approximate \$								
FY 2010-11 (Actual)								
Administration	\$252,809	\$0	\$240,383	\$0	\$0	\$12,426	\$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 2011-12 (Actual)								
Administration	\$306,550	\$0	\$294,587	\$0	\$0	\$11,963	\$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 2012-13 (Estimate)								
Administration	\$332,395	\$0	319,119	\$0	\$0	13,276	\$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 2013-14 (Request)								
Administration	\$384,680	\$0	369,431	\$0	\$0	15,249	\$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

**COLORADO DEPARTMENT OF TRANSPORTATION
 FY 2013-14 BUDGET REQUEST
 SCHEDULE 8: COMMON POLICIES SUMMARY (Administration Only)**

<u>Fiscal Year</u>	<u>Total Funds</u>	<u>General Fund</u>	<u>Cash Funds</u>	<u>HUTF</u>	<u>Cash Funds Exempt</u>	<u>Reappropriated Funds</u>	<u>Federal Funds</u>	<u>Net General Fund</u>
(6) Supplemental Amortization Equalization Disbursement (SAED) - Actuals are blended with PERA, so these are approximate \$								
FY 2010-11 (Actual)								
Administration	\$184,340	\$0	\$175,279	\$0	\$0	\$9,061	\$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 2011-12 (Actual)								
Administration	\$246,335	\$0	236,722	\$0	\$0	\$9,613	\$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 2012-13 (Estimate)								
Administration	\$285,652	\$0	274,243	\$0	\$0	11,409	\$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 2013-14 (Request)								
Administration	\$347,281	\$0	333,514	\$0	\$0	13,767	\$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

**COLORADO DEPARTMENT OF TRANSPORTATION
 FY 2013-14 BUDGET REQUEST
 SCHEDULE 8: COMMON POLICIES SUMMARY (Administration Only)**

<u>Fiscal Year</u>	<u>Total Funds</u>	<u>General Fund</u>	<u>Cash Funds</u>	<u>HUTF</u>	<u>Cash Funds Exempt</u>	<u>Reappropriated Funds</u>	<u>Federal Funds</u>	<u>Net General Fund</u>
(7) Salary Survey - & Base Building Salary Adjustments - per POTS Template								
FY 2010-11 (Actual)								
Administration	\$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 2011-12 (Actual)								
Administration	\$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 2012-13 (Estimate)								
Administration	\$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 2013-14 (Request)								
Administration	\$268,388	\$0	\$261,517	\$0	\$0	\$6,871	\$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

**COLORADO DEPARTMENT OF TRANSPORTATION
FY 2013-14 BUDGET REQUEST
SCHEDULE 8: COMMON POLICIES SUMMARY (Administration Only)**

<u>Fiscal Year</u>	<u>Total Funds</u>	<u>General Fund</u>	<u>Cash Funds</u>	<u>HUTF</u>	<u>Cash Funds Exempt</u>	<u>Reappropriated Funds</u>	<u>Federal Funds</u>	<u>Net General Fund</u>
(8) Performance-based / Merit Pay								
FY 2010-11 (Actual)								
Administration	\$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 2011-12 (Actual)								
Administration	\$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 2012-13 (Estimate)								
Administration	\$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 2013-14 (Request)								
Administration	\$178,679	\$0	\$171,247	\$0	\$0	\$7,432	\$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

**COLORADO DEPARTMENT OF TRANSPORTATION
FY 2013-14 BUDGET REQUEST
SCHEDULE 8: COMMON POLICIES SUMMARY (Administration Only)**

<u>Fiscal Year</u>	<u>Total Funds</u>	<u>General Fund</u>	<u>Cash Funds</u>	<u>HUTF</u>	<u>Cash Funds Exempt</u>	<u>Reappropriated Funds</u>	<u>Federal Funds</u>	<u>Net General Fund</u>
(9) Shift Differential								
FY 2010-11 (Actual)								
Administration	\$24,923	\$0	\$24,624	\$0	\$0	\$299	\$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 2011-12 (Actual)								
Administration	\$27,528	\$0	\$27,281	\$0	\$0	\$247	\$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 2012-13 (Estimate)								
Administration	\$24,452	\$0	\$24,452	\$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 2013-14 (Request)								
Administration	\$29,703	\$0	\$29,482	\$0	\$0	\$221	\$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

**COLORADO DEPARTMENT OF TRANSPORTATION
FY 2013-14 BUDGET REQUEST
SCHEDULE 8: COMMON POLICIES SUMMARY (Administration Only)**

<u>Fiscal Year</u>	<u>Total Funds</u>	<u>General Fund</u>	<u>Cash Funds</u>	<u>HUTF</u>	<u>Cash Funds Exempt</u>	<u>Reappropriated Funds</u>	<u>Federal Funds</u>	<u>Net General Fund</u>
(10) Short-Term Disability								
FY 2010-11 (Actual)								
Administration	\$20,685	\$0	\$19,837	\$0	\$0	\$848	\$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 2011-12 (Actual)								
Administration	\$18,412	\$0	\$17,798	\$0	\$0	\$614	\$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 2012-13 (Estimate)								
Administration	\$18,931	\$0	\$17,997	\$0	\$0	\$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 2013-14 (Request)								
Administration	\$20,321	\$0	\$19,318	\$0	\$0	\$1,003	\$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

**COLORADO DEPARTMENT OF TRANSPORTATION
 FY 2013-14 BUDGET REQUEST
 SCHEDULE 8: COMMON POLICIES SUMMARY (Administration Only)**

<u>Fiscal Year</u>	<u>Total Funds</u>	<u>General Fund</u>	<u>Cash Funds</u>	<u>HUTF</u>	<u>Cash Funds Exempt</u>	<u>Reappropriated Funds</u>	<u>Federal Funds</u>	<u>Net General Fund</u>
(11) Health, Life and Dental								
FY 2010-11 (Actual)								
Administration	\$937,810	\$0	\$889,162	\$0	\$0	\$48,648	\$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 2011-12 (Actual)								
Administration	\$952,974	\$0	\$919,186	\$0	\$0	\$33,788	\$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 2012-13 (Estimate)								
Administration	\$1,053,775	\$0	\$1,002,020	\$0	\$0	\$51,755	\$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 2013-14 (Request)								
Administration	\$1,141,200	\$0	1,082,620	\$0	\$0	58,580	\$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 9: Cash Funds Reports
 Department of Transportation
 FY 2013-14 Budget Request
 Fund 11R - State Rail Bank
 Section 43-1-1309, C.R.S. (2011)

	Actual FY 2010-11	Actual FY 2011-12	Appropriated FY 2012-13	Requested FY 2013-14	Projected FY 2014-15
Year Beginning Fund Balance (A)	\$0	\$0	\$9,356,000	\$0	\$0
Changes in Cash Assets	\$0	\$9,356,000	-\$9,356,000	\$0	\$0
Changes in Non-Cash Assets	\$0	\$0	\$0	\$0	\$0
Changes in Long-Term Assets	\$0	-\$9,356,000	\$0	\$0	\$0
Changes in Total Liabilities	\$0	\$9,356,000	\$0	\$0	\$0
TOTAL CHANGES TO FUND BALANCE	\$0	\$9,356,000	-\$9,356,000	\$0	\$0
Assets Total	\$9,356,000	\$9,356,000	\$0	\$0	\$0
Cash (B)	\$0	\$9,356,000	\$0	\$0	\$0
Other Assets(Detail as necessary)	\$0	\$0	\$0	\$0	\$0
Receivables	\$9,356,000	\$0	\$0	\$0	\$0
Liabilities Total	\$9,356,000	\$0	\$0	\$0	\$0
Cash Liabilities (C)	\$9,356,000	\$0	\$0	\$0	\$0
Long Term Liabilities	\$0	\$0	\$0	\$0	\$0
Ending Fund Balance (D)	\$0	\$9,356,000	\$0	\$0	\$0
Logical Test	TRUE	TRUE	TRUE	TRUE	TRUE
Net Cash Assets - (B-C)	-\$9,356,000	\$9,356,000	\$0	\$0	\$0
Change from Prior Year Fund Balance (D-A)	\$0	\$9,356,000	-\$9,356,000	\$0	\$0

Schedule 9: Cash Funds Reports
 Department of Transportation
 FY 2013-14 Budget Request
 Fund 11R - State Rail Bank
 Section 43-1-1309, C.R.S. (2011)

Cash Flow Summary

Revenue Total	\$0	\$9,356,000	\$0	\$0	\$0
G/L on Disposal - Real Property	\$0	\$9,356,000	\$0	\$0	\$0
Interest	\$0	\$0	\$0	\$0	\$0
Expenses Total	\$0	\$0	\$0	\$0	\$0
Cash Expenditures	\$0	\$0	\$0	\$0	\$0
Change Requests (If Applicable)	\$0	\$0	\$0	\$0	\$0
Net Cash Flow	\$0	\$9,356,000	\$0	\$0	\$0

Fund 11R 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)

Schedule 9: Cash Funds Reports
 Department of Transportation
 FY 2013-14 Budget Request
 Fund 17Z - Transportation Renovation Fund
 Section 43-1-210 (6) (a) (III) (b), C.R.S. (2011)

	Actual	Actual	Appropriated	Requested	Projected
	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15
Year Beginning Fund Balance (A)	\$1,664,812	\$1,665,323	\$0	\$0	\$0
Changes in Cash Assets	\$511	-\$1,665,323	\$0	\$0	\$0
Changes in Non-Cash Assets	\$0	\$0	\$0	\$0	\$0
Changes in Long-Term Assets	\$0	\$0	\$0	\$0	\$0
Changes in Total Liabilities	\$0	\$0	\$0	\$0	\$0
TOTAL CHANGES TO FUND BALANCE	\$511	-\$1,665,323	\$0	\$0	\$0
Assets Total	\$1,665,323	\$0	\$0	\$0	\$0
Cash (B)	\$1,665,323	\$0	\$0	\$0	\$0
Other Assets(Detail as necessary)	\$0	\$0	\$0	\$0	\$0
Receivables	\$0	\$0	\$0	\$0	\$0
Liabilities Total	\$0	\$0	\$0	\$0	\$0
Cash Liabilities (C)	\$0	\$0	\$0	\$0	\$0
Long Term Liabilities	\$0	\$0	\$0	\$0	\$0
Ending Fund Balance (D)	\$1,665,323	\$0	\$0	\$0	\$0
Logical Test	TRUE	TRUE	TRUE	TRUE	TRUE
Net Cash Assets - (B-C)	\$1,665,323	\$0	\$0	\$0	\$0
Change from Prior Year Fund Balance (D-A)	\$511	-\$1,665,323	\$0	\$0	\$0

Schedule 9: Cash Funds Reports
 Department of Transportation
 FY 2013-14 Budget Request
 Fund 17Z - Transportation Renovation Fund
 Section 43-1-210 (6) (a) (III) (b), C.R.S. (2011)

Cash Flow Summary

Revenue Total	\$511	\$162	\$0	\$0	\$0
Fees	\$0	\$0	\$0	\$0	\$0
Interest	\$511	\$162	\$0	\$0	\$0
Expenses Total	\$0	\$1,665,485	\$0	\$0	\$0
Cash Expenditures	\$0	\$1,665,485	\$0	\$0	\$0
Change Requests (If Applicable)	\$0	\$0	\$0	\$0	\$0
Net Cash Flow	\$511	-\$1,665,323	\$0	\$0	\$0

Fund 17Z 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

Schedule 9: Cash Funds Reports
 Department of Transportation
 FY 2013-14 Budget Request
 Fund 160 - State Aviation Fund
 Section 43-10-109, C.R.S. (2011)

	Actual	Actual	Appropriated	Requested	Projected
	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15
Year Beginning Fund Balance (A)	\$27,733,598	\$32,585,523	\$37,121,681	\$0	\$0
Changes in Cash Assets	\$4,851,925	\$3,172,692	\$8,020,312	-\$800,000	-\$41,200,000
Changes in Prepaid Expenses and Allowances	\$0	-\$565,627	\$1,313,724	\$0	\$0
Changes in Receivables	\$0	\$1,057,471	-\$5,114,353	\$0	\$0
Changes in Total Liabilities	\$0	\$871,622	-\$41,341,364	\$800,000	\$41,200,000
TOTAL CHANGES TO FUND BALANCE	\$4,851,925	\$4,536,158	-\$37,121,681	\$0	\$0
Assets Total	\$34,115,781	\$37,780,317	\$42,000,000	\$41,200,000	\$0
Cash (B)	\$30,806,996	\$33,979,688	\$42,000,000	\$41,200,000	\$0
Other Assets(Detail as necessary)	\$0	\$0	\$0	\$0	\$0
Receivables	\$4,056,882	\$5,114,353	\$0	\$0	\$0
Prepaid Expenses and Delinquent Tax Allowances	-\$748,097	-\$1,313,724			
Liabilities Total	\$1,530,258	\$658,636	\$42,000,000	\$41,200,000	\$0
Cash Liabilities (C)	\$1,530,258	\$658,636	\$0	\$0	\$0
Long Term Liabilities	\$0	\$0	\$0	\$0	\$0
Ending Fund Balance (D)	\$32,585,523	\$37,121,681	\$0	\$0	\$0
Logical Test	TRUE	TRUE	TRUE	TRUE	TRUE
Net Cash Assets - (B-C)	\$29,276,738	\$33,321,052	\$42,000,000	\$41,200,000	\$0
Change from Prior Year Fund Balance (D-A)	\$4,851,925	\$4,536,158	-\$37,121,681	\$0	\$0

Schedule 9: Cash Funds Reports
 Department of Transportation
 FY 2013-14 Budget Request
 Fund 160 - State Aviation Fund
 Section 43-10-109, C.R.S. (2011)

Cash Flow Summary

Revenue Total	\$36,912,610	\$41,484,086	\$42,000,000	\$41,200,000	\$0
Fees	\$36,345,512	\$41,035,770	\$41,370,000	\$40,750,000	\$0
Interest	\$567,098	\$448,316	\$630,000	\$450,000	\$0
Expenses Total	\$32,060,683	\$36,947,931	\$42,000,000	\$41,200,000	\$0
Cash Expenditures	\$32,060,683	\$36,947,931	\$42,000,000	\$41,200,000	\$0
Change Requests (If Applicable)	\$0	\$0		\$0	\$0
Net Cash Flow	\$4,851,927	\$4,536,155	\$0	\$0	\$0

Fund 160 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

Schedule 9: Cash Funds Reports
 Department of Transportation
 FY 2013-14 Budget Request
 Fund 402 - Motorcycle Operators Safety Training (MOST)
 Section 43-5-504, C.R.S. (2010)

	Actual	Actual	Appropriated	Requested	Projected
	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15
Year Beginning Fund Balance (A)	\$581,064	\$566,612	\$433,010	\$0	\$0
Changes in Cash Assets	-\$14,452	-\$99,767	\$324,440	-\$30,962	-\$800,000
Changes in Non-Cash Assets	\$0	\$0	\$0	\$0	\$0
Changes in Long-Term Assets	\$0	-\$6,342	-\$87,494	\$0	\$0
Changes in Total Liabilities	\$0	-\$27,493	-\$669,956	\$30,962	\$800,000
TOTAL CHANGES TO FUND BALANCE	-\$14,452	-\$133,602	-\$433,010	\$0	\$0
Assets Total	\$700,125	\$594,016	\$830,962	\$800,000	\$0
Cash (B)	\$606,289	\$506,522	\$830,962	\$800,000	\$0
Other Assets(Detail as necessary)	\$0	\$0	\$0	\$0	\$0
Receivables	\$93,836	\$87,494	\$0	\$0	\$0
Liabilities Total	\$133,513	\$161,006	\$830,962	\$800,000	\$0
Cash Liabilities (C)	\$133,513	\$161,006	\$830,962	\$800,000	\$0
Long Term Liabilities	\$0	\$0	\$0	\$0	\$0
Ending Fund Balance (D)	\$566,612	\$433,010	\$0	\$0	\$0
Logical Test	TRUE	TRUE	TRUE	TRUE	TRUE
Net Cash Assets - (B-C)	\$472,776	\$345,516	\$0	\$0	\$0
Change from Prior Year Fund Balance (D-A)	-\$14,452	-\$133,602	-\$433,010	\$0	\$0

Schedule 9: Cash Funds Reports
 Department of Transportation
 FY 2013-14 Budget Request
 Fund 402 - Motorcycle Operators Safety Training (MOST)
 Section 43-5-504, C.R.S. (2010)

Cash Flow Summary

Revenue Total	\$794,972	\$846,888	\$830,962	\$800,000	\$0
Fees	\$794,972	\$846,888	\$830,962	\$800,000	\$0
Interest	\$0	\$0	\$0	\$0	\$0
Expenses Total	\$809,425	\$980,491	\$830,962	\$800,000	\$0
Cash Expenditures	\$809,425	\$980,491	\$830,962	\$800,000	\$0
Change Requests (If Applicable)	\$0	\$0	\$0	\$0	\$0
Net Cash Flow	-\$14,453	-\$133,603	\$0	\$0	\$0

Fund 402 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.

Schedule 9: Cash Funds Reports
 Department of Transportation
 FY 2013-14 Budget Request
 Fund 403 - Law Enforcement Assistance Fund (LEAF)
 Section 43-4-401, C.R.S. (2011)

	Actual	Actual	Appropriated	Requested	Projected
	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15
Year Beginning Fund Balance (A)	\$164,962	\$123,890	\$119,166	\$0	\$0
Changes in Cash Assets	\$0	\$0	\$0	\$320,000	-\$320,000
Changes in Non-Cash Assets	-\$41,072	\$0	\$0	\$0	\$0
Changes in Long-Term Assets	\$0	-\$4,724	-\$119,166	\$0	\$0
Changes in Total Liabilities	\$0	\$0	\$0	-\$320,000	\$320,000
TOTAL CHANGES TO FUND BALANCE	-\$41,072	-\$4,724	-\$119,166	\$0	\$0
Assets Total	\$123,890	\$119,166	\$0	\$320,000	\$0
Cash (B)	\$0	\$0	\$0	\$320,000	\$0
Other Assets(Detail as necessary)	\$0	\$0	\$0	\$0	\$0
Receivables	\$123,890	\$119,166	\$0	\$0	\$0
Liabilities Total	\$0	\$0	\$0	\$320,000	\$0
Cash Liabilities (C)	\$0	\$0	\$0	\$320,000	\$0
Long Term Liabilities	\$0	\$0	\$0	\$0	\$0
Ending Fund Balance (D)	\$123,890	\$119,166	\$0	\$0	\$0
Logical Test	TRUE	TRUE	TRUE	TRUE	TRUE
Net Cash Assets - (B-C)	\$0	\$0	\$0	\$0	\$0
Change from Prior Year Fund Balance (D-A)	-\$41,072	-\$4,724	-\$119,166	\$0	\$0

Schedule 9: Cash Funds Reports
 Department of Transportation
 FY 2013-14 Budget Request
 Fund 403 - Law Enforcement Assistance Fund (LEAF)
 Section 43-4-401, C.R.S. (2011)

Cash Flow Summary

Revenue Total	\$776,305	\$666,970	\$459,000	\$320,000	\$0
Fees	\$776,305	\$666,970	\$459,000	\$320,000	\$0
Interest	\$0	\$0	\$0	\$0	\$0
Expenses Total	\$817,377	\$671,694	\$459,000	\$320,000	\$0
Cash Expenditures	\$817,377	\$671,694	\$459,000	\$320,000	\$0
Change Requests (If Applicable)	\$0	\$0	\$0	\$0	\$0
Net Cash Flow	-\$41,072	-\$4,724	\$0	\$0	\$0

Fund 403 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.

Schedule 9: Cash Funds Reports
 Department of Transportation
 FY 2013-14 Budget Request
 Fund 438 - First Time Drunk Driving Offenders Account
 Section 43-4-901, C.R.S. (2011)

	Actual	Actual	Appropriated	Requested	Projected
	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15
Year Beginning Fund Balance (A)	\$2,110,253	\$2,143,071	\$2,208,118	\$0	\$0
Changes in Cash Assets	\$32,818	-\$945,349	\$271,601	\$0	-\$1,500,000
Changes in Non-Cash Assets	\$0	\$0	\$0	\$0	\$0
Changes in Long-Term Assets	\$0	\$1,000,000	-\$1,000,000	\$0	\$0
Changes in Total Liabilities	\$0	\$10,396	-\$1,479,719	\$0	\$1,500,000
TOTAL CHANGES TO FUND BALANCE	\$32,818	\$65,047	-\$2,208,118	\$0	\$0
Assets Total	\$2,173,748	\$2,228,399	\$1,500,000	\$1,500,000	\$0
Cash (B)	\$2,173,748	\$1,228,399	\$1,500,000	\$1,500,000	\$0
Other Assets(Detail as necessary)	\$0	\$0	\$0	\$0	\$0
Receivables	\$0	\$1,000,000	\$0	\$0	\$0
Liabilities Total	\$30,677	\$20,281	\$1,500,000	\$1,500,000	\$0
Cash Liabilities (C)	\$30,677	\$20,281	\$1,500,000	\$1,500,000	\$0
Long Term Liabilities	\$0	\$0	\$0	\$0	\$0
Ending Fund Balance (D)	\$2,143,071	\$2,208,118	\$0	\$0	\$0
Logical Test	TRUE	TRUE	TRUE	TRUE	TRUE
Net Cash Assets - (B-C)	\$2,143,071	\$1,208,118	\$0	\$0	\$0
Change from Prior Year Fund Balance (D-A)	\$32,818	\$65,047	-\$2,208,118	\$0	\$0

Schedule 9: Cash Funds Reports
 Department of Transportation
 FY 2013-14 Budget Request
 Fund 438 - First Time Drunk Driving Offenders Account
 Section 43-4-901, C.R.S. (2011)

Cash Flow Summary

Revenue Total	\$1,000,000	\$1,000,000	\$1,500,000	\$1,500,000	\$0
Fees	\$1,000,000	\$1,000,000	\$1,500,000	\$1,500,000	\$0
Interest	\$0	\$0	\$0	\$0	\$0
Expenses Total	\$967,183	\$934,952	\$1,500,000	\$1,500,000	\$0
Cash Expenditures	\$967,183	\$934,952	\$1,500,000	\$1,500,000	\$0
Change Requests (If Applicable)	\$0	\$0	\$0	\$0	\$0
Net Cash Flow	\$32,817	\$65,048	\$0	\$0	\$0

Fund 438 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	HB 08-1194 increased the fee for reinstatement of a driver's license to \$95 from \$60 and directs that the incremental revenue be deposited into the First Time Drunk Driving Offenders Account of the Highway Users Tax Fund.
Long Bill Groups Supported by Fund	First Time Drunk Driving Offenders Account

Schedule 9: Cash Funds Reports
 Department of Transportation
 FY 2013-14 Budget Request
 Fund 536 - Statewide Transportation Enterprise Special Revenue Fund
 Section 43-4-806 (3) (a), C.R.S. (2011)

	Actual FY 2010-11	Actual FY 2011-12	Appropriated FY 2012-13	Requested FY 2013-14	Projected FY 2014-15
Year Beginning Fund Balance (A)	\$4,245,404	\$4,795,864	\$11,189,657	\$5,375,344	\$5,375,344
Changes in Cash Assets	\$550,460	\$945,881	-\$3,397,624	\$30,000,000	-\$32,500,000
Changes in Non-Cash Assets	\$0	\$5,375,344	\$0	\$0	-\$5,375,344
Changes in Long-Term Assets	\$0	\$888,118	-\$899,311	\$0	\$0
Changes in Total Liabilities	\$0	-\$815,550	-\$1,517,378	-\$30,000,000	\$32,500,000
TOTAL CHANGES TO FUND BALANCE	\$550,460	\$6,393,793	-\$5,814,313	\$0	-\$5,375,344
Assets Total	\$4,962,936	\$12,172,279	\$7,875,344	\$37,875,344	\$0
Cash (B)	\$4,951,743	\$5,897,624	\$2,500,000	\$32,500,000	\$0
Other Assets(Detail as necessary)	\$0	\$5,375,344	\$5,375,344	\$5,375,344	\$0
Receivables	\$11,193	\$899,311	\$0	\$0	\$0
		\$0			
Liabilities Total	\$167,072	\$982,622	\$2,500,000	\$32,500,000	\$0
Cash Liabilities (C)	\$167,072	\$982,622	\$2,500,000	\$32,500,000	\$0
Long Term Liabilities	\$0	\$0	\$0	\$0	\$0
Ending Fund Balance (D)	\$4,795,864	\$11,189,657	\$5,375,344	\$5,375,344	\$0
Logical Test	TRUE	TRUE	TRUE	TRUE	TRUE
Net Cash Assets - (B-C)	\$4,784,671	\$4,915,002	\$0	\$0	\$0
Change from Prior Year Fund Balance (D-A)	\$550,460	\$6,393,793	-\$5,814,313	\$0	-\$5,375,344

Schedule 9: Cash Funds Reports
 Department of Transportation
 FY 2013-14 Budget Request
 Fund 536 - Statewide Transportation Enterprise Special Revenue Fund
 Section 43-4-806 (3) (a), C.R.S. (2011)

Cash Flow Summary

Revenue Total	\$2,553,591	\$7,459,721	\$2,500,000	\$32,500,000	\$0
Fees	\$2,553,591	\$3,479,011	\$2,500,000	\$2,500,000	\$0
Interest	\$0	\$80,710	\$0	\$0	\$0
Federal Receipts		\$3,900,000			
Project Contributions				\$30,000,000	
Expenses Total	\$2,003,131	\$1,065,928	\$2,500,000	\$32,500,000	\$0
Cash Expenditures	\$2,003,131	\$1,065,928	\$2,500,000	\$2,500,000	\$0
Change Requests (If Applicable)	\$0	\$0	\$0	\$30,000,000	\$0
Net Cash Flow	\$550,460	\$6,393,793	\$0	\$0	\$0

Fund 536 Narrative Information

Purpose/Background of Fund	The High Performance Transportation Enterprise 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, and to facilitate innovative financing and/or public/private partnerships for the purpose of improving the state highway system.
Fee Sources	Toll collections - Enterprise revenues are Cash Funds
Non-Fee Sources	Interest earnings
Long Bill Groups Supported by Fund	High Performance Transportation Enterprise

Schedule 9: Cash Funds Reports
 Department of Transportation
 FY 2013-14 Budget Request
 Fund 537 - Statewide Transportation Enterprise Operating Fund
 Section 43-4-806 (4), C.R.S. (2011)

	Actual	Actual	Appropriated	Requested	Projected
	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15
Year Beginning Fund Balance (A)	\$1,754,437	\$905,552	-\$761,991	\$0	\$0
Changes in Cash Assets	-\$848,885	-\$916,687	-\$331,897	\$0	\$0
Changes in Non-Cash Assets	\$0	\$0	\$0	\$0	\$0
Changes in Long-Term Assets	\$0	\$373,752	-\$442,264	\$0	\$0
Changes in Total Liabilities	\$0	-\$1,124,608	\$1,536,152	\$0	\$0
TOTAL CHANGES TO FUND BALANCE	-\$848,885	-\$1,667,543	\$761,991	\$0	\$0
Assets Total	\$1,317,096	\$774,161	\$0	\$0	\$0
Cash (B)	\$1,248,584	\$331,897	\$0	\$0	\$0
Other Assets(Detail as necessary)	\$0	\$0	\$0	\$0	\$0
Receivables	\$68,512	\$442,264	\$0	\$0	\$0
Liabilities Total	\$411,544	\$1,536,152	\$0	\$0	\$0
Cash Liabilities (C)	\$392,657	\$523,018	\$0	\$0	\$0
Long Term Liabilities	\$18,887	\$1,013,134	\$0	\$0	\$0
Ending Fund Balance (D)	\$905,552	-\$761,991	\$0	\$0	\$0
Logical Test	TRUE	TRUE	TRUE	TRUE	TRUE
Net Cash Assets - (B-C)	\$855,927	-\$191,121	\$0	\$0	\$0
Change from Prior Year Fund Balance (D-A)	-\$848,885	-\$1,667,543	\$761,991	\$0	\$0

Schedule 9: Cash Funds Reports
 Department of Transportation
 FY 2013-14 Budget Request
 Fund 537 - Statewide Transportation Enterprise Operating Fund
 Section 43-4-806 (4), C.R.S. (2011)

Cash Flow Summary

Revenue Total	\$941,104	\$492,152	\$0	\$0	\$0
Fees	\$941,104	\$492,152	\$0	\$0	\$0
Interest	\$0	\$0	\$0	\$0	\$0
Expenses Total	\$1,789,990	\$2,159,695	\$0	\$0	\$0
Cash Expenditures	\$1,789,990	\$2,159,695	\$0	\$0	\$0
Change Requests (If Applicable)	\$0	\$0	\$0	\$0	\$0
Net Cash Flow	-\$848,886	-\$1,667,543	\$0	\$0	\$0

Fund 537 Narrative Information

Purpose/Background of Fund	The High Performance Transportation Enterprise 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, and to facilitate innovative financing and/or public/private partnerships for the purpose of improving the state highway system.
Fee Sources	None
Non-Fee Sources	Interest earnings and loan proceeds from the State Highway Fund.
Long Bill Groups Supported by Fund	High Performance Transportation Enterprise

Schedule 9: Cash Funds Reports
 Department of Transportation
 FY 2013-14 Budget Request
 Fund 538 - Bridge Special Fund
 Section 43-4-805 (3) (a), C.R.S. (2011)

	Actual	Actual	Appropriated	Requested	Projected
	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15
Year Beginning Fund Balance (A)	\$46,137,902	\$121,515,414	\$223,593,038	\$496,267,805	\$0
Changes in Cash Assets	\$75,377,512	-\$282,056,364	-\$4,551,846	\$1,073,523	-\$94,100,000
Changes in Non-Cash Assets	\$0	\$387,072,430	\$0	-\$426,267,805	\$0
Changes in Receivables	\$0	\$340,555	-\$9,034,510	\$0	\$0
Changes in Debt Issuance	\$0	-\$61,880	-\$1,758,427	\$0	\$0
Changes in Depreciation	\$0	-\$288,111	\$336,595	\$0	\$0
Changes in Total Liabilities	\$0	-\$2,929,006	\$287,682,955	-\$71,073,523	\$94,100,000
TOTAL CHANGES TO FUND BALANCE	\$75,377,512	\$102,077,624	\$272,674,767	-\$496,267,805	\$0
Assets Total	\$429,295,840	\$534,302,470	\$519,294,282	\$94,100,000	\$0
Cash (B)	\$379,634,687	\$97,578,323	\$93,026,477	\$94,100,000	\$0
Other Assets - Infrastructure	\$39,195,375	\$426,267,805	\$426,267,805	\$0	\$0
Receivables	\$8,693,955	\$9,034,510	\$0	\$0	\$0
Deferred Debt Issuance Cost	\$1,820,307	\$1,758,427			
Depreciation - Bridges & Tunnels	-\$48,484	-\$336,595			
Liabilities Total	\$307,780,426	\$310,709,432	\$23,026,477	\$94,100,000	\$0
Cash Liabilities (C)	\$307,780,426	\$310,709,432	\$23,026,477	\$0	\$0
Long Term Liabilities	\$0	\$0	\$0	\$0	\$0
Ending Fund Balance (D)	\$121,515,414	\$223,593,038	\$496,267,805	\$0	\$0
Logical Test	TRUE	TRUE	TRUE	TRUE	TRUE
Net Cash Assets - (B-C)	\$71,854,261	-\$213,131,109	\$70,000,000	\$94,100,000	\$0
Change from Prior Year Fund Balance (D-A)	\$75,377,512	\$102,077,624	\$272,674,767	-\$496,267,805	\$0

Schedule 9: Cash Funds Reports
 Department of Transportation
 FY 2013-14 Budget Request
 Fund 538 - Bridge Special Fund
 Section 43-4-805 (3) (a), C.R.S. (2011)

Cash Flow Summary

Revenue Total	\$86,605,746	\$118,033,241	\$93,026,477	\$94,100,000	\$0
Fees	\$86,605,746	\$118,033,241	\$93,026,477	\$94,100,000	\$0
Interest	\$0	\$0	\$0	\$0	\$0
Expenses Total	\$11,228,233	\$15,955,618	\$23,026,477	\$94,100,000	\$0
Cash Expenditures	\$11,228,233	\$15,955,618	\$23,026,477	\$94,100,000	\$0
Change Requests (If Applicable)	\$0	\$0	\$0	\$0	\$0
Net Cash Flow	\$75,377,513	\$102,077,623	\$70,000,000	\$0	\$0

Fund 538 Narrative Information

Purpose/Background of Fund	To support the operations of the Statewide Bridge Enterprise, created by S.B. 09-108 for the purpose of financing the repair and reconstruction of structurally deficient, functionally obsolete bridges rated by the Department as "poor".
Fee Sources	The Bridge Safety Surcharge on vehicle registrations is set forth in Section 43-4-805 (5) (g) (I), C.R.S.
Non-Fee Sources	Interest Earnings.
Long Bill Groups Supported by Fund	Statewide Bridge Enterprise

Schedule 9: Cash Funds Reports
 Department of Transportation
 FY 2013-14 Budget Request
 Fund 539 - Statewide Bridge Enterprise Operating Fund
 Section 43-4-805 (4), C.R.S. (2011)

	Actual	Actual	Appropriated	Requested	Projected
	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15
Year Beginning Fund Balance (A)	\$0	\$0	\$0	\$0	\$0
Changes in Cash Assets	\$0	\$0	\$0	\$0	\$0
Changes in Non-Cash Assets	\$0	\$0	\$0	\$0	\$0
Changes in Long-Term Assets	\$0	\$0	\$0	\$0	\$0
Changes in Total Liabilities	\$0	\$0	\$0	\$0	\$0
TOTAL CHANGES TO FUND BALANCE	\$0	\$0	\$0	\$0	\$0
Assets Total	\$0	\$0	\$0	\$0	\$0
Cash (B)	\$0	\$0	\$0	\$0	\$0
Other Assets(Detail as necessary)	\$0	\$0	\$0	\$0	\$0
Receivables	\$0	\$0	\$0	\$0	\$0
Liabilities Total	\$0	\$0	\$0	\$0	\$0
Cash Liabilities (C)	\$0	\$0	\$0	\$0	\$0
Long Term Liabilities	\$0	\$0	\$0	\$0	\$0
Ending Fund Balance (D)	\$0	\$0	\$0	\$0	\$0
Logical Test	TRUE	TRUE	TRUE	TRUE	TRUE
Net Cash Assets - (B-C)	\$0	\$0	\$0	\$0	\$0
Change from Prior Year Fund Balance (D-A)	\$0	\$0	\$0	\$0	\$0

Schedule 9: Cash Funds Reports
 Department of Transportation
 FY 2013-14 Budget Request
 Fund 539 - Statewide Bridge Enterprise Operating Fund
 Section 43-4-805 (4), C.R.S. (2011)

Cash Flow Summary

Revenue Total	\$0	\$0	\$0	\$0	\$0
Fees	\$0	\$0	\$0	\$0	\$0
Interest	\$0	\$0	\$0	\$0	\$0
Expenses Total	\$0	\$0	\$0	\$0	\$0
Cash Expenditures	\$0	\$0	\$0	\$0	\$0
Change Requests (If Applicable)	\$0	\$0	\$0	\$0	\$0
Net Cash Flow	\$0	\$0	\$0	\$0	\$0

Fund 539 Narrative Information

Purpose/Background of Fund	To support the operations of the Statewide Bridge Enterprise, created by S.B. 09-108 for the purpose of financing the repair and reconstruction of structurally deficient, functionally obsolete bridges rated by the Department as "poor".
Fee Sources	The Bridge Safety Surcharge on vehicle registrations is set forth in Section 43-4-805 (5) (g) (I), C.R.S. (2009). The fee schedule is graduated by weight and phases in over the course of three fiscal years, FY 2009-10 to FY 2011-12.
Non-Fee Sources	Interest earnings, In addition, the Transportation Commission may make loans from the State Highway Fund to the Bridge Special Fund at its discretion.
Long Bill Groups Supported by Fund	Statewide Bridge Enterprise

Schedule 9: Cash Funds Reports
 Department of Transportation
 FY 2013-14 Budget Request
 Fund 715 - Transportation Infrastructure Revolving Fund
 Section 43-1-113.5, C.R.S. (2011)

	Actual	Actual	Appropriated	Requested	Projected
	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15
Year Beginning Fund Balance (A)	\$4,793,823	\$25,453,969	\$26,061,860	\$500,000	\$500,000
Changes in Cash Assets	\$20,660,146	\$3,284,246	-\$12,651,071	\$0	\$0
Changes in Non-Cash Assets	\$0	\$0	\$0	\$0	\$0
Changes in Long-Term Assets	\$0	-\$2,676,355	-\$12,910,789	\$0	-\$500,000
Changes in Total Liabilities	\$0	\$0	\$0	\$0	\$0
TOTAL CHANGES TO FUND BALANCE	\$20,660,146	\$607,891	-\$25,561,860	\$0	-\$500,000
Assets Total	\$25,453,969	\$26,061,860	\$500,000	\$500,000	\$0
Cash (B)	\$9,366,825	\$12,651,071	\$0	\$0	\$0
Other Assets(Detail as necessary)	\$0	\$0	\$0	\$0	\$0
Receivables	\$16,087,144	\$13,410,789	\$500,000	\$500,000	\$0
Liabilities Total	\$0	\$0	\$0	\$0	\$0
Cash Liabilities (C)	\$0	\$0	\$0	\$0	\$0
Long Term Liabilities	\$0	\$0	\$0	\$0	\$0
Ending Fund Balance (D)	\$25,453,969	\$26,061,860	\$500,000	\$500,000	\$0
Logical Test	TRUE	TRUE	TRUE	TRUE	TRUE
Net Cash Assets - (B-C)	\$9,366,825	\$12,651,071	\$0	\$0	\$0
Change from Prior Year Fund Balance (D-A)	\$20,660,146	\$607,891	-\$25,561,860	\$0	-\$500,000

Schedule 9: Cash Funds Reports
 Department of Transportation
 FY 2013-14 Budget Request
 Fund 715 - Transportation Infrastructure Revolving Fund
 Section 43-1-113.5, C.R.S. (2011)

Cash Flow Summary

Revenue Total	\$676,543	\$607,891	\$500,000	\$500,000	\$0
Fees	\$0	\$0	\$0	\$0	\$0
Interest	\$676,543	\$607,891	\$500,000	\$500,000	\$0
Expenses Total	\$0	\$0	\$0	\$0	\$0
Cash Expenditures	\$0	\$0	\$0	\$0	\$0
Change Requests (If Applicable)	\$0	\$0	\$0	\$0	\$0
Net Cash Flow	\$676,543	\$607,891	\$500,000	\$500,000	\$0

Fund 715 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

COLORADO DEPARTMENT OF TRANSPORTATION

FY2014 STRATEGIC PLAN

FY2014 FINAL DRAFT

November 1, 2012

Introduction, Statutory Authority and Department Summary

The Colorado Department of Transportation (CDOT), also referred to in this document as “Department”, presents its strategic plan for Fiscal Year 2014. The statutory authority for CDOT resides within Title 43, Part 1, Colorado Revised Statutes (2012). Article 1 vests the Colorado Transportation Commission with authority over planning, development, and adoption of the annual budget. This plan, based largely upon the Department’s anticipated revenue streams for the next fiscal year and beyond, incorporates measures for evaluating performance-based goals that are integrated into CDOT’s budgeting and planning processes. The plan is intended to best serve the people of Colorado through effective administration and delivery of transportation-related programs and services.

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

The various divisions and offices within CDOT perform a wide array of functions to ensure that Colorado’s transportation system meets the needs of its users. The Division of Engineering, Design and Construction designs highway projects and awards contracts to private companies submitting the lowest bids to construct the projects, while the Division of Highway Maintenance and Operations takes care of the highway system, plowing snow and repairing pavement. The Division of Transportation Development manages the statewide transportation planning process and ensures the Department fulfills its environmental obligations. The Division of Aeronautics, funded by an aviation fuel tax, supports aviation interests statewide, including awarding and administering grants to help improve local airports. The Division of Transit and Rail, created in recent state legislation, provides assistance to numerous transit systems in the state. The Office of Transportation Safety helps local law enforcement agencies with special funds to apprehend drunk drivers and increase the use of safety belts. In FY2013, CDOT will create a Division of Operations under the Executive Director emphasizing the importance of optimizing use of the existing state highway system.

To help guide or influence program budgeting and project funding, the Transportation Commission budgets within investment categories. These four investment categories – safety, system quality, mobility, and program delivery – will transform into more functional categories under upcoming Transportation Commission policy. They are likely to follow national goal areas of new federal authorization. These national performance areas – safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and program delivery – serve to provide the framework and direction for Colorado’s transportation system and to broadly allocate the resources available to the Department. These categories will better reflect the focus on national transportation goals adopted in the federal government’s transportation authorization bill.

Mission Statement and Vision Narrative

To guide the strategic planning and budgeting processes, the Transportation Commission and Department have adopted mission and vision statements, core values, and operating principles. **Components of the strategic plan**, as required by Section 2-7-202(13)(a) (C.R.S. 2012) commencing with the State budget process for fiscal year 2012-13, **are highlighted in bold**.

The **vision** of the department is to enhance the quality of life and the environment of the citizens of Colorado by creating an integrated transportation system that focuses on safely moving people and goods and by offering convenient linkages among modal choices. It accomplishes this by relying on its core values of safety, people, respect, integrity, customer service, and excellence.

CDOT's **mission** is to provide the best multi-modal transportation system for Colorado that most effectively and safely moves people, goods and information. This mission is manifested in part through operating principles within Transportation Commission Policy Directive 13: customer focus, leadership, partnership, integrated regional and statewide priorities, financial responsibilities, balanced quality of life, environment, accessible connectivity and modal choices, and social responsibility.

From these organizational priorities, the Department establishes mid- to long-term performance goals and objectives. Policy Directive 14 aspires to achieve certain performance levels for the statewide transportation system, such as maintaining 60 percent of the state highway system's pavement in good or fair condition. But Policy Directive 14 also recognizes that funding often limits CDOT's ability to reach the desired level of performance, and thus sets achievable, short-term objectives that are at the time determined to be achievable (e.g. maintain or improve the system-wide pavement condition forecast of 40 percent for 2016). Those realistic objectives are often lower than the desired goals, but help guide annual budget and ongoing program funding decisions.

Policy Directives 13 and 14 were last substantially updated several years ago in preparation of development of the 2035 Long Range Plan. The fiscally constrained objectives and unconstrained goals or visions of Policy Directive 14 parallel the outlook of the 2035 Plan, which represents annual revenue projections and resource allocations through fiscal year 2035. The Long Range Plan is a federally mandated transportation plan with two significant variations – a fiscally constrained projection and an unconstrained vision. But uncertainty and volatility of revenues from year to year greatly complicates the projection of performance over such an extended time horizon. A federally required mid-range plan, the Statewide Transportation Improvement Program (STIP), is revised every *four* years and incorporates projects that the State can reasonably expect to complete with available funding over the next *six*-year period. Through a planning process shared by CDOT and its local partners, projects move forward through the STIP, working toward objectives within the Long Range Plan. The Colorado Transportation Commission has just begun to revisit Policy Directives 13 and 14, working from newly passed federal authorization and in preparation for the 2040 Long Range Plan.

Key Program Areas, Goals, Objectives and Performance Measures

CDOT's FY2014 Strategic Plan is organized to address the key program areas, goals, objectives and performance measures established by Policy Directive 14 and the newly enacted federal transportation legislation, Moving Ahead for Progress in the 21st Century Act (MAP-21), which will be included in the 2040 Long Range Plan.

Policy Directive 14

CDOT's key program area *goals* as defined in Policy Directive 14 are broad, aspirational, department-wide and long term. Five of the goals (all but bridge deck area condition) identify specific desired performance levels that cannot be met with currently anticipated resources:

- Achieve 60 percent good/fair pavement condition system-wide
- Achieve 95 percent good/fair bridge deck area condition system-wide
- Achieve a B maintenance level of service grade for system quality measures
- Maintain an average of no greater than 22 minutes of delay per traveler in congested corridors
- Achieve an A maintenance level of service grade for snow and ice control

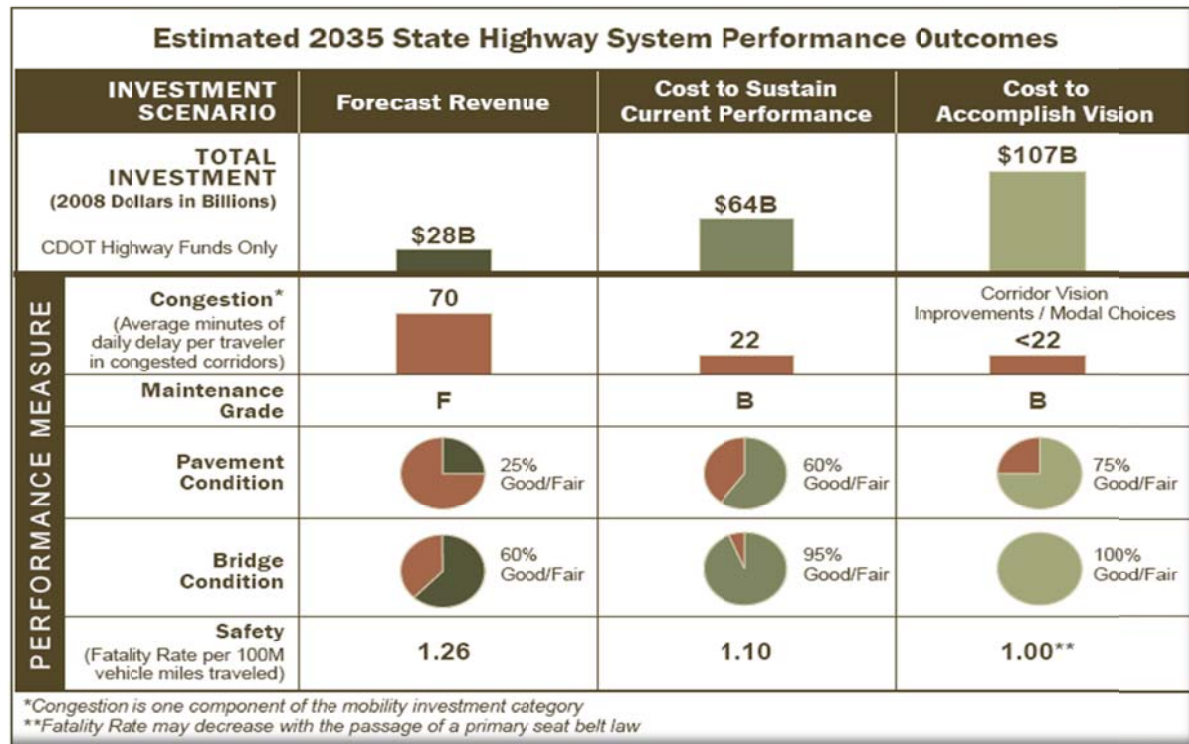
The key program area *objectives* are specific, measurable, achievable (at adoption), results-oriented, and time-bound. The objectives focus department efforts and actions on performance that is achievable with available resources. The difference between the performance goals and objectives, depicted in **Figure 1** below from the 2035 Long Range Plan, illustrates the gap between the desired level of performance and the reasonably achievable performance based upon anticipated resources as adopted by the Transportation Commission during the 2008-2035 resource allocation.

The *performance measures* associated with the investment category objectives are quantifiable and relevant, understandable, comparable (can determine context; track over time), reliable (verifiable and free of bias) and cost-effective. These performance measures link funding decisions made through the budgeting process and allow CDOT to evaluate performance after the year has ended. It is important to again note that the Department's long-term goals and objectives are established by the Transportation Commission through Policy Directive 14. The goals in this directive are revisited periodically in conjunction with cycles of long-range planning, and long-term goals and objectives often vary from the annual performance-based goals or benchmarks established during budget development. Where benchmarks are not reset annually, Policy Directive 14 objectives are stated and/or interpolated in this report.

In addition to this annual strategic plan, CDOT publishes an Annual Performance Report that details the achievements of the State's transportation system over the prior fiscal year and notes whether annual targets were met. Pursuant to House Bill 10-1119 and beginning in 2012, the Office of State Planning and Budget (OSPB) shall publish each December 1 an annual performance report that will include the

Department of Transportation. For current and past CDOT Annual Performance Reports, please refer to the CDOT library at <http://www.coloradodot.info/library/AnnualReports>.

Figure 1 – Select 2035 Long Range Plan Forecasted Revenues against Performance



Many of these goals and objectives reflect CDOT’s desire to become more accountable and transparent to its public. The metrics associated with these tactical strategies are mostly input or output measures, benchmarking the relative success of several initiatives. Metrics depicted throughout this strategic plan, however, are outcome-oriented, reflecting the impact and benefits to Colorado’s traveling public. One should note that the CDOT budget narrative last year transformed to a much more public-friendly format, presenting dollars budgeted for CDOT administration, staff, and activities, as well as dollars available to the private sector. Budget categories – Maintain, Maximize, Expand, Deliver, Pass-Through Funds and Multi-Modal Grants, and Contingency and Debt Service – were established working with the FASTER-

created Efficiency & Accountability Committee. These action-oriented budget categories now better reflect CDOT's activities as understood by the public, and are referenced throughout this strategic plan.

MAP-21

On July 6, 2012, President Barack Obama signed a \$106 billion federal transportation bill – Moving Ahead for Progress in the 21st Century Act. This bill stipulates that state DOTs implement the national performance measurement and management program following federal rulemaking, scheduled to conclude in April 2014.

Five sections of MAP-21 contain the core provisions related to establishing and using national performance measures. Section 1203 sets the overall framework for measures and targets. Section 1106 deals specifically with the National Highway Performance Program and establishes asset management plans as a key element of performance-based investment decision making for the National Highway System (NHS). Section 1202 addresses use of performance measures and targets within statewide long range transportation plans and transportation improvement programs. Section 1112 addresses use of performance measures and targets in state highway safety planning. Section 1113 addresses performance requirements for the Congestion Mitigation and Air Quality (CMAQ) improvement program.

Major milestones for state implementation include:

- July 6, 2012 – MAP-21 signed into law
- October 1, 2012 – MAP-21 enactment (coincides with the federal fiscal year)
- October 1, 2013 – Federal requirements for Strategic Highway Safety Plan
- April 1, 2014 – Final rulemaking performance measures
- April 1, 2014 – Final rulemaking on Transportation Asset Management Plans
- April 1, 2015 – State performance targets established
- October 1, 2015 – Metropolitan Planning Organization performance targets established
- October 1, 2015 – First state Transportation Asset Management Plans due
- On or about October 1, 2015 – Consequences for lack of progress in meeting certain minimum National Highway Performance Program condition levels
- October 1, 2016 – First biennial performance reports due

MAP-21 clearly outlines national performance areas (see Appendix A). In order to submit a timely strategic plan, staff has assimilated national performance areas with existing, pre-MAP-21 Transportation Commission policy directives. Goals and objectives within Policy Directive 14 are therefore grouped into the MAP-21's national performance areas:

- I. Safety – Services, programs and projects that achieve a significant reduction in traffic fatalities, serious injuries and property damage for system users and providers
- II. Infrastructure Condition – Activities, programs and projects that maintain the highway infrastructure asset system in a state of good repair
- III. Mobility – comprised of three separate national performance areas:
 - a. Congestion Reduction – Programs, services and projects that achieve significant congestion reduction on the National Highway System
 - b. System Reliability – Programs, services and projects that improve the efficiency of the surface transportation system
 - c. Freight Movement and Economic Vitality – Programs, services and projects that improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- IV. Environmental Sustainability - Programs, services and projects that enhance the performance of the transportation system while also protecting the natural environment
- V. Program Delivery – Functions that accelerate project completion by eliminating delays in the project development and delivery process, including reducing regulatory burdens

I. SAFETY

(Primarily funded through several *Maintain* budget funding programs)

Services, programs and projects that achieve a significant reduction in traffic fatalities and serious injuries

This 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.

Long-Range Goals (Long-range goals are aspirational, and derived from Transportation Commission Policy Directive 14):

- 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 100 million vehicle miles traveled

National performance areas will eventually also require the following measurements, for which CDOT currently has no performance goals:

- Number of fatalities
- Serious injuries per vehicle mile traveled
- Number of serious injuries

Objective: Maintain federal goals for highway vehicle safety.

Performance Measure	Outcome	FY 2010-11 Actual*	FY 2011-12 Actual†	FY 2012-13 Approp.	FY 2013-14 Request	FY 2017-18 Forecast
Fatalities per 100 Million Vehicle Miles Traveled (VMT)	Benchmark / Performance Goal	1.00	1.00	1.00	1.00	1.00
	Actual	.96	0.96	Avail. Oct 2013	Avail. Oct 2014	Avail. Oct 2018
Total Number of Traffic Fatalities	Actual	450	447	Avail. Oct 2013	Avail. Oct 2014	Avail. Oct 2018
Serious Injuries per 100 Million Vehicle Miles Traveled	Actual	25.3	25.4	Avail. Oct 2013	Avail. Oct 2014	Avail. Oct 2018
Total Number of Serious Injuries	Actual	11,851	11,849	Avail. Oct 2013	Avail. Oct 2014	Avail. Oct 2018

*Calendar Year 2010

†Calendar Year 2011

Strategy: Providing a safe and secure transportation system to the traveling public is among CDOT's highest priorities. The mission of CDOT's Office of Transportation Safety and Traffic Engineering Branch is to reduce the incidence and severity of motor vehicle crashes and the associated human and economic loss. This mission is accomplished through the incorporation of roadway safety engineering principles in all state highway construction and enhancement projects and the administration of grant programs directed at driver behavior, law enforcement and local community safety projects.

Evaluation of Success in Meeting Benchmarks — Explanation of Prior Year Outcomes: Between 2009 and 2011, the number of fatalities decreased by 3.9 percent, from 465 to 447. This is a marked improvement over the recent high of 743 traffic fatalities in Colorado in 2002. CDOT worked quickly to capitalize on the introduction of FASTER Safety funds. Examples of FY 2011 FASTER Safety projects include concrete repair and traffic signal replacement along University and Wadsworth Boulevards in the Denver area, extended acceleration and deceleration lanes on Interstate-70 in Clifton, and realignment to improve visibility and smooth turns at the intersection of State Highway 13 and Railroad Avenue in Rifle. Active FASTER Safety and other projects will soon be displayed at YourCDOTDollar.com.

Education has been a major factor in saving lives, but there have also been great advances in engineering that have made our roadways safer. Everything from the installation of rumble strips and cable medians to targeted safety improvements on roadways identified as high accident locations have prevented crashes or significantly increased the chances of surviving if one occurs.

The passage of traffic safety legislation has also played a role in reducing fatalities. For example, Colorado's Graduated Driver Licensing (GDL) laws, which set limits and requirements on new teen drivers, are credited with helping reduce by half the number of young people age 15 to 20 killed in crashes each year.

Safety experts are exploring ways that current laws can be strengthened to save additional lives, including expanding GDL laws and passing a primary seat belt law in Colorado. Currently, adult drivers can be ticketed for violating the seat belt law only if they are stopped for another traffic violation first.

In addition to fatalities, the Department tracks a number of other accident data and establishes objectives related to many types of accidents. For additional information related to accident prevention and reporting, please refer to the Department's Annual Performance Report, available at <http://www.coloradodot.info/library/AnnualReports>.

Objective: Maintain striping level of service at the Transportation Commission goal for Traffic Services level of service.

Performance Measure	Outcome	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Approp.	FY 2013-14 Request	FY 2017-18 Forecast
Annual statewide striping level of service	Benchmark / Performance Goal	C-	C-	C-	C-	C-
	Actual*	C+ to D	C+ to D-	Avail. Oct 2013	Avail. Oct 2014	Avail. Oct 2018

*Represents the range of scores throughout state geographic sections measured

Strategy: Providing a safe and secure transportation system to the traveling public is among CDOT’s highest priorities. Of CDOT’s nine Maintenance Program Areas (MPAs), the Traffic Services MPA is the one most responsible for providing a safe transportation network to Colorado’s travelers, which includes the maintenance of roadway striping conditions. In January 2012 the Joint Budget Committee requested that striping level of service be added to CDOT’s Strategic Plan. The Transportation Commission has not established a goal explicit to striping, but one may interpret its goal of providing a B level of service on the overall maintenance program to the striping activity within the Traffic Services MPA. (Other activities under Traffic Services include signs, guardrail, and traffic signals.) Traffic Services has never been budgeted to deliver a B level of service. Recent CDOT budgets have funded Traffic Services to a C- level.

Evaluation of Success in Meeting Benchmarks — Explanation of Prior Year Outcomes: The actual performance of CDOT’s striping activity has fallen short of the interpreted B level of service goal, but has mostly achieved annual targets established through annual budget setting. The Transportation Commission has funded Traffic Services to a C- level, to improve safety during critical winter months by adding funding to the Snow & Ice program. The actual striping performance has varied throughout CDOT’s fifteen geographic sections and thus a range is provided for the actual performance in the table above.

Improving retro-reflectivity of striping is an evolving practice within the transportation industry. CDOT and other state DOTs continuously monitor best technologies and practices. Weather conditions, snow plow blades, and other factors related to striping activity make maintenance of striping conditions unusually challenging in Colorado.

II. INFRASTRUCTURE CONDITION

(Funded mostly through *Maintain* budget funding programs)

Activities, programs and projects that maintain the highway infrastructure asset system in a state of good repair

Infrastructure condition 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.

Long-Range Goals:

- 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 percent good/fair pavement condition system-wide
- Achieve 95 percent good/fair bridge deck area condition system-wide
- Achieve a B maintenance level of service grade for system quality measures

SMART legislation requiring performance measures for an agency’s entire budget also has prompted the department to add the following performance measure:

- Pavement condition of Colorado’s grant-funded airports

Objective: Maintain or improve upon the system-wide pavement condition forecast for 2018 of roughly 35 percent good or fair condition.

Performance Measure	Outcome	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Approp.	FY 2013-14 Request	FY 2017-18 Forecast
Percent of pavement in good/fair condition	Benchmark	44.0%	45.0%	44.4%*	43.3%*	35.1%*
	Actual	48.0%	47.3%	Avail. Oct. 2013	Avail. Oct 2014	Avail. Oct 2018

* May change during FY14 budgeting process in October 2012.

Strategy: When adequate funding is available, the Transportation Commission endeavors to dedicate sufficient resources to prevent accelerated deterioration of the state highway system. The goal of CDOT's Pavement Management Program is to provide the Department with tools that optimize the use of public dollars and assist in project selection for the purposes of maintaining and improving overall system quality. These tools include: Statewide Surface Condition Reports (to include good/fair/poor maps); future surface condition projections; project recommendations; and regional budget allocation recommendations.

Evaluation of Success in Meeting Benchmarks — Explanation of Prior Year Outcomes: CDOT's surface treatment program is generally able to achieve the target established by the Transportation Commission at the beginning of each year. The annual target continues to be established each year at a level lower than the prior year's actual level, which is indicative of the continued system deterioration caused by insufficient investment in surface treatment. Pavement maintenance is generally provided from discretionary CDOT funds. Just less than one half of CDOT's funds are restricted (e.g. FASTER-Bridge funds are dedicated for bridges by state legislation, federally earmarked funds are dedicated for certain significant improvement projects, etc.). This leaves the Transportation Commission with just over \$500 million of resources to allocate as it deems appropriate among a number of program areas that perform important functions for the transportation system. Pavement has historically received about \$150 million of the discretionary funds, an amount which is insufficient to maintain current quality and drivability of the state highway system. Without increased discretionary funding, this performance can only continue to deteriorate.

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 11 or more years; a *fair* rating indicates a remaining service life of six to 10 years; and a *poor* evaluation represents a remaining service life of less than six years. A 45 percent good or fair condition objective was established for FY2012 based on budgeted funding. CDOT was able to surpass the objective and achieve a good or fair condition on 47 percent of its highways due to mid-year influxes of funding applied to the pavement program. CDOT is currently analyzing new methodologies for treating the state's paved highways. It is considering a least cost approach for very low volume roads that would minimize costs while maintaining a threshold of safe, drivable condition.

A host of transportation information including most recent pavement conditions is now available online on OTIS, CDOT's web-based Online Transportation Information System (<http://dtdapps.coloradodot.info/otis>).

Objective: Maintain or improve upon the system-wide major vehicular bridge deck area condition forecast for 2018.

Performance Measure	Outcome	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Approp.	FY 2013-14 Request	FY 2017-18 Forecast
Percent of major vehicular bridge deck area in good/fair condition	Benchmark	94.8%	95.0%	~95.0%	~95.0%*	~94.0%*
	Actual	94.5%	96.3%	Avail. Oct. 2013	Avail. Oct. 2014	Avail. Oct. 2018

* May change during FY14 budgeting process in October 2012.

Strategy: As with pavement, the Transportation Commission annually resets its target for each year’s bridge performance level based on allocated funding. Policy Directive 14 had established a long-range objective of maintaining 83 percent good or fair condition by 2016. But since adoption of Policy Directive 14, funding for bridges including the passage of FASTER has enabled the commission to establish annual objectives that demonstrate a slower deterioration than was forecasted with Policy Directive 14.

Evaluation of Success in Meeting Benchmarks — Explanation of Prior Year Outcomes: Due to the creation of the Colorado Bridge Enterprise (CBE), the percent of bridge deck area in good or fair condition improved from Fiscal Year 2011 to 2012. With the CBE’s support, the department was able to avoid further degradation of bridge deck area as it was able to repair or replace poor bridges as quickly as fair bridges fell into the poor category. In the two years since the passage of FASTER, the Department and the CBE have developed an aggressive program to identify, design, and repair or replace most of the current inventory of poor bridges. \$15 million of the federal portion of the CDOT Bridge Program is annually allocated to the CBE bonding program. The remaining CDOT Bridge Program funds are spent on six program activities. The first is major bridge rehabilitation. Because the CBE is concentrated on replacing poor bridges, this activity focuses on major rehabilitation of bridges where this is the preferred alternative for bridges not transferred to the CBE. Other activities executed by the CDOT Bridge Program include: planned preventative maintenance; essential repairs; structure inspection and management; and scour plan of action updates. Each of these is a cost-saving activity, as a one percent increase in the amount of poor bridge deck area results in a \$327 million liability for the State.

CDOT reports major vehicular bridge condition by the percent of bridge deck area statewide in good or fair condition. The National Bridge Inventory standards established by the Federal Highway Administration had been used to inventory and classify the condition of the major vehicular bridges. The classification is based on a sufficiency rating of 0-100 and a status of not deficient, functionally obsolete, or structurally deficient. Major vehicular bridges in poor condition have a sufficiency rating of less than 50 and status of structurally deficient or functionally obsolete. Bridges in poor condition do not meet all safety and geometry standards and require reactive maintenance to ensure their safe service. For the purpose of determining bridge-funding needs, it is assumed that bridges in poor condition have exceeded their economically viable service life and require replacement or major rehabilitation. Major vehicular bridges in fair condition have a sufficiency rating from 50 to 80 and a status of structurally deficient or functionally obsolete. Bridges in fair condition marginally satisfy safety and

geometry standards and require either preventative maintenance or rehabilitation. Major vehicular bridges in good condition are all remaining major bridges that do not meet the criteria for poor or fair. Bridges in good condition generally meet all safety and geometry standards and typically only require preventative maintenance.

A bridge is structurally deficient if it does not meet minimum standards for condition or capacity. A structurally deficient bridge often has one or more members in poor condition due to deterioration or other damage. Having only a small portion of a bridge in poor condition can result in the entire bridge being classified as structurally deficient. Structurally deficient bridges require monitoring, maintenance, or repair to ensure their safe use and continued service. A bridge is functionally obsolete if it does not meet current minimum geometric requirements. Bridges classified as functionally obsolete often have inadequate roadway shoulders, insufficient number of lanes to handle current traffic volumes, overhead clearances less than minimums, or inadequate widths for roadways or streams passing underneath. Functionally obsolete bridges may need signage (e.g. vertical clearance signs), reduced speeds, or traffic control devices (e.g. additional guardrails) to ensure safety.

Objective: Meet or exceed the adopted annual maintenance level of service grade.

Performance Measure	Outcome	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Approp.	FY 2013-14 Request	FY 2017-18 Forecast
Annual statewide maintenance level of service grade	Benchmark	C+	C	C	C*	Avail. Oct. 2016
	Actual	B-	B-	Avail. Oct. 2013	Avail. Oct. 2014	Avail. Oct 2018

*May change during FY14 budgeting process in October 2012.

Strategy: CDOT uses an extensive maintenance level of service (MLOS) budgeting system to allocate funds and evaluate all maintenance activities performed throughout the state for a given fiscal year. The main objective of MLOS is to establish an overall target level of service while staying within allocated budget dollars. Levels of service communicate targets for accomplishment inside and outside the agency. When planned levels of service are compared to actual service levels accomplished, a basis of accountability is established. Relationships between levels of service and cost enable CDOT to evaluate the impacts of different funding levels, analyze tradeoffs in resource allocation, and monitor planned versus actual accomplishments against expenditures. The achieved LOS is determined through extensive surveys of approximately 700 randomly selected highway segments throughout the state. There are several surveys conducted throughout the fiscal year that evaluate CDOT's infrastructure and how well it was maintained.

Evaluation of Success in Meeting Benchmarks — Explanation of Prior Year Outcomes: This year's statewide maintenance level of service grade of B- exceeded the annual objective of C. The Maintenance and Operations Branch attributes this to a milder winter in the Eastern half of the state, which allowed them to exceed target levels of service for *non-snow* related maintenance activities. The statewide overall

maintenance objective and actual grades over an eight-year period range from a C to a B+. The steady grades reflect a carefully administered maintenance management system. The decrease to a C benchmark in FY 2012 is largely the result of budgeted dollars not keeping up with the rising costs of fuel and materials, inflation and increasing needs for bridge maintenance activities.

The nine Maintenance Program Areas (MPAs), which together with expenditures make up the MLOS grade, are: Planning, Scheduling and Training; Roadway Surface; Roadside Facilities; Roadside Appearance; Traffic Services; Structure Maintenance; Snow and Ice Control; Rest Areas, Buildings and Grounds; and Tunnel Operations. A detailed explanation of the levels of service for each of the MPAs can be found in Appendix B.

Objective: Maintain the pavement condition of Colorado’s grant-funded airports.

Performance Measure	Outcome	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Approp	FY 2013-14 Forecast	FY 2017-18 Forecast
Average statewide primary airport pavement (PCI) rating	Benchmark	75	75	75	75	75
	Actual	82.0	78.6	Avail. Oct. 2013	Avail. Oct. 2014	Avail. Oct 2018

Strategy: The Division of Aeronautics seeks to maximize its historic investments by identifying primary runway, taxiway, and apron pavements that could benefit from maintenance to improve their pavement condition index (PCI) rating. These ratings are used by the Division of Aeronautics and the FAA Airports District Office to determine priority distribution of state and federal pavement maintenance funds. The standard PCI procedure is a consistent, objective, and repeatable tool used by the aviation industry to visually assess pavement condition. In general terms, pavements above a PCI of 65 that are not exhibiting significant load-related distress will benefit from preventive maintenance actions, such as crack sealing and surface treatments. Pavements with a PCI of 40 to 65 may require major rehabilitation, such as an overlay. Often, when the PCI is less than 40, reconstruction is the only viable alternative due to the substantial damage to the pavement structure.

Evaluation of Success in Meeting Benchmarks — Explanation of Prior Year Outcomes: The Division of Aeronautics’ goal is to maintain Colorado’s primary airport pavements at an average PCI score of 75 or above. It has successfully met these stated, industry-standard goals, showing Colorado’s grant-funded airports maintaining an average score of 78.6 in FY2012. In 2011 the Division helped leverage \$89 million in grants for airports throughout Colorado from the FAA’s Airport Improvement Program (AIP). Seventy million dollars went to Colorado’s Commercial Service Airports with the remaining \$19 million going to the General Aviation facilities. These funds are used for such projects as pavement improvements and maintenance, planning, land acquisition, terminal improvements, and airfield safety.

III. MOBILITY

Including MAP-21 national performance areas of:

Congestion Reduction

System Reliability

Freight Movement and Economic Vitality

(Funded through many *Maximize* and *Expand* budget funding programs)

- **Congestion Reduction: Programs, services and projects that significantly reduce congestion on the National Highway System;**
- **System Reliability: Functions that improve the efficiency of the surface transportation system;**
- **Freight Movement and Economic Vitality: Functions that improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.**

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.

Long-Range Goals:

- 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 no greater than 22 minutes of delay per traveler in congested corridors
- Achieve an A maintenance level of service grade for Snow and Ice Control

SMART legislation requiring performance measures for an agency's entire budget also has prompted the department to add the following performance measure:

- Total statewide transit ridership

Objective: Reduce the growth rate in minutes of delay per traveler in congested corridors by 1.5 percent below the forecast for 2018 of 18.8 minutes of delay.

Performance Measure	Outcome	FY 2010-11 Actual*	FY 2011-12 Actual†	FY 2012-13 Approp.	FY 2013-14 Request	FY 2017-18 Forecast
Travel time delay in congested corridors (minutes of delay per person)	Benchmark	18.4	18.4	14.7	15.5	18.8
	Actual	17.3	13.8	Avail. May 2013	Avail. May 2014	Avail. May 2018

* Calendar Year 2010

† Calendar Year 2011

Strategy: 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 during congestion. A highway segment is considered congested when the peak traffic is 85 percent or greater than the traffic volume the highway is designed to handle. Since the last increase in fuel tax, population growth and growth in vehicle miles traveled, particularly among the trucking industry, has accelerated much more rapidly than revenues. The Department recognizes it cannot materially reduce congestion. Rather, it seeks to improve system mobility by slowing the rate of its increase. Gradually over the past several decades the strategy for accomplishing this has shifted away from adding highway lane capacity to providing system information that enables travelers to make better-informed decisions about modal choices.

Evaluation of Success in Meeting Benchmarks — Explanation of Prior Year Outcomes: Though the total amount of vehicle miles traveled (VMT) on Colorado roadways increased 0.5 percent from 2010, the average minutes of delay *per traveler* decreased significantly from 17.3 minutes during 2010 to 13.8 minutes during 2011. Several factors contributed to this reduced delay, including a slowed economy and higher gas prices, both of which can affect the number of people using the highways and the number of commuters using alternative transportation, such as mass transit, carpools and bicycle. The most significant explanation for the reduction in time delay, however, is based on how Travel Time Delay is calculated. In 2010, national transportation standards were updated from the year 2000 version to reflect more accurate estimates of the carrying capacity of highway segments. The result is a higher calculated carrying capacity of highways across the state and, therefore, fewer congested segments and less overall time delays captured.

CDOT’s estimates for travel time delay have been revised downward since the 2035 Long Range Plan was issued in 2008. At that time, travel time delay in 2010 was estimated to be an average of 28.3 minutes per traveler. However, when the estimated delay in 2012 was calculated based on 2011 actual data, the new time estimate was 14.7 minutes. This affects estimates for future years as well.

Objective: Maintain the snow & ice maintenance level of service grade at the adopted annual grade.

Performance Measure	Outcome	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Approp.	FY 2013-14 Request	FY 2017-18 Forecast
Snow & ice maintenance levels of service (MLOS) grade	Benchmark	B	B	B	Avail. Oct. 2013	Avail. Oct. 2017
	Actual	B	B	Avail. Oct. 2013	Avail. Oct. 2014	Avail. Oct. 2018

Strategy: Each year an analysis is performed based on a five-year average of materials, plow miles, and total dollars spent in maintenance activity 402 (Snow Removal and Traction Application). The objectives of these analyses are as follows:

- To assess the variation in costs and accomplishments among the five years, as a way of gauging differences in weather that affect the demand for winter maintenance
- To test the effect of average annual daily traffic (AADT) on winter maintenance policy, work accomplishment, and costs
- To analyze historical trends in winter maintenance work accomplishments and costs with the purpose of determining a “standard winter” for budgeting

Evaluation of Success in Meeting Benchmarks — Explanation of Prior Year Outcomes: CDOT has been able to maintain reasonably consistent snow & ice removal performance in recent years, thanks in part to Transportation Commission decisions to provide contingency funding in severe winters.

In 2008, amid rising costs per plow mile, maintenance policy was revised, so that highway segments with an annual average daily traffic count of less than 1,000 vehicles are not plowed between the hours of 7:00 PM and 5:00 AM (exceptions may be made for school bus or hospital/emergency routes or segments with high accident rates).

Objective: Support increased transit ridership throughout Colorado.

Performance Measure	Outcome	FY 2010-11 Actual*	FY 2011-12 Actual†	FY 2012-13 Approp.	FY 2013-14 Request	FY 2017-18 Forecast
Statewide total unlinked passenger trips (millions)	Actual	115.3	Avail. Oct. 2013	Avail. Oct. 2014	Avail. Oct. 2015	Avail. Oct 2019

* Calendar Year 2010

† Calendar Year 2011

Strategy: The Division of Transit and Rail is responsible for the planning, development, operation, and integration of transit and rail into the statewide transportation system. In addition, it administers federal and state grant funds in coordination with other transit and rail providers to support the planning, promotion, and implementation of transit and rail services statewide.

Evaluation of Success in Meeting Benchmarks — Explanation of Prior Year Outcomes:

A spike in transit ridership in 2008 can largely be attributed to gas prices being over \$4 a gallon for much of the summer. Subsequent ridership decline in '09 and '10 is somewhat due to gas prices getting back to 'normal' levels. However, much of the decline over this period is due to an overall downturn in the economy and an associated trend of less work-related travel and a reduction in the overall number of people commuting to work. Please note that transit ridership is summarized and reported nationally two years in arrears.

IV. ENVIRONMENTAL SUSTAINABILITY

(Funded through *Deliver* and *Pass-Through Funds/Multi-Modal Grants* budget funding programs)

Functions that enhance the performance of the transportation system while also protecting the natural environment

The Transportation Commission's Policy Directive 13 recognizes environmental stewardship as a key planning principle, though no goal is stated by the commission. Our work with the Colorado Department of Public Health and Environment (CDPHE) and the Environmental Protection Agency has prompted CDOT to establish the following goal:

- Have no environmental compliance violations

National performance areas will eventually require:

- On-Road mobile sources emissions, which CDOT does not currently measure

Objective: Incur no environmental compliance violations.

Performance Measure	Outcome	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Approp.	FY 2013-14 Request	FY 2017-18 Forecast
Number of environmental compliance violations	Benchmark	0	0	0	0	0
	Actual	0	0	Avail Oct. 2013	Avail Oct. 2014	Avail. Oct. 2018

Strategy: Achieving a perfect record on this measure is critical and entails mostly proactive mitigation of project area water discharge so that water quality is not impacted by a project.

Evaluation of Success in Meeting Benchmarks — Explanation of Prior Year Outcomes: CDOT did not receive any notices of compliance violations in FY 2012.

CDOT obtains permits from the CDPHE to discharge stormwater from roadway projects. The permit states that only stormwater (and a few other allowable discharges, like landscape irrigation overflow) can be discharged from CDOT’s right-of-way into state waters. Pollutants, such as dirt, fertilizers, pesticides, oil and grease, and antifreeze must be prevented as much as practicable from entering state waters by the diligent use of best management practices. CDOT also has a Municipal Separate Storm Sewer System Permit (MS4). This is a permit that requires several different programs be in place to ensure the amount of pollutants entering the storm drain system is reduced. Those programs include:

- 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
- Wet weather monitoring program

CDOT is increasing its control measures to include accountability at additional levels in order to proactively secure a site against significant storm events and to respond more quickly to findings with prompt action steps.

V. PROJECT DELIVERY

(Funded through *Deliver* budget funding program)

Functions that accelerate project completion by eliminating delays in the project development and delivery process, including reducing regulatory burdens.

An excellent organization delivers its projects and services with quality and efficiency. To do this, the organization must effectively manage its financial and human resources, act sensitively toward the environment and develop a network of suppliers that competitively meet the needs of the organization.

Long-Range Goals:

- 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

National performance areas may eventually also require a measure such as:

- Percent of program delivered by end of state fiscal year

Objective: Advertise projects within 30 days of the target advertisement date established on July 1st of the fiscal year.

Performance Measure	Outcome	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Approp.	FY 2013-14 Request	FY 2017-18 Forecast
Percent of CDOT projects advertised within 30 days of the ad dates established on 7/1 of fiscal year	Benchmark	80%	80%	80%	80%	80%
	Actual	47.2%	50.0%	Avail Oct. 2013	Avail Oct. 2014	Avail. Oct. 2018

Strategy: 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 estimates projected completion dates or advertised dates for known projects to be designed in the coming year. When all design work has been completed and proper clearances are in place, 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”) that were established at the beginning of the fiscal year.

Evaluation of Success in Meeting Benchmarks — Explanation of Prior Year Outcomes: Of the 122 projects assigned ad dates in FY2012 as of August 1, 2011, 61 were advertised within 30 days of the original ad date. This reflects rescheduling that occurs throughout the year as some projects' ad dates are accelerated, others are postponed and some projects are combined with others to capitalize on opportunities to be more efficient. By the close of FY2012, projects scheduled for ad in that fiscal year had grown from 106 to 144, demonstrating how projects may be added during the year with influxes of funding, savings from completed projects, or heightened priorities.

This measure only captures Design-Bid-Build projects, where CDOT designs a project in-house and then puts the project out to bid for a private firm to construct it. More innovative types of projects include Construction Management/General Contractor (CM/GC) projects, which involve more collaboration between the designers and contractors, and Design-Build contracts, where one firm handles both the design of a project and the construction phase. Project estimates show that these innovative approaches to projects can be more efficient than the traditional Design-Bid-Build model, and CDOT anticipates it will use them increasingly in the future.

Objective: Meet or exceed the Department's annual Disadvantaged Business Enterprise (DBE) goals.

Performance Measure	Outcome	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Approp.	FY 2013-14 Request	FY 2017-18 Forecast
Percent Disadvantaged Business Enterprise (DBE) participation	Benchmark*	13.3%	13.3%	10.3%	Avail. Aug. 2013	Avail. Aug. 2017
	Actual*	16.3%	14.2%	Avail. Nov. 2013	Avail. Nov. 2014	Avail. Nov. 2018

* Based on Federal Fiscal Year ending September 30

Strategy: In setting the overall annual goal for the Department, the United States Department of Transportation (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 level of DBE participation in construction projects as a percentage of its total Federal Aid Highway Program dollars. CDOT works to meet this goal through a number of activities, such as ensuring that bid notices and requests for proposals are available to DBEs in a timely manner, identifying contracts and procurements so that DBEs are included in solicitations, monitoring results, and planning and participating in DBE training seminars.

Evaluation of Success in Meeting Benchmarks — Explanation of Prior Year Outcomes: Through federal fiscal year 2012, DBEs received 14.2 percent of construction contract dollars awarded. This amount exceeds the annual target of 13.3 percent.

Appendix A: MAP-21 National Performance Areas

MAP-21 Program Area	National Performance Measure Area	Comments
HSIP	1. Serious Injuries per VMT 2. Fatalities per VMT 3. Number of Serious Injuries 4. Number of Fatalities	<ul style="list-style-type: none"> • NCHRP 20-24(37)G identified “Five Year Moving Average of the State Number of Fatalities” as ready for national deployment, and “Five Year Moving Average of the State Number of Serious Injuries” as a candidate national measure requiring further development. • NHTSA currently requires states to annually report 14 performance measures (established in collaboration with GHSA) - these cover three of the four MAP-21 measurement areas (Serious Injuries per VMT not included) • Fatality measure can be based on FARS data; work required to define consistent national serious injuries measure • Measures are for all public roads
NHPP	5. Bridge Condition on the NHS	<ul style="list-style-type: none"> • NCHRP 20-24(37)G identified “deck area of structurally deficient NHS bridges” as ready for deployment • Minimum NHS condition level is based on SD bridges but national performance measure can be different

MAP-21 Program Area	National Performance Measure Area	Comments
NHPP (cont'd)	6. Pavement Condition of the Interstate System 7. Pavement Condition of the NHS	<ul style="list-style-type: none"> NCHRP 20-24(37)G identified “ the percent of lane-miles on the NHS classified as “good”, “fair”, and “poor”, as determined by thresholds for the International Roughness Index (IRI)” as ready for national deployment. It identified “structural adequacy on NHS as a candidate national measure requiring further development. IRI is the most consistent national measure available; additional work on network-level IRI standards may be needed.
	8. Performance of the Interstate System 9. Performance of the NHS excluding the Interstate System	<ul style="list-style-type: none"> MAP-21 does not define “performance” but one interpretation is that the intent is to include measures of operational performance to complement the other condition based measurement areas A range of operational performance measures can be considered – NCHRP 20-24(37)G identified “travel time-based metrics, congestion cost, and reliability on the Interstate system” as candidate operational performance measures that require further development for national deployment. Coverage of the entire NHS may be problematic using existing data-modeling or sampling approaches may be needed.

MAP-21 Program Area	National Performance Measure Area	Comments
CMAQ	10. Traffic Congestion 11. On-Road Mobile Source Emissions	<ul style="list-style-type: none"> • Clarification needed on whether these apply to users of CMAQ funds with no non-attainment or maintenance areas • Using area-wide measures of emissions and associated outputs from travel demand models produced for air quality conformity analysis would build on existing process in place • Need for collaboration with MPOs given their central role in this area
Freight	12. Freight Movement on the Interstate System	<ul style="list-style-type: none"> • NCHRP 20-24(37)G identified “Speed/travel time on freight corridors” and “Reliability on freight corridors” as ready for national deployment. These measures could be adjusted to reflect Interstate-only travel. • Current FHWA Freight Analysis Framework provides foundation data

Appendix B

Levels of Service Definitions for the Maintenance Program Areas

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.