

COLORADO DEPARTMENT OF TRANSPORTATION



PROPOSED LEGISLATIVELY APPROPRIATED BUDGET

FISCAL YEAR 2016-17

Governor John Hickenlooper

January 2, 2016



**DEPARTMENT OF TRANSPORTATION
FY 2016-17 BUDGET REQUEST**

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FY 2016-17 BUDGET REQUEST - TRANSPORTATION

Schedule 10 Request

Prioritized Requests	Interagency Review	Requires Legislation	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
R-01 Heat is On	None	No	\$500,000	0.0	\$0	\$500,000	\$0	\$0
R-02 Secure Colorado Request	Office of Information Technology	No	\$109,411	0.0	\$0	\$109,411	\$0	\$0
BA-01 Marijuana Data Coordination	Office of Information Technology	No	\$147,950	0.0	\$0	\$147,950	\$0	\$0
Prioritized Request Subtotal			\$757,361	0.0	\$0	\$757,361	\$0	\$0

Total Department of Transportation FY 2016-17 Requests			\$757,361	0.0	\$0	\$757,361	\$0	\$0
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FY 2016-17 BUDGET REQUEST - TRANSPORTATION

Schedule 10 Requests

Subtotal by Requests Priority and Long Bill Group	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
R-01 Heat is On						
04. First Time Drunk Driving Offenders Account	\$500,000	0.0	\$0	\$500,000	\$0	\$0
Subtotal R-01 Heat is On	\$500,000	0.0	\$0	\$500,000	\$0	\$0

R-02 Secure Colorado Request						
01. Administration	\$109,411	0.0	\$0	\$109,411	\$0	\$0
Subtotal R-02 Secure Colorado Request	\$109,411	0.0	\$0	\$109,411	\$0	\$0

BA-01 Marijuana Data Coordination						
01. Administration	\$147,950	0.0	\$0	\$147,950	\$0	\$0
Subtotal BA-01 Marijuana Data Coordination	\$147,950	0.0	\$0	\$147,950	\$0	\$0

FY 2016-17 BUDGET REQUEST - TRANSPORTATION

Schedule 10 Requests

Subtotal Requests By Long Bill Group	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
01. Administration						
R-02 Secure Colorado Request	\$109,411	0.0	\$0	\$109,411	\$0	\$0
BA-01 Marijuana Data Coordination	\$147,950			\$147,950		
Subtotal Administration	\$257,361	0.0	\$0	\$257,361	\$0	\$0

04. First Time Drunk Driving Offenders Account						
R-01 Heat is On	\$500,000	0.0	\$0	\$500,000	\$0	\$0
Subtotal First Time Drunk Driving Offenders Account	\$500,000	0.0	\$0	\$500,000	\$0	\$0

FY 2016-17 BUDGET REQUEST - TRANSPORTATION

Schedule 10 Requests

Subtotal by Priority and Fund Source		Fund Type	Fund	Fund Name		FTE	Amount
R-01 Heat is On		C	15RS	Marijuana Tax Cash Fund		0.0	\$500,000
	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds	Total Funds	
R-01 Heat is On	0.0	\$0	\$500,000	\$0	\$0	\$500,000	
R-02 Secure Colorado Request		C	4000	State Highway Fund		0.0	\$109,411
	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds	Total Funds	
R-02 Secure Colorado Request	0.0	\$0	\$109,411	\$0	\$0	\$109,411	
BA-01 Marijuana Data Coordination		C	15RS	Marijuana Tax Cash Fund		0.0	\$147,950
	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds	Total Funds	
BA-01 Marijuana Data Coordination	0.0	\$0	\$147,950	\$0	\$0	\$147,950	
	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds	Total Funds	
Total Transportation FY 2016-17 Decision Items	0.0	\$0	\$757,361	\$0	\$0	\$757,361	

FY 2016-17 SUPPLEMENTAL REQUEST - TRANSPORTATION

Schedule 12 Request

Prioritized Requests	Interagency Review	Requires Legislation	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
BA-01 Marijuana Data Coordination	Office of Information Technology	No	\$147,950	0.0	\$0	\$147,950	\$0	\$0
Prioritized Request Subtotal			\$147,950	0.0	\$0	\$147,950	\$0	\$0

Total Department of Transportation FY 2016-17 Requests			\$147,950	0.0	\$0	\$147,950	\$0	\$0
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FY 2016-17 BUDGET REQUEST - TRANSPORTATION

Schedule 12 Requests

Subtotal by Requests Priority and Long Bill Group	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
BA-01 Marijuana Data Coordination						
01. Administration	\$147,950	0.0	\$0	\$147,950	\$0	\$0
Subtotal BA-01 Marijuana Data Coordination	\$147,950	0.0	\$0	\$147,950	\$0	\$0

FY 2016-17 BUDGET REQUEST - TRANSPORTATION

Schedule 12 Requests

Subtotal Requests By Long Bill Group	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
01. Administration						
BA-01 Marijuana Data Coordination	\$147,950	0.0	\$0	\$147,950	\$0	\$0
Subtotal Administration	\$147,950	0.0	\$0	\$147,950	\$0	\$0

FY 2016-17 BUDGET REQUEST - TRANSPORTATION

Schedule 12 Requests

Subtotal by Priority and Fund Source	Fund Type	Fund	Fund Name	FTE	Amount	
BA-01 Marijuana Data Coordination	C	4000	State Highway Fund	0.0	\$147,950	
	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds	Total Funds
BA-01 Marijuana Data Coordination	0.0	\$0	\$147,950	\$0	\$0	\$147,950

	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds	Total Funds
Total Transportation FY 2016-17 Decision Items	0.0	\$0	\$147,950	\$0	\$0	\$147,950

Schedule 13

Funding Request for the FY 2016-17 Budget Cycle

Department of Transportation

PB Request Number R-01

Request Titles

R-01: Heat is On Campaign Program Request

Dept. Approval By: Maurice Sobate
 10/31/15

Supplemental FY 2015-16
 Change Request FY 2016-17
 Base Reduction FY 2016-17
 Budget Amendment FY 2016-17

Line Item Information	Fund	FY 2015-16		FY 2016-17		FY 2017-18	
		Appropriation	Request	Base Request	FY 2016-17	Continuation	
Total		\$1,500,000	\$0	\$1,500,000	\$500,000	\$0	
FTE		0.0	-	0.0	-	0.0	
GF		\$0	\$0	\$0	\$0	\$0	
CF		\$1,500,000	\$0	\$1,500,000	\$500,000	\$0	
RF		\$0	\$0	\$0	\$0	\$0	
FF		\$0	\$0	\$0	\$0	\$0	

Line Item Information	Fund	FY 2015-16		FY 2016-17		FY 2017-18	
		Appropriation	Request	Base Request	FY 2016-17	Continuation	
Total		\$1,500,000	\$0	\$1,500,000	\$500,000	\$0	
CF		\$1,500,000	\$0	\$1,500,000	\$500,000	\$0	
FF		\$0	\$0	\$0	\$0	\$0	
04. First Time Drunk Driving Offenders Account	FTE	0.0	-	0.0	-	-	
	GF	\$0	\$0	\$0	\$0	\$0	
	RF	\$0	\$0	\$0	\$0	\$0	

Letternote Text Revision Required?	Yes	No	X	If Yes, describe the Letternote Text Revision:
Cash or Federal Fund Name and CORE Fund Number:	Marijuana Tax Cash Fund #15RS			
Reappropriated Funds Source, by Department and Line Item Name:	Not Applicable			
Approval by OIT?	Yes	No	Not Required:	X
Schedule 13s from Affected Departments:				
Other Information:				



COLORADO

Department of Transportation

Priority: R-01
Heat Is On Campaign
FY 2016-17 Change Request

Cost and FTE

- This request seeks \$500,000 from the Marijuana Tax Cash Fund in FY 2016-17 to increase funding for the Heat Is On campaign, a statewide impaired driving public education campaign.

Link to Operations

- The Colorado Department of Transportation (CDOT) manages statewide public awareness campaigns to prevent impaired driving in Colorado, paired with heightened enforcement by the Colorado State Patrol and local law enforcement.
- Efforts include campaign planning and execution, data collection, training, and DUI enforcement under section 405(d) of the federal transportation authorization bill (“Moving Ahead for Progress in the 21st Century Act” or “MAP-21”).

Problem or Opportunity

- Colorado has a new felony DUI law that strengthens consequences for repeat offenders, although many residents of Colorado remain unaware of this change in statute.
- Unique in the nation, Colorado has a Driving While Ability Impaired (DWAI) threshold, which makes Colorado one of the most stringent states in the country for DUI enforcement.
- The target audience for the public awareness campaign is males, ages 21-34, who have a higher binge risk and are likely to combine drugs and alcohol. This audience may also be less aware of DUI laws and consequences, including those involving drugs.
- The campaign’s main awareness message is “Drink & Don’t Drive” and the campaign’s main enforcement message is “Heat Is On.”
- CDOT’s current funding is not adequate to expand further education on the felony DUI law and the risks associated with all forms of impaired driving. Funding is needed for a program that supports data collection, campaign creative development and a larger statewide media reach.

Consequences of Problem

- Approximately one-third of traffic fatalities in Colorado involve an impaired driver. Without a robust awareness campaign, DUI-related fatalities could increase.

Proposed Solution

- Administration will provide strategy, development, management, consultation and evaluation.
- Creative Development will further the execution of CDOT’s “Heat Is On” and “Drink & Don’t Drive” campaign and focus group message testing.
- Media buying will consist of a one-year statewide media campaign directed primarily to the target audience, while public relations execute a year-long PR strategy to further campaign messaging.
- Behavioral patterns and message retention will be measured to inform future campaign efforts.



Department Priority: R-01
Request Detail: Heat Is On Campaign

Summary of Incremental Funding Change for FY 2016-17	Total Funds	Cash Fund
Heat Is On Campaign	\$500,000	\$500,000

Problem or Opportunity:

Each year in Colorado, more than 25,000 people are arrested for DUI and approximately 150 people are killed in drug and alcohol-related traffic crashes – representing about one-third of all traffic fatalities in the state. Young males 21-34 years old are especially vulnerable, with above average fatality rates. According to surveys conducted by the Colorado Department of Transportation (CDOT), many of these young males believe that driving impaired is unsafe, but they are still doing it. The Office of Communications and the Office of Transportation Safety at CDOT manage statewide public awareness campaigns related to impaired driving, paired with heightened enforcement by the Colorado State Patrol and local law enforcement agencies.

Colorado has some of the toughest impaired driving laws in the country. A new felony DUI law, effective August 2015, strengthens consequences for repeat offenders after four DUI arrests. Colorado also has a Driving While Ability Impaired (DWAI) threshold of .05 blood alcohol content, which makes Colorado one of the most stringent states for DUI enforcement. Colorado also ranks third in the country for the number of DUI arrests per capita. Further, Colorado is one of only a handful of states nationally that has legalized the sale of marijuana. Colorado law specifies that drivers with 5 nanograms of active THC in their blood can be prosecuted for driving under the influence.

CDOT’s Highway Safety Office provides funding to Colorado law enforcement for impaired driving enforcement, education and awareness campaigns. The Heat Is On campaign runs throughout the year, with 12 specific high visibility impaired driving enforcement periods centered on national holidays and large public events. Enforcement periods can include sobriety checkpoints, saturation patrols and additional law enforcement on duty dedicated to impaired driving enforcement. Impaired driving enforcement plans, arrest totals and safety tips are available to the public at HeatIsOnColorado.com.

According to recent surveys, 35% of Coloradans are aware of increased DUI enforcement or sobriety checkpoints during the specified enforcement periods. About half of Coloradans had seen or heard the slogan “Drink and Don’t Drive” and “Heat Is On” in the same survey.

CDOT has identified a target audience and message for the public awareness campaign: males, ages 21-34, who have a higher binge risk and are likely to combine drugs and alcohol. This audience may also be less

aware of DUI laws and consequences, including those involving drugs. The campaign's main awareness message is "Drink & Don't Drive" and the campaign's main enforcement message is "Heat Is On."

CDOT's current funding is not adequate to expand further education on the felony DUI law and risks associated with all forms of impaired driving, including alcohol, prescription drugs, illicit drugs and marijuana. Funding is needed for a program that supports data collection, campaign creative development and a larger statewide media reach.

While CDOT is currently working on impaired driving efforts, including a public education campaign, data collection, Drug Recognition Expert training and DUI enforcement under section 405(d) of the federal transportation authorization bill ("Moving Ahead for Progress in the 21st Century Act" or "MAP-21") and through supplemental funding from the Colorado Department of Health and Environment, CDOT's current funding is not adequate to expand education efforts statewide on the risks of impaired driving.

Proposed Solution:

CDOT is requesting \$500,000 from the Marijuana Tax Cash Fund in FY 2016-17 to increase funding for the Heat Is On campaign, a statewide impaired driving public education campaign. According to NHTSA's *Countermeasures That Work*, effective strategies to reduce driving while impaired by drugs or alcohol include high visibility enforcement and saturation patrols paired with mass media campaigns. CDOT requests this additional funding to support mass advertising, public relations and strategic partnerships to educate Coloradans on Colorado's DUI laws, including the new felony DUI law. Funds would allow more messaging to the public on the risks associated with all forms of impairment, including prescription drugs, illicit drugs and marijuana. Finally, funds would allow greater awareness of the 12 enforcement periods and other law enforcement efforts to crack down on impaired drivers.

This solution supports CDOT's FY 2015-16 Performance Plan's first strategic policy initiative related to safety, with a goal of moving Colorado toward zero deaths by reducing traffic-related deaths by one-half by 2030. The consequences of not educating the public on impaired driving could result in more serious injuries and fatalities on Colorado roadways.

An alternative that was considered involved appropriating an additional \$500,000 from the Marijuana Tax Cash Fund to the "Drive High, Get a DUI" campaign, which was appropriated \$450,000 from the Marijuana Tax Cash Fund for FY 2015-16. It was determined that additional funds put towards impaired driving prevention would be better utilized through the Heat is On campaign, which has a well established media presence in Colorado and is paired with a high-visibility enforcement plan by the Colorado State Patrol. Whereas the "Drive High, Get a DUI" campaign continues to serve a valuable function in educating the public on the illegality of marijuana-impaired driving in particular, the Heat is On campaign is in a position to spread the message that *all* impaired driving is illegal in Colorado, including alcohol, marijuana, prescription drugs and other substances. Further, the Heat is On campaign can drive changes in behavior through highly visible enforcement and saturation patrols, tactics that not only make clear to the public the seriousness of the risk associated with impaired driving, but also make our communities safer by actively removing impaired drivers from Colorado's roads.

Anticipated Outcomes:

Increasing awareness and enforcement under the Heat is On campaign could not only increase the number of impaired driver arrests but also could increase the number of drug-impaired driver arrests. Although CDOT already receives federal funding for impaired driving awareness, this additional funding will help conduct four specific activities:

- 1) Increase messaging from the “Heat Is On” and “Drink & Don’t Drive” campaigns;
- 2) Increase awareness that driving under the influence of any substance, whether it be alcohol, drugs or marijuana, is illegal;
- 3) Communicate law enforcement’s readiness to identify and arrest impaired drivers; and
- 4) Communicate to increase awareness of Colorado’s new felony DUI law.

CDOT will target Colorado residents with impaired driving messaging through paid advertising, strategic partnerships, and earned media. Through these efforts, CDOT can achieve broad reach to achieve message retention. Paid advertising efforts will support broadcast, online, print and/or outdoor advertising. CDOT will expand partnerships with law enforcement, community-based organizations, and other state agencies to further our reach. CDOT will also implement earned media strategies, such as public awareness events and tactics, to engage the statewide media on stories about impaired driving.

CDOT will measure efforts through:

- 1) Analyzing data on DUI filings, serious injuries, and motor vehicle fatalities and tracking reductions to those data points; and
- 2) A statewide phone survey measuring pre- and post-campaign awareness, behavior change and knowledge of Colorado DUI laws.

Research, which could include focus groups, quantitative surveys and interviews, will be conducted to identify existing knowledge of the DUI felony law and messages that may resonate with the target audience. Research will also help to identify key geo targets throughout the state where we will focus campaign efforts.

The desired outcome is a reduction in traffic fatalities and serious injuries for all users of Colorado roadways, which aligns with CDOT’s FY 2015-16 Performance Plan. Additional outcomes are a decrease in impaired driving DUIs, increased awareness of Colorado DUI laws, especially the felony DUI law, and impaired driving behavior change. CDOT’s proposed solution is the best possible alternative for reducing impaired driving because the Department maintains the most knowledge on impaired driving enforcement and public awareness campaigns, can capitalize on the current campaign, and has partnerships and media relationships already in place that help extend campaign messaging.

Assumptions and Calculations:

CDOT calculated that \$500,000 from the Marijuana Tax Cash Fund would be necessary to support \$35,000 of administrative work, \$120,000 for creative development, \$240,000 for paid advertising, \$100,000 for public relations, and \$5,000 for evaluation tools. See appendix for calculation details.

Appendix: CDOT Proposed Impaired Driving Program: Assumptions and Calculations Attachment

Activity	Description	Cost
Administration / Research	Program strategy development, research, management, execution, meeting attendance, consultation and evaluation.	\$35,000
Creative Development	Develop further executions of CDOT’s Heat Is On campaign and use focus groups to test creative concepts.	\$120,000
Media Buying	Implement one-year statewide media campaign directed at target audience, plus 10% agency fee to buy, manage and monitor media.	\$240,000
Public Relations	Implement year-long public relations tactics to further our campaign messaging through proactive media pitching, event sponsorship, community building, signage and partnership development.	\$100,000
Evaluation	Develop evaluation plan to measure behavioral patterns and message retention, which will inform future campaign efforts.	\$5,000
TOTAL		\$500,000

Schedule 13

Funding Request for the FY 2016-17 Budget Cycle

Department of Transportation

PB Request Number R-02

Request Titles

R-02: Secure Colorado OIT Request

Dept. Approval By: *Maria A. Bal* 12/31/15 X

Supplemental FY 2015-16

Change Request FY 2016-17

Base Reduction FY 2016-17

OSPB Approval By: _____

Budget Amendment FY 2016-17

Line Item Information	FY 2015-16		FY 2016-17		FY 2017-18	
	Appropriation	Request	Base Request	FY 2016-17	Continuation	
Fund						
Total	\$0	\$0	\$0	\$109,411	\$0	\$0
FTE	0.0	-	0.0	-	0.0	0.0
Total of All Line Items						
GF	\$0	\$0	\$0	\$0	\$0	\$0
CF	\$0	\$0	\$0	\$109,411	\$0	\$0
RF	\$0	\$0	\$0	\$0	\$0	\$0
FF	\$0	\$0	\$0	\$0	\$0	\$0

Line Item Information	FY 2015-16		FY 2016-17		FY 2017-18	
	Appropriation	Request	Base Request	FY 2016-17	Continuation	
Fund						
Total	\$0	\$0	\$0	\$109,411	\$0	\$0
CF	\$0	\$0	\$0	\$109,411	\$0	\$0
FF	\$0	\$0	\$0	\$0	\$0	\$0
04, First Time Drunk Driving Offenders Account						
FTE	0.0	-	0.0	-	-	-
GF	\$0	\$0	\$0	\$0	\$0	\$0
RF	\$0	\$0	\$0	\$0	\$0	\$0

Letternote Text Revision Required?	Yes	No	X	If Yes, describe the Letternote Text Revision:
Cash or Federal Fund Name and CORE Fund Number:	General Fund #1000			
Reappropriated Funds Source, by Department and Line Item Name:	Not Applicable			
Approval by OIT?	Yes	X	No	Not Required: _____
Schedule 13s from Affected Departments:	_____			
Other Information:	_____			

Schedule 13

Funding Request for the FY 2016-17 Budget Cycle

Department of Transportation

PB Request Number BA-01

Request Titles

BA-01 Marijuana Data Coordination

Dept. Approval By: <u>Mary Anne 12/15/16</u>	Supplemental FY 2015-16 Change Request FY 2016-17 Base Reduction FY 2016-17 Budget Amendment FY 2016-17
OSPB Approval By: _____	X

Line Item Information	FY 2015-16		FY 2016-17		FY 2017-18	
	Appropriation	Request	Base Request	FY 2016-17	Continuation	
Fund						
Total	\$0	\$0	\$0	\$147,950	\$85,166	
FTE	0.0	-	0.0	-	0.0	
Total of All Line Items						
GF	\$0	\$0	\$0	\$0	\$0	
CF	\$0	\$0	\$0	\$147,950	\$85,166	
RF	\$0	\$0	\$0	\$0	\$0	
FF	\$0	\$0	\$0	\$0	\$0	

Line Item Information	FY 2015-16		FY 2016-17		FY 2017-18	
	Appropriation	Request	Base Request	FY 2016-17	Continuation	
Fund						
Total	\$0	\$0	\$0	\$147,950	\$85,166	
CF	\$0	\$0	\$0	\$147,950	\$85,166	
FF	\$0	\$0	\$0	\$0	\$0	
01. Administration						
FTE	0.0	-	0.0	-	-	
GF	\$0	\$0	\$0	\$0	\$0	
RF	\$0	\$0	\$0	\$0	\$0	

Letternote Text Revision Required? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	If Yes, describe the Letternote Text Revision:
	Marijuana Tax Cash Fund #15RS
Cash or Federal Fund Name and CORE Fund Number:	Marijuana Tax Cash Fund #15RS
Reappropriated Funds Source, by Department and Line Item Name:	Not Applicable
Approval by OIT? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Not Required: _____	
Schedule 13s from Affected Departments:	
Other Information:	



Cost and FTE

- The Office of Information Technology (OIT) requests \$1,109,625 Reappropriated Funds beginning in FY 2016-17 and \$638,750 in Reappropriated Funds on-going to create a data platform to identify, locate, collect, combine/assimilate, store, analyze, disseminate, and present marijuana-related information pursuant to C.R.S 24-33.5-516.

Current Program

- OIT currently maintains data management platforms for storing and presenting data for analytic purposes across the state. The platform, however, cannot be easily modified to include the data requirements specified in C.R.S. 24-33.3-516.
- The Department of Public Safety currently employs an analyst responsible for collecting and analyzing marijuana related data in an effort to report the impacts of legalization, however, the initiative lacks the necessary resources to create a repository for the data.

Problem or Opportunity

- The Department of Public Safety commissioned a study of law enforcement's activity and costs related to the implementation of Section 16 of Article XVIII of the state constitution. The resulting *Marijuana Data Discovery and Gap Analysis* report found that Colorado has a "medium to low capability...to collect the statutorily required data [relating to the impact of legalized marijuana]." To improve Colorado's data collection capabilities, the report recommended that the state create a centralized data platform to collect and house marijuana-specific data called for by C.R.S. 24-33.3-516.

Consequences of Problem

- Lacking a centralized data platform necessary to collect and categorize the marijuana-related data called for by statute, the *Marijuana Data Discovery and Gap Analysis* additionally found that systemic inefficiencies in marijuana-related data collection and categorization.
- Colorado is the first political entity in the world to implement a regulated commercial marketplace for the sale of marijuana for recreational purposes. As a result, there are necessarily exceptionally limited data about the effects or potential effects of that marketplace on public health and safety. Anticipating these data challenges, the Colorado General Assembly passed SB13-283 such that data could be collected to begin to understand the impact of marijuana legalization in Colorado.
- Unfortunately the statutorily required data sets are collected by different state agencies utilizing distinct taxonomy and data architecture. It is impossible to easily evaluate marijuana's impact on any number of inter-related public health and safety metrics. Lacking that evaluation, it is difficult for policymakers and implementers to understand and efficiently respond to the challenges posed by this new marketplace.

Proposed Solution

- This proposal seeks to collect, assimilate, and analyze marijuana-related data from around the State pursuant to the statutory requirements in C.R.S. 24-33.3-516. The result will be an open source data platform allowing various audiences evaluate the impact of marijuana legalization on public health, safety, and youth use. Funding will support building out the hardware, software, and technological infrastructure needed to support, store, maintain, and segment multi-agency marijuana-related data. Funding will also support analytics software for analyzing and presenting data to various audiences.



COLORADO

FY 2016-17 Funding Request | January 4, 2016

Department Priority: BA-01
Request Detail: Marijuana Data Coordination

Summary of Incremental Funding Change for FY 2016-17	Total Funds	Reappropriated Fund
Marijuana Data Coordination	\$1,109,625	\$1,109,625

Customer Impact:

With the implementation of the proposed platform, the Office of Information Technology (OIT) will be able to deliver real-time data as a service in a governed, secure, manageable, and scalable solution to customers. Rather than obtaining data through manual gathering and consumption of comma separated value files (CSVs), flat files, thumb drives, web pages, etc., OIT customers will be able to access and leverage data sources in an automated, operationally efficient and secure manner.

This service implementation will enhance the state's work performance and risk exposure with the ability to overlay security measures that are not currently in place. Additionally, multiple analysts, agencies, policy-makers will be able to work from the same data sets with common business rules applied. Ultimately, this will allow Colorado to move toward the ability to apply automated data-integration and, eventually, cross-agency-analytics that are currently being done manually - if at all. Further, as agencies adopt the new platform, data exchanges will take place through the state infrastructure, allowing individual agencies to remove the unsecure, costly, redundant and time-consuming point-to-point data exchanges of today.

Problem or Opportunity:

When it comes to engagement and service, citizens and policy-makers have the same expectations of government institutions as they do of private organizations. These expectations must be met in an environment of increased scrutiny and budgetary pressures. To meet - and ultimately exceed - expectations, Colorado needs to be the state that is prepared to embrace the future, while not relinquishing access to, or discounting the value of, its historical and present-day data assets. This means the state needs to be able to find data repositories, know what they contain, and be able to link them to each other in meaningful, consistent ways while keeping security and personal privacy a top priority.

Today, the state does not have a platform to allow agencies to share marijuana-related data in a secure, transformative, real-time, manner. Instead, many hours are spent creating manual data extracts and exchanges, or inter-agency data usage agreements and memorandums of understanding before manually creating linkages or data dumps to be handed to the receiving agency. Once those exchanges take place, the state does not have

additional access to those strategic data assets, nor are those agencies able to search for additional potentially-related impacts as the data exchanges are only created to address very specific questions. Additionally, these data files are simply a point in time snapshot at the moment the query was run and the business rules used to create that query is not captured or communicated to others that might want to use the data.

Historically, agencies have had their own IT departments and methodologies. When agencies were not aware of what solutions might already be available to them, and in the interest of time, individual agencies have received each individual data or reporting request/mandate and tried to find ways of fulfilling those requests internally. As such, today, vast quantities of state data changes hands via thumb drives, email, file sharing, and any other method available to this “sneaker net”. Some agencies have been able to create point-to-point Virtual Private Networks (VPN’s), which take months of multi-agency contract writing, man hours (internal or external) to setup the VPN, and hope that the VPN is maintained and securely accessed. Unfortunately, most of these VPNs - and all of the manual data exchanges - do not comply with The Office of Information Technology (OIT) Security Policies/Guidelines. Further, the information exchanged within those VPN’s cannot be shared with additional agencies-of-interest without repeating the entire contracting process and coding efforts. Lastly, any business rules applied to the information being shared is not shared – thus, as involved-employees change position, the knowledge of the initial setup and reasoning is frequently lost too.

The State of Colorado is at the forefront of marijuana legalization. As such, the state has entered into an implied contract with its citizens and businesses that it will protect, understand, and communicate the impacts of this emerging industry. Data, being a pure and unfiltered source, plays a key role in understanding impacts to the state and meeting the terms of this new social contract and legislative requirement. There are many unanswered questions regarding the impacts of marijuana legalization to the public health and safety, welfare of children, state economy, and industry. Data is a critical asset in answering many of these questions for the State of Colorado and the nation. The current data collection/inputs, storage, collation, accessibility, and analysis processes make it challenging for the state and nation to answer those questions or accurately measure the impacts the new industry is having on people, resources, and the economy. It is imperative these questions are created, understood, addressed, answered and presented through an unbiased data solution.

The Office of Marijuana Coordination (OMC) was created with C.R.S. 24-38.3-101. Within this Statute, the OMC is required to provide information from various agencies – including, but not limited to: “the department of human services, the department of public health and environment, the department of transportation, the department of revenue, the department of public safety, and the department of education, to align the programming and regulations provided by each executive branch department to maximize efficiency and ensure coordinated strategies in the government's response to the legalization of marijuana.” (C.R.S. 24-38.3-102(1)).

Additionally, per C.R.S. 24-38.3-102(2), the OMC is to:

- “(b) Align all policy suggestions and the promulgation of rules across state agencies to increase efficiency and eliminate unintended negative impacts on the state;
- (c) Communicate with other states related to the economic, health, and safety implications of retail marijuana legalization and regulation;
- (d) Identify data gaps in the impact of marijuana legalization on public health, safety, or economics across the state;
- (e) Anticipate, prioritize, and respond to emerging issues with the legalization of retail marijuana;”

In 2013, the legislature passed SB13-283, directing the Colorado Department of Public Safety, Division of Criminal Justice to collect and report on a number of potential impacts from marijuana legalization. In response

to this legislation, The Division of Criminal Justice hired an analyst in September 2014 to begin the data collection and analysis tasks. The analyst has identified data sources and started manually collecting baseline information. The state agencies currently supplying (or in talks to supply) data include: CDHS, CDPHE, DOR, CDPS, CDE, CDOT, DOC, Law, and State Judicial. Additionally, many non-Executive Branch agencies contribute data. For example, the Substance Abuse and Mental Health Services Agency, individual local police departments, the U.S. Postal Inspection Service, Drug Enforcement Administration, private toxicology labs, out-of-state law enforcement, and out-of-state judicial departments. Clearly, there has been great cooperation across agencies to share data; however, this current file sharing practice has significant constraints and inefficiencies (identified below). The current data exchange model is not sustainable in the longer term as staff, agency and administrative leadership changes. This process results in:

- Stale, or out-of-date, data.
- Lack of shared business rules.
- Potential issues with data ownership.
- Compliance with data security / privacy issues.
- Additional overhead in transmitting and sharing data between agencies.
- Limited formal accountability or requirement by other agencies to share data with CDPS.
- Additional resources to manage data that are not directly understood or relevant to the Public Safety domain.
- Potential issues with the data comprehension or formatting, CDPS becomes a broker between agencies and the data requests.
- Inability for the state to stay ahead of – or even with – the pace of this dynamic new industry due to the lack of automation.

Additionally, the Governor’s Office commissioned a data gaps analysis to determine the availability of data and the feasibility of future data collection. Unfortunately, the October 2014 Marijuana Data Discovery and Gap Analysis report (commissioned by the Colorado General Assembly) found that Colorado currently has a “medium to low capability...to collect the statutorily required data [relating to the impact of legalized marijuana]” in fourteen discrete public health and safety categories. Those categories, pursuant to C.R.S. 24.33.3-516 are:

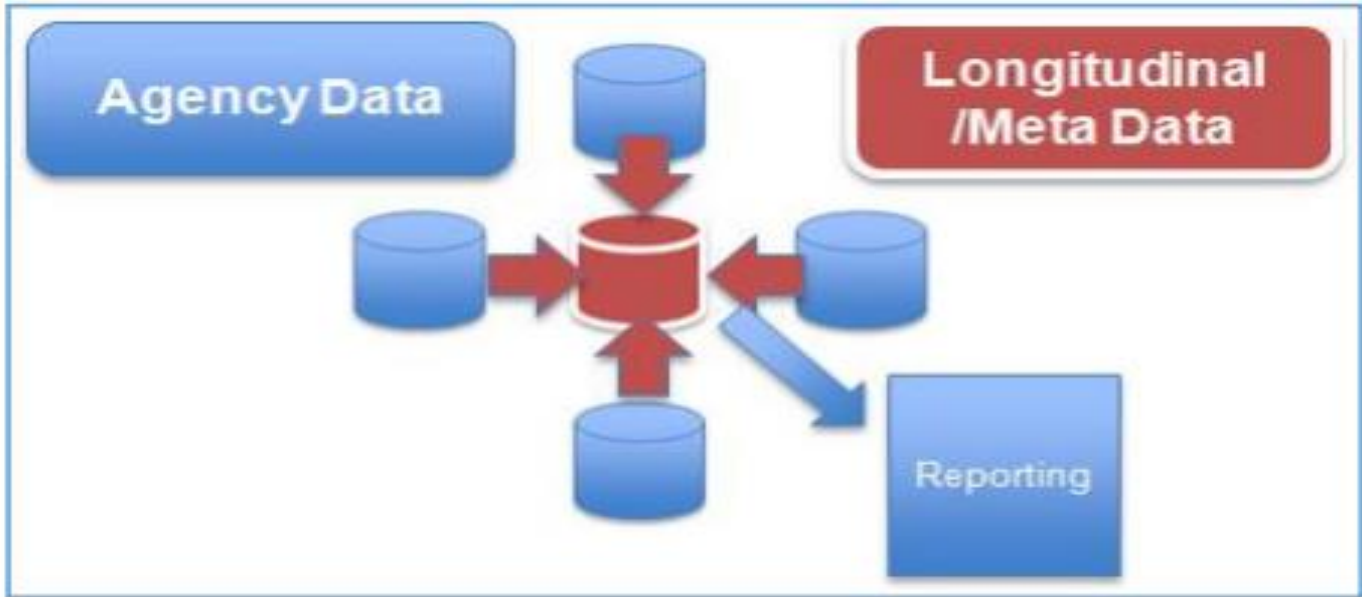
- Marijuana-initiated contacts by law enforcement;
- Marijuana criminal arrest data;
- Comprehensive school data;
- Data related to drug-endangered children;
- Data related to diversion of marijuana to minors;
- Data on marijuana-related traffic accidents;
- Data related to the diversion of marijuana out of Colorado;
- Data related to crime occurring in and relating to the operation of marijuana establishments;
- Data related to the utilization of parcel services for the transfer of marijuana;
- Probation data;
- Data related to emergency room visits related to the use of marijuana and the outcomes of those visits;
- Data related to money laundering related to both licensed and unlicensed marijuana;
- Data related to the role of organized crime in marijuana; and
- Data related to the potential health effects of marijuana.

Proposed Solution:

The Office of Information Technology (OIT) requests \$1,748,380 Reappropriated Funds beginning in FY 2015-2016 through FY 2017-18 and \$638,750 in Reappropriated Funds on-going beginning in FY 2018-19, to create a data platform to identify, locate, collect, combine/assimilate, store, analyze, disseminate, and present marijuana-related information pursuant to C.R.S 24-33.5-516.

Graphic 1 below illustrates the high-level concept that shifts Colorado data exchanges from a single responsible agency (i.e. CDPS) to a centrally-located enterprise service bus (ESB) aggregator, integrator, and analytic space to facilitate a distributed reporting structure.

Graphic 1: Centrally Located Data Sharing Environment



An Enterprise Service Bus provides a way to meet the challenges of integrating applications and provide a single, unified architecture that can:

- Distribute information across an enterprise quickly and easily.
- Mask differences among underlying platforms, software architectures, and network protocols.
- Ensure information delivery even when some systems or networks may go off-line from time to time.
- Re-route, log, and enrich information without requiring applications to be rewritten.
- Provide incremental solution implementations so all enterprise services and applications need not change immediately or all at once.
- Protect remaining production processes as new hardware or software patches need to be implemented in a node of the network.

ESB is not a new software product, it's a way of looking at how to integrate applications, coordinate resources, and manipulate information. An enterprise service bus (ESB) is used to integrate enterprise applications or data sources via programming languages called web services. Common example include: XML, SOAP, JSON or REST APIs. ESBs and Web services make it easier for enterprises to repurpose their existing IT investments and connect with external departments, partners, customers and—increasingly—the Web and mobile devices. The ESB model for enterprise application integration promotes flexibility and agility in the way applications communicate. ESBs are usually comprised of a data adaptation layer, a message routing layer and a service composition layer, all of which must be assembled together before the integration work can begin. For this reason,

ESBs alone often prove both complex and costly to implement—especially on a project-by-project basis. To bypass the complexity associated with conventional ESB deployments, many organizations have started employing Services Oriented Architectures (SOA) or Application Programming Interface (API) gateway hardware. Whereas an ESB is typically built from the ground up, a gateway simply needs to be installed and configured, making initial set up significantly faster and easier. Set up of a gateway is further simplified by the fact that the appliance exists separate from the applications it is integrating—unlike an ESB, which often requires server software to be deployed on every piece of hardware in the network. Once installed, gateway hardware delivers simplified ESB-like operation via a range of easily configured user interfaces.

Today, the State of Colorado places greater demands on their analytical needs and need to integrate data, regardless of whether it is structured, semi-structured or unstructured, from multiple sources. Traditionally, the data types and their associated processes were kept distinct and separate. The analytical needs have also converged to create complete views to answer business requirements, with all types of data. The architectural challenge is to bring the two paradigms together. So, rather than approach Big Data as a new technology silo, organizations strive to create a unified information architecture – one that enables it to leverage all types of data, as situations demand, to promptly satisfy business needs. Customers are moving towards this mixed Information Management architectures where data is brought together through metadata, data virtualization (processing data ‘in place’), distributed processing, where large data engines work on specific data preparation tasks, and sophisticated optimization and management capabilities. This approach, described as a Logical Data Warehouse (LDW) provides a single view of the data, without necessarily moving it but needs specific software for managing and deploying its development.

The idea is that a data warehouse does not have to be one physical database. It can be a heterogeneous set of data sources that each contains a fragment of the data end users need for business intelligence, reporting and analytics applications, but it presents itself as a single data source. So, the logical data warehouse is a system architecture that pretends all the data is stored in one big database.

To accomplish these goals in the most cost-effective means known, OIT proposes Application Program Interface (API) led connectivity be inserted between all data exchanges - internal and external to the state. In particular, an API-centric enterprise service bus that will maximize the re-use of existing assets while creating the bridge into legacy applications, current cloud and mobile platforms, as well as the ability to embrace upcoming technologies. Additionally, the proposed solution allows for masking data-in-motion (DIM) when security requirements dictate.

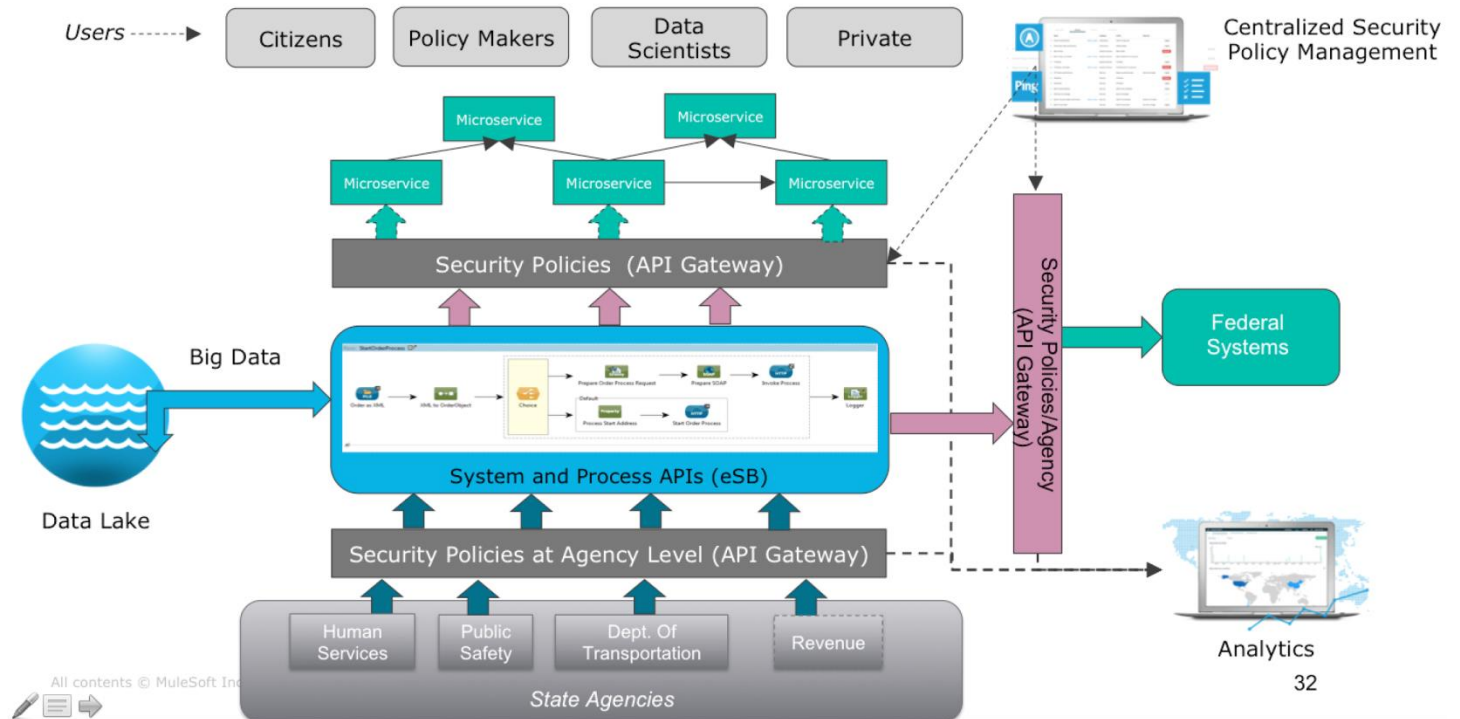
By expanding upon a trusted technology that has been in place for several years as part of the Colorado Benefits Management System (CBMS), OIT can create a foundational solution for the interdepartmental data exchange protocol “required to enable the department of human services, the department of public health and environment, the department of transportation, the department of revenue, the department of public safety, and the department of education, and others - to align the programming and regulations provided by each executive branch department to maximize efficiency and ensure coordinated strategies in the government's response to the legalization of marijuana.” (C.R.S. 24-38.3-102(1)).

Once this foundational solution, referred to as the Enterprise Service Bus (ESB), is implemented in a secure, enterprise-accessible and governed space, OIT will encourage the agencies to reduce individual inter-agency point-to-point VPNs, contracts, maintenance, security risk exposure, and redundant man-hours – as well as vendor / consulting expenditures – by migrating into the enterprise technology. Adoption of the OIT ESB solution will provide a layer of security controls for agencies that may otherwise find themselves out of compliance with any internal or external security audits that may arise. Furthermore, this ESB solution can allow agencies a seamless

connection to the Colorado Information Marketplace (CIM) platform in the effort of increasing our transparency and publicly-available datasets as appropriate. In addition to the CIM, via API-led connectivity, the ESB allows for expansion to include additional customers (constituents/policy-makers), partners, suppliers, mobile devices, sensors, cloud platforms, social media, Software-as-a-Service, as well as the Enterprise systems, custom apps, and databases/repositories as the state's needs evolve.

Lastly, OIT will need to create the metadata and analytic space for agencies to truly investigate and explore the impacts of legalized marijuana and, per C.R.S. 24-38.3-101, the Office of Marijuana Coordination to have a single Center of Enablement from which they can measure the effectiveness and impacts of new policies, regulations, programs, and strategies. Graphic 2 below illustrates an implementation whereby any agency – or department – is able to connect to any source or data retainer – in any programming language or connector desired. The state will be able to reuse queries, connections, sources, and business logic that have already been defined to create outputs to any and all relevant recipients in whatever format those recipients require. The connections, access to data, transformation of data (ie: mm/dd/yyyy -> yyyy/mm/dd), and the security can all be managed from a single user interface. At the same time, the individual agencies are able to retain their personal security requirements as they see fit.

Graphic 2: Proposed OIT Framework



Anticipated Outcomes:

Moving from an antiquated data sharing environment to a centrally located enterprise service bus (ESB) solution would ensure compliance with legislatively mandated reporting and produce many technology and business benefits to OIT and the state agencies. Tables 1 and 2 below provide details on the anticipated outcomes and measures to ensure success.

Table 1: Compliance Outcomes and Indicators

Anticipated Outcome	Metric / Measure of Success
Compliance with legislatively-mandated marijuana reporting (per C.R.S. 24-38.3-101).	Implementation of this solution allows for the collection of marijuana-related data across agencies where data is currently siloed.
Compliance with legislatively-mandated appropriate collection and synthesizing of data to provide information as laid out in C.R.S. 24-37.5-701(1)(c).	This platform allows for the creation of data transformations (synthesizing) internally.

Table 2: Technology and Business Benefits

Key Performance Indicator	Category	Description	How to Measure/Relevant Metrics
Composition	API-led Principle	Economies of scale, complexity abstraction, and reusability enabled through an API-led architecture. APIs become modular, swappable, clearly defined, and distributable components of service architecture and technology/business capabilities that can be easily discovered, leveraged (or removed) in a capability efficiently, quickly and with ease.	<ul style="list-style-type: none"> - FTE time savings throughout app development SDLC: design, development, test, deployment, management. - Faster overall application development/decrease in time-to-market. - Opportunity cost savings allows for more FTE time-spend on innovation rather than. Integration. - Improved ROA. - Lower IT OPEX spend
Enhanced Systems Interoperability	Technology / Business Benefit	APIs remove the complexity and technical debt of point-to-point architectures. An API-led architecture makes it easy to swap and distributable APIs seamlessly to enable enterprise's target capabilities.	<ul style="list-style-type: none"> - Reduction in number of interfaces required to connect disparate systems - FTE time savings in capability delivery (SDLC process improvements and time reductions, etc.) - Improved Operational Efficiencies (productivity) and Operational Effectiveness (ROA)
Application Development Efficiencies	Technology / Business Benefit	API-led architecture promotes an agile, MVP SDLC, improving the agility and speed of the enterprise and enhancing product/capability development effectiveness.	<ul style="list-style-type: none"> - Reduction in development time through code/API re-use; FTE time savings throughout app development SDLC design, development, test, deployment, management; opportunity cost savings

			<ul style="list-style-type: none"> - Faster time to market - Opportunity cost savings
Enhanced Systems Scalability	Technology / Business Benefit	Modular benefit enabling the scaling up and down of connected systems.	<ul style="list-style-type: none"> - FTE time savings throughout app development SDLC design, development, test, deployment, management - Faster overall application development/decrease in time-to-market
Improved Operations & Maintenance Visibility	Technology / Business Benefit	Single pane of glass view of all APIs and integrations allow for seamless management of services, business processes, compliance, etc.	<ul style="list-style-type: none"> - FTE time savings in operations, maintenance, governance - Risk mitigation
Agility, Abstraction, & Technology Modernization	Technology / Business Benefit	APIs enable a "facade layer" on top of systems. Systems beneath APIs can be replaced without any impact on the capability the API is supporting. APIs enable the ability for IT to evolve at the pace of the business, i.e., "Mode 2 IT" (faster speed of IT), maintain compliance, etc.	<ul style="list-style-type: none"> - FTE time savings in creating new/updating existing capabilities - Cost reductions through EOL systems and adoption of lower TCO best-of-breed applications - Enhanced time-to-market - Improved operational efficiencies (productivity) and operational effectiveness (ROA)
Discoverability & Sharing	Technology / Business Benefit	Through a common API portal, exposing valuable APIs, services, and capabilities for broad consumption enhances ROA and drives leverage and cross-functional collaboration across the enterprise.	<ul style="list-style-type: none"> - Adoption: APIs developed and re-used across capabilities/projects - Improved ROA - Enhanced productivity (output/hr.)
Improved Data Quality	Technology / Business Benefit	Common, secure, governed model to accumulate, aggregate, and share data improves data accuracy and lowers management costs, while acting as an engine to distribute contextually-rich information to right stakeholders at right time.	<ul style="list-style-type: none"> - FTE time savings in data management and governance - Decrease in time to access relevant information - Enhanced productivity (output/hr.) - Enhanced CSAT scores w/ stakeholders

Assumptions and Calculations:

Once this proposed solution has been built and tested for the marijuana-effectiveness studies, OIT will be able to create Integration-as-a-Service (IaaS) to keep the on-going maintenance and scaling costs as low as possible. Once the new solution is implemented, OIT can grow the offerings to any agency and any segmentation – internal and external to state agencies – as needed. For example, any Interoperability efforts, Public Safety, DORA, eLicense implementations, and many others, will be able to benefit from the implementation long-term.

As agency adoption rates increase, OIT will be able to create economies of scale and negotiate better maintenance and subscription rates. Until that point, recurring subscription and support fees are charged based upon the number of “ESB Production” cores a new adoption would require - with a total recurring cap at \$1,748,380 per year for unlimited production cores (cost to be shared across all adopters). Table 3 below provides a cost breakdown for the marijuana platform implementation by department.

Table 3: FY 2015-16 through FY2017-18 Cost Detail by Department

Department	Production Cores	Price Per Production Core (\$)	Cost (\$)
Public Safety	15	\$14,600	\$219,005
Public Health & Environment	15	\$14,600	\$219,005
Transportation	10	\$14,600	\$146,003
Human Services	5	\$14,600	\$73,002
Education	5	\$14,600	\$73,002
Revenue	10	\$14,600	\$146,003
Local Affairs	5	\$14,600	\$73,002
State Judicial	5	\$14,600	\$73,002
Attorney General's Office	5	\$14,600	\$73,002
Substance Abuse and Mental Health Services Administration (Federal)	1	\$14,600	\$14,600
Total Projected	76		\$1,109,625

Table 4: Cost Component Breakdown

API Manager	<p>API Manager helps:</p> <ul style="list-style-type: none"> ● design the API's ● define security policies for APIs ● manage users ● create portals to search APIs, and ● create and view analytical reports
Platinum Support	<p>During the subscription term, the vendor shall provide customer with service levels consisting of the following: (i) online, email, or telephone support regarding use and deployment of the product in accordance with the table in the below link.</p>
Initial Manager Setup Installation Services	<p>Define and deploy the appropriate platform environment that will deliver a managed release process that includes a Continuous Integration and Test capability.</p>
Implementation Services	<ul style="list-style-type: none"> ● Marijuana use case solution design workshop. ● Design and implement data acquisition from excel based reports and spreadsheet into Marijuana analysis schema. <ul style="list-style-type: none"> ● Design and implement data acquisition and transformation of SPSS data. ● Expose API's for individual data models for visualization frameworks. ● Use case realization of Marijuana usage rates. ● Use case realization of Treatment adjustment. ● Use case realization of Arrest and Offense analysis. ● Deployment & UAT enablement. ● Onboard MJ into OIT platform and productize identified initial use cases.
Pre-Production API Environments (Test and Dev)	<p>This is same as "Production API Environment" but applies for non-production environments such as testing and development.</p>
Pre-Production ESB Environment (Test and Dev)	<p>This is same as "Production ESB Environment" but applies for non-production environments such as testing and development.</p>
Production API Environment	<p>API Gateway, is the run-time component for API Manager. It hosts proxy for an API, enforce security policies, enforces service level agreements and generate analytical data for APIs.</p>
Production ESB Environment	<p>Enterprise Service Bus is a middleware software which helps:</p> <ul style="list-style-type: none"> ● integrate with various systems ● define routing for messages between systems ● mapping of data fields between input and output data formats

Graphic 3: Implementation Timeline and Deliverables for Marijuana Data Coordination Initiative

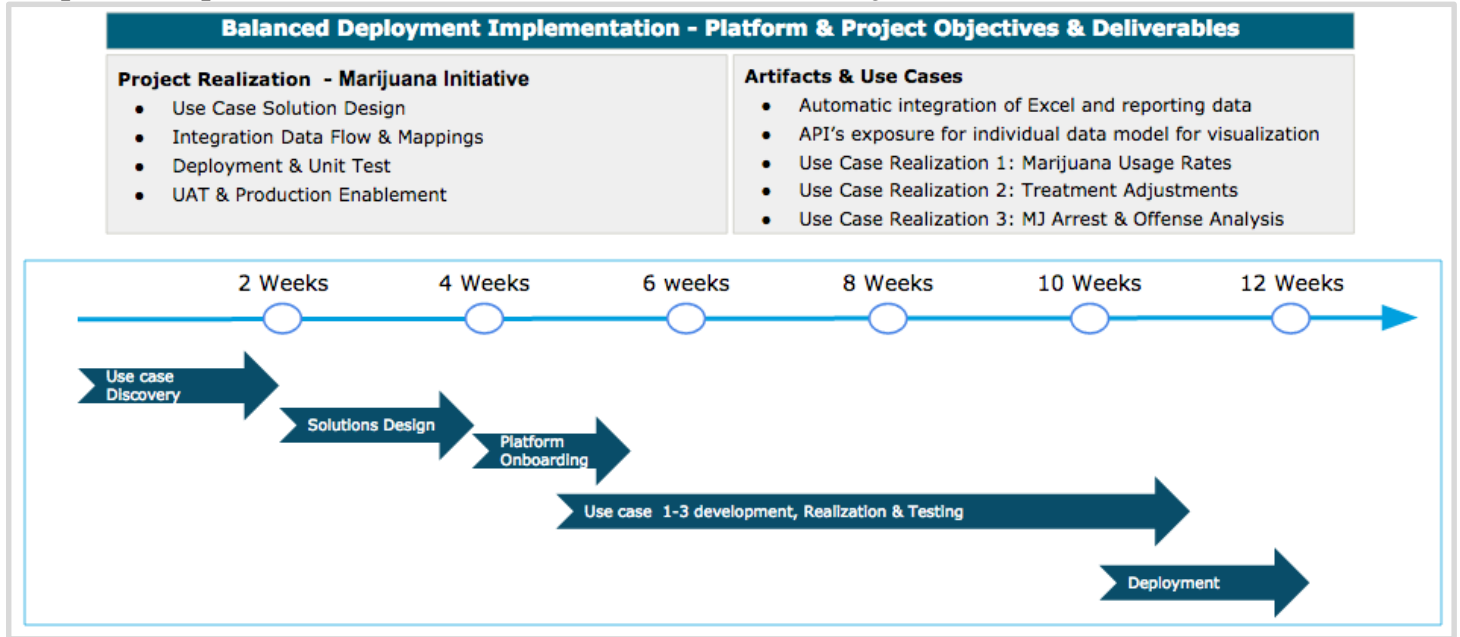


Table 5 outlines a provisional scope of work for the including the required resources for and estimated hours of work required.

Table 5: Scope of Work (SOW) for MJ Data Coordination Initiative:

Component	Objective	Resources	Estimated Hours
Marijuana use case solution design workshop	<ul style="list-style-type: none"> • Through structure discovery workshop, define the core requirements and solution design for marijuana use cases. • Provide recommendation on the data model for marijuana team for effective visualization. • Identify and prioritize the requirements into a program backlog that will be executed in phases. 	<ul style="list-style-type: none"> • Solution Architect • Senior Consultant • Delivery Manager 	112 Hours
Marijuana use case implementation and realization	<ul style="list-style-type: none"> • Design and implement data acquisition from excel based reports and spreadsheet into marijuana analysis schema. • Design and implement data acquisition and transformation of SPSS data. 	<ul style="list-style-type: none"> • Solution Architect • Senior Consultant • Delivery Manager 	296 Hours

	<ul style="list-style-type: none"> • Expose API's for individual data models for visualization frameworks. • Use case realization of marijuana usage rates. • Use case realization of Treatment adjustment. • Use case realization of Arrest and Offense analysis. 		
Deployment & User Acceptance Testing Enablement	<ul style="list-style-type: none"> • Assist customer team in the analysis and resolution of issues identified during testing. • Define and perform a full and thorough test of the application prior to deploying to production. 	Solution Architect Senior Consultant Delivery Manager	128 Hours
Onboard Marijuana Data into OIT platform and productize identified initial use cases	<ul style="list-style-type: none"> • Enable marijuana team to onboard into OIT. • Platform from current solution and successful switch back of their production environment. 	Solution Architect Delivery Manager	40 Hours

Impact to Common Policy:

A multi-functional platform for Marijuana specific data is a new service that does not exist in Common Policy. This request does not link to services provided by OIT, therefore, OIT does not currently have service utilization metric in which to allocate costs.

OIT respectfully request Reappropriated Funds in FY 2016-17 to stand up a new service. OIT will identify the number of production cores for participating departments and create a Common Policy allocation metric in subsequent years when this enters base Common Policy.

Supplemental, 1331 Supplemental or Budget Amendment Criteria::

The supplemental, budget amendment is being processed due to an unforeseen contingency. When legislation was passed to require multiple agencies to participate in marijuana-related data exchanges, it was not known that a secure methodology for making those exchanges wasn't available. Furthermore, as marijuana-related activities are not federally approved, the state must keep all related data within state boundaries. To do so, we must implement a solution that provides the oversight, security, scalability and integration capabilities that this emerging industry and our constituents require.

Additional Information

	Yes	No	Additional Information
Is the request driven by a new statutory mandate?	X		C.R.S. 24-38.3-101 C.R.S. 24-38.3-102(2) C.R.S. 24-37.5-701(1)(c)
Will the request require a statutory change?		X	
Is this a one-time request?	X	X	Setting up the initial platform would be a one-time outlay but the associated on-going maintenance and license costs would be on-going.
Will this request involve IT components?	X		
If yes, has OIT reviewed the request and submitted a corresponding Schedule 13?			
Does this request impact other state agencies?		X	This would provide a common gateway and platform for multiple agencies to proactively assess impacts of new policies, regulations and laws as they relate to marijuana legalization.
If yes, has the other impacted state agencies reviewed the request and submitted a corresponding Schedule 13?			
Is there sufficient revenue to support the requested cash fund expenditures?	X		Excess Marijuana tax funds
Does the request link to the Department's Performance Plan?	X		Legislatively mandated reporting per C.R.S. 24-38.3-101 C.R.S. 24-38.3-102(2) Provide the ability to synthesize data per: C.R.S. 24-37.5-701(1)(c)



Department of Transportation

FY 2016-17 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. (2015). 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 \$249 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. (2015), the amount budgeted for administration, may not exceed five percent of the total budget allocation plan. The percentage budgeted for administration in recent years has been FY 2006-07 – 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%, FY 2012-13 – 2.0%, FY 2013-14 – 2.2%, FY 2015-16 – 2.5%, and FY 2016-17 – 2.3%.

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 (\$128.9 million in FY 2016-17)
- Traffic operations and maintenance of the state highway system (\$262.6 million in FY 2016-17)
- State and Federal grants for transit capital and operations (\$44.6 million in FY 2016-17)
- State and Federal highway safety initiatives (\$67.4 million in FY 2016-17)
- Supervision and grant support for general and commercial aviation (\$25.0 million in FY 2016-17)
- Construction projects on Colorado's roads and highways (\$494.8 million in FY 2016-17)

Sections 43-1-114 (8) (h) and 43-3-114 (1), C.R.S. (2015) 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. (2015) 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, were 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. (2015) 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. (2015) 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 \$92.8 million in revenue in FY 2012-13, \$95.7 million in FY 2013-14, \$121.5 million in FY 2014-15, is expected to generate \$124.1 million in FY 2015-16, and \$126.6 million in FY 2016-17. 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.

(6) MARIJUANA IMPAIRED DRIVING PROGRAM

Senate Bill 14-215; Section 39-28.8-501, C.R.S. (2015) created the Marijuana Tax Cash Fund as a method for the General Assembly to appropriate money for education, treatment, and public safety initiatives. CDOT's public safety initiatives were created to improve safety on Colorado's roads. The initiatives aim to educate the public through marketing and partnerships, while helping to supply the Colorado State Patrol and local law enforcement agencies with the resources necessary to keep Colorado's roads safe from impaired drivers.

In FY 2015-16, the General Assembly appropriated \$450,000 from the Marijuana Tax Cash Fund to support CDOT's educational campaigns and partnerships. In FY 2016-17, CDOT requested the same \$450,000 appropriation from the General Assembly for continuation of the programs that will reduce impaired and dangerous driving.

FY 2016-17 BUDGET REQUEST - TRANSPORTATION

RECONCILIATION REPORT

Department Summary

Budget Amendment Report

Long Bill Line Item	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
01. Administration						
FY 2015-16 Initial Appropriation	\$30,872,211	183.5	\$0	\$29,011,065	\$1,861,146	\$0
FY 2016-17 Base Request	\$31,638,909	183.5	\$0	\$29,753,712	\$1,885,197	\$0
FY 2016-17 Governor's Budget Request	\$31,748,320	183.5	\$0	\$29,863,123	\$1,885,197	\$0
FY 2016-17 Governor's Revised Request	\$31,896,270	183.5	\$0	\$30,011,073	\$1,885,197	\$0
02. Construction, Maintenance, and Operations						
FY 2015-16 Initial Appropriation	\$1,277,416,161	3,137.3	\$0	\$702,437,894	\$1,916,192	\$573,062,075
FY 2016-17 Base Request	\$1,236,114,586	3,137.3	\$0	\$598,339,646	\$1,892,141	\$635,882,799
FY 2016-17 Governor's Budget Request	\$1,236,114,586	3,137.3	\$0	\$598,339,646	\$1,892,141	\$635,882,799
FY 2016-17 Governor's Revised Request	\$1,236,114,586	3,137.3	\$0	\$598,339,646	\$1,892,141	\$635,882,799
03. High Performance Transportation Enterprise						
FY 2015-16 Initial Appropriation	\$2,575,000	4.0	\$0	\$1,575,000	\$1,000,000	\$0
FY 2016-17 Base Request	\$7,716,702	4.0	\$0	\$6,716,702	\$1,000,000	\$0
FY 2016-17 Governor's Budget Request	\$7,716,702	4.0	\$0	\$6,716,702	\$1,000,000	\$0
FY 2016-17 Governor's Revised Request	\$7,716,702	4.0	\$0	\$6,716,702	\$1,000,000	\$0
04. First Time Drunk Driving Offenders Account						
FY 2015-16 Initial Appropriation	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
FY 2016-17 Base Request	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
FY 2016-17 Governor's Budget Request	\$2,000,000	0.0	\$0	\$2,000,000	\$0	\$0
FY 2016-17 Governor's Revised Request	\$2,000,000	0.0	\$0	\$2,000,000	\$0	\$0

FY 2016-17 BUDGET REQUEST - TRANSPORTATION

RECONCILIATION REPORT

Department Summary

Budget Amendment Report

Long Bill Line Item	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
05. Statewide Bridge Enterprise						
FY 2015-16 Initial Appropriation	\$124,100,000	2.0	\$0	\$109,100,000	\$15,000,000	\$0
FY 2016-17 Base Request	\$126,600,000	2.0	\$0	\$111,600,000	\$0	\$15,000,000
FY 2016-17 Governor's Budget Request	\$126,600,000	2.0	\$0	\$111,600,000	\$0	\$15,000,000
FY 2016-17 Governor's Revised Request	\$126,600,000	2.0	\$0	\$111,600,000	\$0	\$15,000,000
06. Marijuana Impaired Driving Program						
FY 2015-16 Initial Appropriation	\$450,000	0.0	\$0	\$450,000	\$0	\$0
FY 2016-17 Base Request	\$450,000	0.0	\$0	\$450,000	\$0	\$0
FY 2016-17 Governor's Budget Request	\$450,000	0.0	\$0	\$450,000	\$0	\$0
FY 2016-17 Governor's Revised Request	\$450,000	0.0	\$0	\$450,000	\$0	\$0
Department Summary						
FY 2015-16 Initial Appropriation	\$1,436,913,372	3,326.8	\$0	\$844,073,959	\$19,777,338	\$573,062,075
FY 2016-17 Base Request	\$1,404,020,197	3,326.8	\$0	\$748,360,060	\$4,777,338	\$650,882,799
FY 2016-17 Governor's Budget Request	\$1,404,629,608	3,326.8	\$0	\$748,969,471	\$4,777,338	\$650,882,799
FY 2016-17 Governor's Revised Request	\$1,404,777,558	3,326.8	\$0	\$749,117,421	\$4,777,338	\$650,882,799

FY 2016-17 BUDGET REQUEST - TRANSPORTATION

RECONCILIATION REPORT

Line Item Detail

Budget Amendment Report

01. Administration

Long Bill Line Item	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
Administration						
SB 15-234 General Appropriation Act (FY 2015-16)	\$30,872,211	183.5	\$0	\$29,011,065	\$1,861,146	\$0
FY 2015-16 Initial Appropriation	\$30,872,211	183.5	\$0	\$29,011,065	\$1,861,146	\$0
TA-01 FY2015-16 Reversal of Salary Survey	(\$278,911)	0.0	\$0	(\$267,619)	(\$11,292)	\$0
TA-01 FY2015-16 Reversal Salary Survey	(\$99,689)	0.0	\$0	(\$95,653)	(\$4,036)	\$0
TA-03 Statewide Common Policy Adjustments	\$1,145,298	0.0	\$0	\$1,105,919	\$39,379	\$0
FY 2016-17 Base Request	\$31,638,909	183.5	\$0	\$29,753,712	\$1,885,197	\$0
R-02 Secure Colorado Request	\$109,411	0.0	\$0	\$109,411	\$0	\$0
FY 2016-17 Governor's Budget Request	\$31,748,320	183.5	\$0	\$29,863,123	\$1,885,197	\$0
BA-01 Marijuana Data Coordination	\$147,950	0.0	\$0	\$147,950	\$0	\$0
FY 2016-17 Governor's Revised Request	\$31,896,270	183.5	\$0	\$30,011,073	\$1,885,197	\$0

01. Administration Subtotal

FY 2015-16 Initial Appropriation	\$30,872,211	183.5	\$0	\$29,011,065	\$1,861,146	\$0
FY 2016-17 Base Request	\$31,638,909	183.5	\$0	\$29,753,712	\$1,885,197	\$0
FY 2016-17 Governor's Budget Request	\$31,748,320	183.5	\$0	\$29,863,123	\$1,885,197	\$0
FY 2016-17 Governor's Revised Request	\$31,896,270	183.5	\$0	\$30,011,073	\$1,885,197	\$0

Line Item Detail

Budget Amendment Report

02. Construction, Maintenance, and Operations

Long Bill Line Item	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
Construction Maintenance, And Operations						
SB 15-234 General Appropriation Act (FY 2015-16)	\$1,277,416,161	3,137.3	\$0	\$702,437,894	\$1,916,192	\$573,062,075
FY 2015-16 Initial Appropriation	\$1,277,416,161	3,137.3	\$0	\$702,437,894	\$1,916,192	\$573,062,075
TA-01 FY2015-16 Reversal Salary Survey	\$378,600	0.0	\$0	\$363,272	\$15,328	\$0
TA-03 Statewide Common Policy Adjustments	(\$1,145,298)	0.0	\$0	(\$1,105,919)	(\$39,379)	\$0
TA-08: Updated Departmental Revenue Projections	(\$40,534,877)	0.0	\$0	(\$103,355,601)	\$0	\$62,820,724
FY 2016-17 Base Request	\$1,236,114,586	3,137.3	\$0	\$598,339,646	\$1,892,141	\$635,882,799
FY 2016-17 Governor's Budget Request	\$1,236,114,586	3,137.3	\$0	\$598,339,646	\$1,892,141	\$635,882,799
FY 2016-17 Governor's Revised Request	\$1,236,114,586	3,137.3	\$0	\$598,339,646	\$1,892,141	\$635,882,799

02. Construction, Maintenance, and Operations Subtotal

FY 2015-16 Initial Appropriation	\$1,277,416,161	3,137.3	\$0	\$702,437,894	\$1,916,192	\$573,062,075
FY 2016-17 Base Request	\$1,236,114,586	3,137.3	\$0	\$598,339,646	\$1,892,141	\$635,882,799
FY 2016-17 Governor's Budget Request	\$1,236,114,586	3,137.3	\$0	\$598,339,646	\$1,892,141	\$635,882,799
FY 2016-17 Governor's Revised Request	\$1,236,114,586	3,137.3	\$0	\$598,339,646	\$1,892,141	\$635,882,799

Line Item Detail

Budget Amendment Report

03. High Performance Transportation Enterprise

Long Bill Line Item	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
High Performance Transportation Enterprise						
SB 15-234 General Appropriation Act (FY 2015-16)	\$2,575,000	4.0	\$0	\$1,575,000	\$1,000,000	\$0
FY 2015-16 Initial Appropriation	\$2,575,000	4.0	\$0	\$1,575,000	\$1,000,000	\$0
TA-08: Updated Departmental Revenue Projections	\$5,141,702	0.0	\$0	\$5,141,702	\$0	\$0
FY 2016-17 Base Request	\$7,716,702	4.0	\$0	\$6,716,702	\$1,000,000	\$0
FY 2016-17 Governor's Budget Request	\$7,716,702	4.0	\$0	\$6,716,702	\$1,000,000	\$0
FY 2016-17 Governor's Revised Request	\$7,716,702	4.0	\$0	\$6,716,702	\$1,000,000	\$0

03. High Performance Transportation Enterprise Subtotal

FY 2015-16 Initial Appropriation	\$2,575,000	4.0	\$0	\$1,575,000	\$1,000,000	\$0
FY 2016-17 Base Request	\$7,716,702	4.0	\$0	\$6,716,702	\$1,000,000	\$0
FY 2016-17 Governor's Budget Request	\$7,716,702	4.0	\$0	\$6,716,702	\$1,000,000	\$0
FY 2016-17 Governor's Revised Request	\$7,716,702	4.0	\$0	\$6,716,702	\$1,000,000	\$0

Line Item Detail

Budget Amendment Report

04. First Time Drunk Driving Offenders Account

Long Bill Line Item	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
First Time Drunk Driving Offenders Account						
SB 15-234 General Appropriation Act (FY 2015-16)	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
FY 2015-16 Initial Appropriation	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
FY 2016-17 Base Request	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
R-01 Heat is On	\$500,000	0.0	\$0	\$500,000	\$0	\$0
FY 2016-17 Governor's Budget Request	\$2,000,000	0.0	\$0	\$2,000,000	\$0	\$0
FY 2016-17 Governor's Revised Request	\$2,000,000	0.0	\$0	\$2,000,000	\$0	\$0

04. First Time Drunk Driving Offenders Account Subtotal

FY 2015-16 Initial Appropriation	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
FY 2016-17 Base Request	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
FY 2016-17 Governor's Budget Request	\$2,000,000	0.0	\$0	\$2,000,000	\$0	\$0
FY 2016-17 Governor's Revised Request	\$2,000,000	0.0	\$0	\$2,000,000	\$0	\$0

Line Item Detail

Budget Amendment Report

05. Statewide Bridge Enterprise

Long Bill Line Item	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
Statewide Bridge Enterprise						
SB 15-234 General Appropriation Act (FY 2015-16)	\$124,100,000	2.0	\$0	\$109,100,000	\$15,000,000	\$0
FY 2015-16 Initial Appropriation	\$124,100,000	2.0	\$0	\$109,100,000	\$15,000,000	\$0
TA-08: Updated Departmental Revenue Projections	\$2,500,000	0.0	\$0	\$2,500,000	\$0	\$0
TA-09 Alter Bridge Enterprise Appropriation Unit	\$0	0.0	\$0	\$0	(\$15,000,000)	\$15,000,000
FY 2016-17 Base Request	\$126,600,000	2.0	\$0	\$111,600,000	\$0	\$15,000,000
FY 2016-17 Governor's Budget Request	\$126,600,000	2.0	\$0	\$111,600,000	\$0	\$15,000,000
FY 2016-17 Governor's Revised Request	\$126,600,000	2.0	\$0	\$111,600,000	\$0	\$15,000,000

05. Statewide Bridge Enterprise Subtotal

FY 2015-16 Initial Appropriation	\$124,100,000	2.0	\$0	\$109,100,000	\$15,000,000	\$0
FY 2016-17 Base Request	\$126,600,000	2.0	\$0	\$111,600,000	\$0	\$15,000,000
FY 2016-17 Governor's Budget Request	\$126,600,000	2.0	\$0	\$111,600,000	\$0	\$15,000,000
FY 2016-17 Governor's Revised Request	\$126,600,000	2.0	\$0	\$111,600,000	\$0	\$15,000,000

Line Item Detail

Budget Amendment Report

06. Marijuana Impaired Driving Program

Long Bill Line Item	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
Marijuana Impaired Driving Program						
SB 15-234 General Appropriation Act (FY 2015-16)	\$450,000	0.0	\$0	\$450,000	\$0	\$0
FY 2015-16 Initial Appropriation	\$450,000	0.0	\$0	\$450,000	\$0	\$0
FY 2016-17 Base Request	\$450,000	0.0	\$0	\$450,000	\$0	\$0
FY 2016-17 Governor's Budget Request	\$450,000	0.0	\$0	\$450,000	\$0	\$0
FY 2016-17 Governor's Revised Request	\$450,000	0.0	\$0	\$450,000	\$0	\$0

06. Marijuana Impaired Driving Program Subtotal

FY 2015-16 Initial Appropriation	\$450,000	0.0	\$0	\$450,000	\$0	\$0
FY 2016-17 Base Request	\$450,000	0.0	\$0	\$450,000	\$0	\$0
FY 2016-17 Governor's Budget Request	\$450,000	0.0	\$0	\$450,000	\$0	\$0
FY 2016-17 Governor's Revised Request	\$450,000	0.0	\$0	\$450,000	\$0	\$0

FY 2016-17 BUDGET REQUEST - TRANSPORTATION

RECONCILIATION REPORT

Line Item Detail

Budget Amendment Report

01. Administration

Long Bill Line Item	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
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(A) Administration

Administration

SB 15-234 General Appropriation Act (FY 2015-16)	\$30,872,211	183.5	\$0	\$29,011,065	\$1,861,146	\$0
FY 2015-16 Initial Appropriation	\$30,872,211	183.5	\$0	\$29,011,065	\$1,861,146	\$0
TA-01 FY2015-16 Reversal of Salary Survey	(\$278,911)	0.0	\$0	(\$267,619)	(\$11,292)	\$0
TA-01 FY2015-16 Reversal Salary Survey	(\$99,689)	0.0	\$0	(\$95,653)	(\$4,036)	\$0
TA-03 Statewide Common Policy Adjustments	\$1,145,298	0.0	\$0	\$1,105,919	\$39,379	\$0
FY 2016-17 Base Request	\$31,638,909	183.5	\$0	\$29,753,712	\$1,885,197	\$0
R-02 Secure Colorado Request	\$109,411	0.0	\$0	\$109,411	\$0	\$0
FY 2016-17 Governor's Budget Request	\$31,748,320	183.5	\$0	\$29,863,123	\$1,885,197	\$0
BA-01 Marijuana Data Coordination	\$147,950	0.0	\$0	\$147,950	\$0	\$0
FY 2016-17 Governor's Revised Request	\$31,896,270	183.5	\$0	\$30,011,073	\$1,885,197	\$0

(A) Administration

FY 2015-16 Initial Appropriation	\$30,872,211	183.5	\$0	\$29,011,065	\$1,861,146	\$0
FY 2016-17 Base Request	\$31,638,909	183.5	\$0	\$29,753,712	\$1,885,197	\$0
FY 2016-17 Governor's Budget Request	\$31,748,320	183.5	\$0	\$29,863,123	\$1,885,197	\$0
FY 2016-17 Governor's Revised Request	\$31,896,270	183.5	\$0	\$30,011,073	\$1,885,197	\$0

FY 2016-17 BUDGET REQUEST - TRANSPORTATION

RECONCILIATION REPORT

Line Item Detail

Budget Amendment Report

02. Construction, Maintenance, and Operation:

Long Bill Line Item	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
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(A) Construction, Maintenance, and Operations

Construction Maintenance, And Operations

SB 15-234 General Appropriation Act (FY 2015-16)	\$1,277,416,161	3,137.3	\$0	\$702,437,894	\$1,916,192	\$573,062,075
FY 2015-16 Initial Appropriation	\$1,277,416,161	3,137.3	\$0	\$702,437,894	\$1,916,192	\$573,062,075
TA-01 FY2015-16 Reversal Salary Survey	\$378,600	0.0	\$0	\$363,272	\$15,328	\$0
TA-03 Statewide Common Policy Adjustments	(\$1,145,298)	0.0	\$0	(\$1,105,919)	(\$39,379)	\$0
TA-08: Updated Departmental Revenue Projections	(\$40,534,877)	0.0	\$0	(\$103,355,601)	\$0	\$62,820,724
FY 2016-17 Base Request	\$1,236,114,586	3,137.3	\$0	\$598,339,646	\$1,892,141	\$635,882,799
FY 2016-17 Governor's Budget Request	\$1,236,114,586	3,137.3	\$0	\$598,339,646	\$1,892,141	\$635,882,799
FY 2016-17 Governor's Revised Request	\$1,236,114,586	3,137.3	\$0	\$598,339,646	\$1,892,141	\$635,882,799

(A) Construction, Maintenance, and Operations

FY 2015-16 Initial Appropriation	\$1,277,416,161	3,137.3	\$0	\$702,437,894	\$1,916,192	\$573,062,075
FY 2016-17 Base Request	\$1,236,114,586	3,137.3	\$0	\$598,339,646	\$1,892,141	\$635,882,799
FY 2016-17 Governor's Budget Request	\$1,236,114,586	3,137.3	\$0	\$598,339,646	\$1,892,141	\$635,882,799
FY 2016-17 Governor's Revised Request	\$1,236,114,586	3,137.3	\$0	\$598,339,646	\$1,892,141	\$635,882,799

Line Item Detail

Budget Amendment Report

03. High Performance Transportation Enterprise

Long Bill Line Item	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
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(A) High Performance Transportation Enterprise

High Performance Transportation Enterprise

SB 15-234 General Appropriation Act (FY 2015-16)	\$2,575,000	4.0	\$0	\$1,575,000	\$1,000,000	\$0
FY 2015-16 Initial Appropriation	\$2,575,000	4.0	\$0	\$1,575,000	\$1,000,000	\$0
TA-08: Updated Departmental Revenue Projections	\$5,141,702	0.0	\$0	\$5,141,702	\$0	\$0
FY 2016-17 Base Request	\$7,716,702	4.0	\$0	\$6,716,702	\$1,000,000	\$0
FY 2016-17 Governor's Budget Request	\$7,716,702	4.0	\$0	\$6,716,702	\$1,000,000	\$0
FY 2016-17 Governor's Revised Request	\$7,716,702	4.0	\$0	\$6,716,702	\$1,000,000	\$0

(A) High Performance Transportation Enterprise

FY 2015-16 Initial Appropriation	\$2,575,000	4.0	\$0	\$1,575,000	\$1,000,000	\$0
FY 2016-17 Base Request	\$7,716,702	4.0	\$0	\$6,716,702	\$1,000,000	\$0
FY 2016-17 Governor's Budget Request	\$7,716,702	4.0	\$0	\$6,716,702	\$1,000,000	\$0
FY 2016-17 Governor's Revised Request	\$7,716,702	4.0	\$0	\$6,716,702	\$1,000,000	\$0

Line Item Detail

Budget Amendment Report

04. First Time Drunk Driving Offenders Account

Long Bill Line Item	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
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(A) First Time Drunk Driving Offenders Account

First Time Drunk Driving Offenders Account

SB 15-234 General Appropriation Act (FY 2015-16)	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
FY 2015-16 Initial Appropriation	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
FY 2016-17 Base Request	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
R-01 Heat is On	\$500,000	0.0	\$0	\$500,000	\$0	\$0
FY 2016-17 Governor's Budget Request	\$2,000,000	0.0	\$0	\$2,000,000	\$0	\$0
FY 2016-17 Governor's Revised Request	\$2,000,000	0.0	\$0	\$2,000,000	\$0	\$0

(A) First Time Drunk Driving Offenders Account

FY 2015-16 Initial Appropriation	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
FY 2016-17 Base Request	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
FY 2016-17 Governor's Budget Request	\$2,000,000	0.0	\$0	\$2,000,000	\$0	\$0
FY 2016-17 Governor's Revised Request	\$2,000,000	0.0	\$0	\$2,000,000	\$0	\$0

Line Item Detail

Budget Amendment Report

05. Statewide Bridge Enterprise

Long Bill Line Item	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
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(A) Statewide Bridge Enterprise

Statewide Bridge Enterprise

SB 15-234 General Appropriation Act (FY 2015-16)	\$124,100,000	2.0	\$0	\$109,100,000	\$15,000,000	\$0
FY 2015-16 Initial Appropriation	\$124,100,000	2.0	\$0	\$109,100,000	\$15,000,000	\$0
TA-08: Updated Departmental Revenue Projections	\$2,500,000	0.0	\$0	\$2,500,000	\$0	\$0
TA-09 Alter Bridge Enterprise Appropriation Unit	\$0	0.0	\$0	\$0	(\$15,000,000)	\$15,000,000
FY 2016-17 Base Request	\$126,600,000	2.0	\$0	\$111,600,000	\$0	\$15,000,000
FY 2016-17 Governor's Budget Request	\$126,600,000	2.0	\$0	\$111,600,000	\$0	\$15,000,000
FY 2016-17 Governor's Revised Request	\$126,600,000	2.0	\$0	\$111,600,000	\$0	\$15,000,000

(A) Statewide Bridge Enterprise

FY 2015-16 Initial Appropriation	\$124,100,000	2.0	\$0	\$109,100,000	\$15,000,000	\$0
FY 2016-17 Base Request	\$126,600,000	2.0	\$0	\$111,600,000	\$0	\$15,000,000
FY 2016-17 Governor's Budget Request	\$126,600,000	2.0	\$0	\$111,600,000	\$0	\$15,000,000
FY 2016-17 Governor's Revised Request	\$126,600,000	2.0	\$0	\$111,600,000	\$0	\$15,000,000

Line Item Detail

Budget Amendment Report

06. Marijuana Impaired Driving Program

Long Bill Line Item	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
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A. Marijuana Impaired Driving Program

Marijuana Impaired Driving Program

SB 15-234 General Appropriation Act (FY 2015-16)	\$450,000	0.0	\$0	\$450,000	\$0	\$0
FY 2015-16 Initial Appropriation	\$450,000	0.0	\$0	\$450,000	\$0	\$0
FY 2016-17 Base Request	\$450,000	0.0	\$0	\$450,000	\$0	\$0
FY 2016-17 Governor's Budget Request	\$450,000	0.0	\$0	\$450,000	\$0	\$0
FY 2016-17 Governor's Revised Request	\$450,000	0.0	\$0	\$450,000	\$0	\$0

A. Marijuana Impaired Driving Program

FY 2015-16 Initial Appropriation	\$450,000	0.0	\$0	\$450,000	\$0	\$0
FY 2016-17 Base Request	\$450,000	0.0	\$0	\$450,000	\$0	\$0
FY 2016-17 Governor's Budget Request	\$450,000	0.0	\$0	\$450,000	\$0	\$0
FY 2016-17 Governor's Revised Request	\$450,000	0.0	\$0	\$450,000	\$0	\$0

FY 2016-17 BUDGET REQUEST - TRANSPORTATION

RECONCILIATION REPORT

Line Item Detail

Budget Amendment Report

01. Administration

Long Bill Line Item	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
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(A) Administration

(1) Administration

Administration

SB 15-234 General Appropriation Act (FY 2015-16)	\$30,872,211	183.5	\$0	\$29,011,065	\$1,861,146	\$0
FY 2015-16 Initial Appropriation	\$30,872,211	183.5	\$0	\$29,011,065	\$1,861,146	\$0
TA-01 FY2015-16 Reversal of Salary Survey	(\$278,911)	0.0	\$0	(\$267,619)	(\$11,292)	\$0
TA-01 FY2015-16 Reversal Salary Survey	(\$99,689)	0.0	\$0	(\$95,653)	(\$4,036)	\$0
TA-03 Statewide Common Policy Adjustments	\$1,145,298	0.0	\$0	\$1,105,919	\$39,379	\$0
FY 2016-17 Base Request	\$31,638,909	183.5	\$0	\$29,753,712	\$1,885,197	\$0
R-02 Secure Colorado Request	\$109,411	0.0	\$0	\$109,411	\$0	\$0
FY 2016-17 Governor's Budget Request	\$31,748,320	183.5	\$0	\$29,863,123	\$1,885,197	\$0
BA-01 Marijuana Data Coordination	\$147,950	0.0	\$0	\$147,950	\$0	\$0
FY 2016-17 Governor's Revised Request	\$31,896,270	183.5	\$0	\$30,011,073	\$1,885,197	\$0

(A) Administration

FY 2015-16 Initial Appropriation	\$30,872,211	183.5	\$0	\$29,011,065	\$1,861,146	\$0
FY 2016-17 Base Request	\$31,638,909	183.5	\$0	\$29,753,712	\$1,885,197	\$0
FY 2016-17 Governor's Budget Request	\$31,748,320	183.5	\$0	\$29,863,123	\$1,885,197	\$0
FY 2016-17 Governor's Revised Request	\$31,896,270	183.5	\$0	\$30,011,073	\$1,885,197	\$0

FY 2016-17 BUDGET REQUEST - TRANSPORTATION

RECONCILIATION REPORT

Line Item Detail

Budget Amendment Report

02. Construction, Maintenance, and Operation:

Long Bill Line Item	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
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(A) Construction, Maintenance, and Operations

(1) Construction, Maintenance, and Operations

Construction Maintenance, And Operations

SB 15-234 General Appropriation Act (FY 2015-16)	\$1,277,416,161	3,137.3	\$0	\$702,437,894	\$1,916,192	\$573,062,075
FY 2015-16 Initial Appropriation	\$1,277,416,161	3,137.3	\$0	\$702,437,894	\$1,916,192	\$573,062,075
TA-01 FY2015-16 Reversal Salary Survey	\$378,600	0.0	\$0	\$363,272	\$15,328	\$0
TA-03 Statewide Common Policy Adjustments	(\$1,145,298)	0.0	\$0	(\$1,105,919)	(\$39,379)	\$0
TA-08: Updated Departmental Revenue Projections	(\$40,534,877)	0.0	\$0	(\$103,355,601)	\$0	\$62,820,724
FY 2016-17 Base Request	\$1,236,114,586	3,137.3	\$0	\$598,339,646	\$1,892,141	\$635,882,799
FY 2016-17 Governor's Budget Request	\$1,236,114,586	3,137.3	\$0	\$598,339,646	\$1,892,141	\$635,882,799
FY 2016-17 Governor's Revised Request	\$1,236,114,586	3,137.3	\$0	\$598,339,646	\$1,892,141	\$635,882,799

(A) Construction, Maintenance, and Operations

FY 2015-16 Initial Appropriation	\$1,277,416,161	3,137.3	\$0	\$702,437,894	\$1,916,192	\$573,062,075
FY 2016-17 Base Request	\$1,236,114,586	3,137.3	\$0	\$598,339,646	\$1,892,141	\$635,882,799
FY 2016-17 Governor's Budget Request	\$1,236,114,586	3,137.3	\$0	\$598,339,646	\$1,892,141	\$635,882,799
FY 2016-17 Governor's Revised Request	\$1,236,114,586	3,137.3	\$0	\$598,339,646	\$1,892,141	\$635,882,799

Line Item Detail

Budget Amendment Report

03. High Performance Transportation Enterprise

Long Bill Line Item	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
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(A) High Performance Transportation Enterprise

(1) High Performance Transportation Enterprise

High Performance Transportation Enterprise

SB 15-234 General Appropriation Act (FY 2015-16)	\$2,575,000	4.0	\$0	\$1,575,000	\$1,000,000	\$0
FY 2015-16 Initial Appropriation	\$2,575,000	4.0	\$0	\$1,575,000	\$1,000,000	\$0
TA-08: Updated Departmental Revenue Projections	\$5,141,702	0.0	\$0	\$5,141,702	\$0	\$0
FY 2016-17 Base Request	\$7,716,702	4.0	\$0	\$6,716,702	\$1,000,000	\$0
FY 2016-17 Governor's Budget Request	\$7,716,702	4.0	\$0	\$6,716,702	\$1,000,000	\$0
FY 2016-17 Governor's Revised Request	\$7,716,702	4.0	\$0	\$6,716,702	\$1,000,000	\$0

(A) High Performance Transportation Enterprise

FY 2015-16 Initial Appropriation	\$2,575,000	4.0	\$0	\$1,575,000	\$1,000,000	\$0
FY 2016-17 Base Request	\$7,716,702	4.0	\$0	\$6,716,702	\$1,000,000	\$0
FY 2016-17 Governor's Budget Request	\$7,716,702	4.0	\$0	\$6,716,702	\$1,000,000	\$0
FY 2016-17 Governor's Revised Request	\$7,716,702	4.0	\$0	\$6,716,702	\$1,000,000	\$0

Line Item Detail

Budget Amendment Report

04. First Time Drunk Driving Offenders Accour

Long Bill Line Item	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
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(A) First Time Drunk Driving Offenders Account

(1) First Time Drunk Driving Offenders Account

First Time Drunk Driving Offenders Account

SB 15-234 General Appropriation Act (FY 2015-16)	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
FY 2015-16 Initial Appropriation	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
FY 2016-17 Base Request	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
R-01 Heat is On	\$500,000	0.0	\$0	\$500,000	\$0	\$0
FY 2016-17 Governor's Budget Request	\$2,000,000	0.0	\$0	\$2,000,000	\$0	\$0
FY 2016-17 Governor's Revised Request	\$2,000,000	0.0	\$0	\$2,000,000	\$0	\$0

(A) First Time Drunk Driving Offenders Account

FY 2015-16 Initial Appropriation	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
FY 2016-17 Base Request	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
FY 2016-17 Governor's Budget Request	\$2,000,000	0.0	\$0	\$2,000,000	\$0	\$0
FY 2016-17 Governor's Revised Request	\$2,000,000	0.0	\$0	\$2,000,000	\$0	\$0

Line Item Detail

Budget Amendment Report

05. Statewide Bridge Enterprise

Long Bill Line Item	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
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(A) Statewide Bridge Enterprise

(1) Statewide Bridge Enterprise

Statewide Bridge Enterprise

SB 15-234 General Appropriation Act (FY 2015-16)	\$124,100,000	2.0	\$0	\$109,100,000	\$15,000,000	\$0
FY 2015-16 Initial Appropriation	\$124,100,000	2.0	\$0	\$109,100,000	\$15,000,000	\$0
TA-08: Updated Departmental Revenue Projections	\$2,500,000	0.0	\$0	\$2,500,000	\$0	\$0
TA-09 Alter Bridge Enterprise Appropriation Unit	\$0	0.0	\$0	\$0	(\$15,000,000)	\$15,000,000
FY 2016-17 Base Request	\$126,600,000	2.0	\$0	\$111,600,000	\$0	\$15,000,000
FY 2016-17 Governor's Budget Request	\$126,600,000	2.0	\$0	\$111,600,000	\$0	\$15,000,000
FY 2016-17 Governor's Revised Request	\$126,600,000	2.0	\$0	\$111,600,000	\$0	\$15,000,000

(A) Statewide Bridge Enterprise

FY 2015-16 Initial Appropriation	\$124,100,000	2.0	\$0	\$109,100,000	\$15,000,000	\$0
FY 2016-17 Base Request	\$126,600,000	2.0	\$0	\$111,600,000	\$0	\$15,000,000
FY 2016-17 Governor's Budget Request	\$126,600,000	2.0	\$0	\$111,600,000	\$0	\$15,000,000
FY 2016-17 Governor's Revised Request	\$126,600,000	2.0	\$0	\$111,600,000	\$0	\$15,000,000

Line Item Detail

Budget Amendment Report

06. Marijuana Impaired Driving Program

Long Bill Line Item	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
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A. Marijuana Impaired Driving Program

(1) Marijuana Impaired Driving Program

Marijuana Impaired Driving Program

SB 15-234 General Appropriation Act (FY 2015-16)	\$450,000	0.0	\$0	\$450,000	\$0	\$0
FY 2015-16 Initial Appropriation	\$450,000	0.0	\$0	\$450,000	\$0	\$0
FY 2016-17 Base Request	\$450,000	0.0	\$0	\$450,000	\$0	\$0
FY 2016-17 Governor's Budget Request	\$450,000	0.0	\$0	\$450,000	\$0	\$0
FY 2016-17 Governor's Revised Request	\$450,000	0.0	\$0	\$450,000	\$0	\$0

A. Marijuana Impaired Driving Program

FY 2015-16 Initial Appropriation	\$450,000	0.0	\$0	\$450,000	\$0	\$0
FY 2016-17 Base Request	\$450,000	0.0	\$0	\$450,000	\$0	\$0
FY 2016-17 Governor's Budget Request	\$450,000	0.0	\$0	\$450,000	\$0	\$0
FY 2016-17 Governor's Revised Request	\$450,000	0.0	\$0	\$450,000	\$0	\$0

DEPARTMENT OF TRANSPORTATION FY 2016-17						Schedule 2	
	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds	
FY 2012-13 Actual							
Administration	\$23,648,164	165.0	\$0	\$22,277,302	\$1,370,862	\$0	
Construction, Maintenance, and Operations	\$1,537,527,876	2,948.5	\$0	\$819,583,404	\$854,151	\$717,090,321	
High Performance Transportation Enterprise	\$4,862,098	4.0	\$0	\$4,862,098	\$0	\$0	
First Time Drunk Driving Offenders Account	\$1,431,824	0.0	\$0	\$1,431,824	\$0	\$0	
Statewide Bridge Enterprise	\$8,690,299	0.0	\$0	\$8,690,299	\$0	\$0	
FY 2012-13 Total Expenditures	\$1,576,160,261	3,117.5	\$0	\$856,844,927	\$2,225,013	\$717,090,321	
FY 2013-14 Actual							
Administration	\$23,815,994	149.1	\$0	\$22,689,463	\$1,126,531	\$0	
Construction, Maintenance, and Operations	\$1,648,077,218	2,783.5	\$0	\$904,677,384	\$904,144	\$742,495,690	
High Performance Transportation Enterprise	\$33,473,642	4.0	\$0	\$32,727,079	\$746,563	\$0	
First Time Drunk Driving Offenders Account	\$1,383,042	0.0	\$0	\$1,383,042	\$0	\$0	
Statewide Bridge Enterprise	\$11,383,446	2.0	\$0	\$11,383,446	\$0	\$0	
FY 2013-14 Total Expenditures	\$1,718,133,342	2,938.6	\$0	\$972,860,414	\$2,777,238	\$742,495,690	
FY 2014-15 Actual							
Administration	\$31,257,951	151.4	\$0	\$30,061,059	\$1,196,892	\$0	
Construction, Maintenance, and Operations	\$1,704,668,941	2,741.2	\$0	\$840,812,366	\$816,388	\$863,040,187	
High Performance Transportation Enterprise	\$7,899,719	4.0	\$0	\$6,880,131	\$1,018,707	\$881	
First Time Drunk Driving Offenders Account	\$1,276,489	0.0	\$0	\$1,276,489	\$0	\$0	
Statewide Bridge Enterprise	\$11,671,947	2.0	\$0	(\$4,435,033)	\$0	\$16,106,980	
Southwest Chief Rail Commission	\$5,279	0.0	\$0	\$5,279	\$0	\$0	
FY 2014-15 Total Expenditures	\$1,756,780,326	2,898.6	\$0	\$874,600,291	\$3,031,987	\$879,148,048	
FY 2015-16 Appropriation							
Administration	\$30,872,211	183.5	\$0	\$29,011,065	\$1,861,146	\$0	
Construction, Maintenance, and Operations	\$1,277,416,161	3,137.3	\$0	\$702,437,894	\$1,916,192	\$573,062,075	
High Performance Transportation Enterprise	\$2,575,000	4.0	\$0	\$1,575,000	\$1,000,000	\$0	
First Time Drunk Driving Offenders Account	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0	
Statewide Bridge Enterprise	\$124,100,000	2.0	\$0	\$109,100,000	\$15,000,000	\$0	
Marijuana Impaired Driving Program	\$450,000	0.0	\$0	\$450,000	\$0	\$0	
FY 2015-16 Total Appropriation	\$1,436,913,372	3,326.8	\$0	\$844,073,959	\$19,777,338	\$573,062,075	
FY 2016-17 Governor's Request							
Administration	\$31,896,270	183.5	\$0	\$30,011,073	\$1,885,197	\$0	
Construction, Maintenance, and Operations	\$1,236,114,586	3,137.3	\$0	\$598,339,646	\$1,892,141	\$635,882,799	
High Performance Transportation Enterprise	\$7,716,702	4.0	\$0	\$6,716,702	\$1,000,000	\$0	
First Time Drunk Driving Offenders Account	\$2,000,000	0.0	\$0	\$2,000,000	\$0	\$0	
Statewide Bridge Enterprise	\$126,600,000	2.0	\$0	\$111,600,000	\$0	\$15,000,000	
Marijuana Impaired Driving Program	\$450,000	0.0	\$0	\$450,000	\$0	\$0	
FY 2016-17 Governor's Request	\$1,404,777,558	3,326.8	\$0	\$749,117,421	\$4,777,338	\$650,882,799	

DEPARTMENT OF TRANSPORTATION FY 2016-17

Schedule 3

Administration - Program Budget Line

Long Bill Line Item	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
Administration						
FY 2012-13 Actual						
FY 2012-13 Long Bill, H.B. 12-1335	\$23,771,617	178.3	\$0	\$21,959,110	\$1,812,507	\$0
Risk Management Emergency Supplemental	\$586,795	0.0	\$0	\$586,795	\$0	\$0
Final FY 2012-13 Appropriation	\$24,358,412	178.3	\$0	\$22,545,905	\$1,812,507	\$0
FY13 Total Available Spending Authority	\$24,358,412	178.3	\$0	\$22,545,905	\$1,812,507	\$0
FY13 Expenditures	\$23,648,164	165.0	\$0	\$22,277,302	\$1,370,862	\$0
FY 2012-13 Reversion \ (Overexpenditure)	\$710,248	13.3	\$0	\$268,603	\$441,645	\$0
FY 2013-14 Actual						
FY 2013-14 Long Bill Appropriation (S.B. 13-230)	\$24,633,679	169.0	\$0	\$22,808,927	\$1,824,752	\$0
Final FY 2013-14 Appropriation	\$24,633,679	169.0	\$0	\$22,808,927	\$1,824,752	\$0
FY14 Total Available Spending Authority	\$24,633,679	169.0	\$0	\$22,808,927	\$1,824,752	\$0
FY14 Expenditures	\$23,815,994	149.1	\$0	\$22,689,463	\$1,126,531	\$0
FY 2013-14 Reversion \ (Overexpenditure)	\$817,685	19.9	\$0	\$119,464	\$698,221	\$0
FY 2014-15 Actual						
FY 2014-15 Long Bill Appropriation (H.B. 14-1336)	\$31,887,281	183.5	\$0	\$30,007,435	\$1,845,035	\$34,811
SB15-163 Supplemental Appropriations Department of Transportation		0.0	\$0	\$115,361	\$0	(\$34,811)
Final FY 2014-15 Appropriation	\$31,967,831	183.5	\$0	\$30,122,796	\$1,845,035	\$0
FY15 Total Available Spending Authority	\$31,967,831	183.5	\$0	\$30,122,796	\$1,845,035	\$0
FY15 Expenditures	\$31,257,951	151.4	\$0	\$30,061,059	\$1,196,892	\$0
FY 2014-15 Reversion \ (Overexpenditure)	\$709,880	32.1	\$0	\$61,737	\$648,143	\$0

Department of Transportation

FY 2016-17

Schedule 3

01. Administration

Long Bill Line Item	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
(A) Administration						
(1) Administration						
Administration						
FY 2014-15 Actual						
Default	\$0	0.0	\$0	\$0	\$0	\$0
HB 14-1336 General Appropriations Act (FY 2014-15)	\$31,887,281	183.5	\$0	\$30,007,435	\$1,845,035	\$34,811
SB 15-163 Suppl Approp Dept Transportation	\$80,550	0.0	\$0	\$115,361	\$0	(\$34,811)
FY 2014-15 Final Appropriation	\$31,967,831	183.5	\$0	\$30,122,796	\$1,845,035	\$0
FY 2014-15 State Controller Information Only - Restriction	\$0	0.0	\$0	\$0	\$0	\$0
FY 2014-15 Expenditure Authority	\$31,967,831	183.5	\$0	\$30,122,796	\$1,845,035	\$0
FY 2014-15 Actual Expenditures	\$31,257,951	151.4	\$0	\$30,061,059	\$1,196,892	\$0
FY 2014-15 Reversion (Overexpenditure)	\$709,880	32.1	\$0	\$61,737	\$648,143	\$0
FY 2015-16 Initial Appropriation						
SB 15-234 General Appropriation Act (FY 2015-16)	\$30,872,211	183.5	\$0	\$29,011,065	\$1,861,146	\$0
FY 2015-16 Initial Appropriation	\$30,872,211	183.5	\$0	\$29,011,065	\$1,861,146	\$0
FY 2015-16 Personal Services Allocation	\$17,497,508	183.5	\$0	\$16,799,098	\$698,410	\$0
FY 2015-16 All Other Operating Allocation	\$13,374,703	0.0	\$0	\$12,211,967	\$1,162,736	\$0
FY 2016-17 Request						
FY 2015-16 Initial Appropriation	\$30,872,211	183.5	\$0	\$29,011,065	\$1,861,146	\$0
TA-01 FY2015-16 Reversal of Salary Survey	(\$278,911)	0.0	\$0	(\$267,619)	(\$11,292)	\$0
TA-01 FY2015-16 Reversal Salary Survey	(\$99,689)	0.0	\$0	(\$95,653)	(\$4,036)	\$0
TA-03 Statewide Common Policy Adjustments	\$1,145,298	0.0	\$0	\$1,105,919	\$39,379	\$0
FY 2016-17 Base Request	\$31,638,909	183.5	\$0	\$29,753,712	\$1,885,197	\$0
R-02 Secure Colorado Request	\$109,411	0.0	\$0	\$109,411	\$0	\$0
BA-01 Marijuana Data Coordination	\$147,950	0.0	\$0	\$147,950	\$0	\$0
FY 2016-17 Governor's Budget Request	\$31,896,270	183.5	\$0	\$30,011,073	\$1,885,197	\$0

FY 2016-17 Personal Services Allocation	\$17,134,756	183.5	\$0	\$16,412,295	\$722,461	\$0
FY 2016-17 All Other Operating Allocation	\$14,761,514	0.0	\$0	\$13,598,778	\$1,162,736	\$0

(A) Administration						
FY 2015-16 Initial Appropriation	\$30,872,211	183.5	\$0	\$29,011,065	\$1,861,146	\$0
FY 2016-17 Base Request	\$31,638,909	183.5	\$0	\$29,753,712	\$1,885,197	\$0
FY 2016-17 Governor's Budget Request	\$31,896,270	183.5	\$0	\$30,011,073	\$1,885,197	\$0

DEPARTMENT OF TRANSPORTATION FY 2016-17

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 2012-13 Actual						
FY 2012-13 Long Bill, H.B. 12-1335	\$998,555,592	3,126.5	\$0	\$587,195,995	\$1,950,552	\$409,409,045
Final FY 2012-13 Appropriation	\$998,555,592	3,126.5	\$0	\$587,195,995	\$1,950,552	\$409,409,045
FY13 Total Available Spending Authority	\$998,555,592	3,126.5	\$0	\$587,195,995	\$1,950,552	\$409,409,045
FY13 Expenditures	\$1,537,527,876	2,948.5	\$0	\$819,583,404	\$854,151	\$717,090,321
FY 2012-13 Reversion \ (Overexpenditure Roll-Forward)	(\$538,972,284)	178.0	\$0	(\$232,387,409)	\$1,096,401	(\$307,681,276)
			<i>Expended Roll-forward Balance</i>			
FY 2013-14 Appropriation						
FY 2013-14 Long Bill Appropriation (S.B. 13-230)	\$1,092,631,785	3,142.5	\$0	\$602,538,249	\$1,950,552	\$488,142,984
FY 2013-14 Total Appropriation	\$1,092,631,785	3,142.5	\$0	\$602,538,249	\$1,950,552	\$488,142,984
FY14 Total Available Spending Authority	\$1,092,631,785	3,142.5	\$0	\$602,538,249	\$1,950,552	\$488,142,984
FY14 Expenditures	\$1,648,077,218	2,783.5	\$0	\$904,677,384	\$904,144	\$742,495,690
FY 2013-14 Reversion \ (Overexpenditure Roll-Forward)	(\$555,445,433)	359.0	\$0	(\$302,139,135)	\$1,046,408	(\$254,352,706)

Expended Roll-forward Balance

FY 2014-15 Actual						
FY 2014-15 Long Bill Appropriation (H.B. 14-1336)	\$1,102,647,971	3,137.3	\$0	\$586,394,200	\$1,928,441	\$514,325,330
Final FY 2014-15 Appropriation	\$1,102,647,971	3,137.3	\$0	\$586,394,200	\$1,928,441	\$514,325,330
FY15 Total Available Spending Authority	\$1,102,647,971	3,137.3	\$0	\$586,394,200	\$1,928,441	\$514,325,330
FY15 Expenditures	\$1,704,668,941	2,741.2	\$0	\$840,812,366	\$816,388	\$863,040,187
FY 2014-15 Reversion \ (Overexpenditure)	(\$602,020,970)	396.1	\$0	(\$254,418,166)	\$1,112,053	(\$348,714,857)

Expended Roll-forward Balance

Department of Transportation

FY 2016-17

Schedule 3

02. Construction, Maintenance, and Operations

Long Bill Line Item	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
(A) Construction, Maintenance, and Operations						
(1) Construction, Maintenance, and Operations						
Construction Maintenance, And Operations						
FY 2014-15 Actual						
Default	\$0	0.0	\$0	\$0	\$0	\$0
HB 14-1301 Safe Routes To School Program State Funding	\$700,000	0.0	\$700,000	\$0	\$0	\$0
HB 14-1336 General Appropriations Act (FY 2014-15)	\$1,102,647,971	3,137.3	\$0	\$586,394,200	\$1,928,441	\$514,325,330
SB 15-163 Suppl Approp Dept Transportation	\$0	0.0	\$0	\$0	\$0	\$0
FY 2014-15 Final Appropriation	\$1,103,347,971	3,137.3	\$700,000	\$586,394,200	\$1,928,441	\$514,325,330
FY 2014-15 Other Legal Spending Authority	\$2,468,907,990	0.0	\$0	\$1,326,081,851	\$0	\$1,142,826,139
FY 2014-15 State Controller Information Only - Restriction	(\$514,325,330)	0.0	\$0	\$0	\$0	(\$514,325,330)
FY 2014-15 Expenditure Authority	\$3,057,930,631	3,137.3	\$700,000	\$1,912,476,051	\$1,928,441	\$1,142,826,139
FY 2014-15 Actual Expenditures	\$1,704,668,941	2,741.2	\$0	\$840,812,366	\$816,388	\$863,040,187
FY 2014-15 Reversion (Overexpenditure)	\$1,353,261,690	396.1	\$700,000	\$1,071,663,685	\$1,112,053	\$279,785,952
FY 2015-16 Initial Appropriation						
SB 15-234 General Appropriation Act (FY 2015-16)	\$1,277,416,161	3,137.3	\$0	\$702,437,894	\$1,916,192	\$573,062,075
FY 2015-16 Initial Appropriation	\$1,277,416,161	3,137.3	\$0	\$702,437,894	\$1,916,192	\$573,062,075
FY 2015-16 Personal Services Allocation	\$250,672,083	3,137.3	\$0	\$250,253,137	\$418,946	\$0
FY 2015-16 All Other Operating Allocation	\$1,026,744,078	0.0	\$0	\$452,184,757	\$1,497,246	\$573,062,075
FY 2016-17 Request						
FY 2015-16 Initial Appropriation	\$1,277,416,161	3,137.3	\$0	\$702,437,894	\$1,916,192	\$573,062,075
TA-01 FY2015-16 Reversal Salary Survey	\$378,600	0.0	\$0	\$363,272	\$15,328	\$0
TA-03 Statewide Common Policy Adjustments	(\$1,145,298)	0.0	\$0	(\$1,105,919)	(\$39,379)	\$0
TA-08: Updated Departmental Revenue Projections	(\$40,534,877)	0.0	\$0	(\$103,355,601)	\$0	\$62,820,724
FY 2016-17 Base Request	\$1,236,114,586	3,137.3	\$0	\$598,339,646	\$1,892,141	\$635,882,799
FY 2016-17 Governor's Budget Request	\$1,236,114,586	3,137.3	\$0	\$598,339,646	\$1,892,141	\$635,882,799
FY 2016-17 Personal Services Allocation	\$251,034,835	3,137.3	\$0	\$250,639,940	\$394,895	\$0

FY 2016-17 All Other Operating Allocation	\$985,079,751	0.0	\$0	\$347,699,706	\$1,497,246	\$635,882,799
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(A) Construction, Maintenance, and Operations

FY 2015-16 Initial Appropriation	\$1,277,416,161	3,137.3	\$0	\$702,437,894	\$1,916,192	\$573,062,075
FY 2016-17 Base Request	\$1,236,114,586	3,137.3	\$0	\$598,339,646	\$1,892,141	\$635,882,799
FY 2016-17 Governor's Budget Request	\$1,236,114,586	3,137.3	\$0	\$598,339,646	\$1,892,141	\$635,882,799

DEPARTMENT OF TRANSPORTATION FY 2016-17

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 2012-13 Actual						
FY 2012-13 Long Bill, H.B. 12-1335	\$2,500,000	4.0	\$0	\$2,500,000	\$0	\$0
Final FY 2012-13 Appropriation	\$2,500,000	4.0	\$0	\$2,500,000	\$0	\$0
FY13 Total Available Spending Authority	\$2,500,000	4.0	\$0	\$2,500,000	\$0	\$0
FY13 Expenditures	\$4,862,098	4.0	\$0	\$4,862,098	\$0	\$0
FY 2012-13 Reversion \ (Overexpenditure Roll-Forward)	(\$2,362,098)	0.0	\$0	(\$2,362,098)	\$0	\$0
FY 2013-14 Appropriation						
FY 2013-14 Long Bill Appropriation (S.B. 13-230)	\$33,500,000	4.0	\$0	\$32,500,000	\$1,000,000	\$0
FY 2013-14 Total Appropriation	\$33,500,000	4.0	\$0	\$32,500,000	\$1,000,000	\$0
FY14 Total Available Spending Authority	\$33,500,000	4.0	\$0	\$32,500,000	\$1,000,000	\$0
FY14 Expenditures	\$33,473,642	4.0	\$0	\$32,727,079	\$746,563	\$0
FY 2013-14 Reversion \ (Overexpenditure Roll-Forward)	\$26,358	0.0	\$0	(\$227,079)	\$253,437	\$0
FY 2014-15 Actual						
FY 2014-15 Long Bill Appropriation (H.B. 14-1336)	\$31,575,000	4.0	\$0	\$30,575,000	\$1,000,000	\$0
Final FY 2014-15 Appropriation	\$31,575,000	4.0	\$0	\$30,575,000	\$1,000,000	\$0
FY15 Total Available Spending Authority	\$31,575,000	4.0	\$0	\$30,575,000	\$1,000,000	\$0
FY15 Expenditures	\$7,899,719	4.0	\$0	\$6,880,131	\$1,018,707	\$881
FY 2014-15 Reversion \ (Overexpenditure)	\$23,675,281	0.0	\$0	\$23,694,869	(\$18,707)	(\$881)

Department of Transportation

FY 2016-17

Schedule 3

03. High Performance Transportation Enterprise

Long Bill Line Item	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
(A) High Performance Transportation Enterprise						
(1) High Performance Transportation Enterprise						
High Performance Transportation Enterprise						
FY 2014-15 Actual						
Default	\$0	0.0	\$0	\$0	\$0	\$0
HB 14-1336 General Appropriations Act (FY 2014-15)	\$31,575,000	4.0	\$0	\$30,575,000	\$1,000,000	\$0
FY 2014-15 Final Appropriation	\$31,575,000	4.0	\$0	\$30,575,000	\$1,000,000	\$0
FY 2014-15 Other Legal Spending Authority	\$258,643,670	0.0	\$0	\$219,068,635	\$0	\$39,575,035
FY 2014-15 Expenditure Authority	\$290,218,670	4.0	\$0	\$249,643,635	\$1,000,000	\$39,575,035
FY 2014-15 Actual Expenditures	\$7,899,719	4.0	\$0	\$6,894,802	\$1,004,035	\$881
FY 2014-15 Reversion (Overexpenditure)	\$282,318,951	0.0	\$0	\$242,748,833	(\$4,035)	\$39,574,154
FY 2015-16 Initial Appropriation						
SB 15-234 General Appropriation Act (FY 2015-16)	\$2,575,000	4.0	\$0	\$1,575,000	\$1,000,000	\$0
FY 2015-16 Initial Appropriation	\$2,575,000	4.0	\$0	\$1,575,000	\$1,000,000	\$0
FY 2015-16 Personal Services Allocation	\$348,366	4.0	\$0	\$348,366	\$0	\$0
FY 2015-16 All Other Operating Allocation	\$2,226,634	0.0	\$0	\$1,226,634	\$1,000,000	\$0
FY 2016-17 Request						
FY 2015-16 Initial Appropriation	\$2,575,000	4.0	\$0	\$1,575,000	\$1,000,000	\$0
TA-08: Updated Departmental Revenue Projections	\$5,141,702	0.0	\$0	\$5,141,702	\$0	\$0
FY 2016-17 Base Request	\$7,716,702	4.0	\$0	\$6,716,702	\$1,000,000	\$0
FY 2016-17 Governor's Budget Request	\$7,716,702	4.0	\$0	\$6,716,702	\$1,000,000	\$0
FY 2016-17 Personal Services Allocation	\$348,366	4.0	\$0	\$348,366	\$0	\$0
FY 2016-17 All Other Operating Allocation	\$7,368,336	0.0	\$0	\$6,368,336	\$1,000,000	\$0
(A) High Performance Transportation Enterprise						
FY 2015-16 Initial Appropriation	\$2,575,000	4.0	\$0	\$1,575,000	\$1,000,000	\$0
FY 2016-17 Base Request	\$7,716,702	4.0	\$0	\$6,716,702	\$1,000,000	\$0
FY 2016-17 Governor's Budget Request	\$7,716,702	4.0	\$0	\$6,716,702	\$1,000,000	\$0

DEPARTMENT OF TRANSPORTATION FY 2016-17

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 2012-13 Actual						
FY 2012-13 Long Bill, H.B. 12-1335	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
Final FY 2012-13 Appropriation	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
FY13 Total Available Spending Authority	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
FY13 Expenditures	\$1,431,824	0.0	\$0	\$1,431,824	\$0	\$0
FY 2012-13 Reversion \ (Overexpenditure Roll-Forward)	\$68,176	0.0	\$0	\$68,176	\$0	\$0
FY 2013-14 Appropriation						
FY 2013-14 Long Bill Appropriation (S.B. 13-230)	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
FY 2013-14 Total Appropriation	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
FY14 Total Available Spending Authority	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
FY14 Expenditures	\$1,383,042	0.0	\$0	\$1,383,042	\$0	\$0
FY 2013-14 Reversion \ (Overexpenditure Roll-Forward)	\$116,958	0.0	\$0	\$116,958	\$0	\$0
FY 2014-15 Actual						
FY 2014-15 Long Bill Appropriation (H.B. 14-1336)	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
Final FY 2014-15 Appropriation	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
FY15 Total Available Spending Authority	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
FY15 Expenditures	\$1,276,490	0.0	\$0	\$1,276,490	\$0	\$0
FY 2014-15 Reversion \ (Overexpenditure)	\$223,510	0.0	\$0	\$223,510	\$0	\$0

Department of Transportation

FY 2016-17

Schedule 3

04. First Time Drunk Driving Offenders Account

Long Bill Line Item	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
(A) First Time Drunk Driving Offenders Account						
(1) First Time Drunk Driving Offenders Account						
First Time Drunk Driving Offenders Account						
FY 2014-15 Actual						
Default	\$0	0.0	\$0	\$0	\$0	\$0
HB 14-1336 General Appropriations Act (FY 2014-15)	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
FY 2014-15 Final Appropriation	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
	\$0	0.0	\$0	\$0	\$0	\$0
FY 2014-15 Expenditure Authority	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
FY 2014-15 Actual Expenditures	\$1,276,490	0.0	\$0	\$1,276,490	\$0	\$0
FY 2014-15 Reversion (Overexpenditure)	\$223,510	0.0	\$0	\$223,510	\$0	\$0
FY 2015-16 Initial Appropriation						
SB 15-234 General Appropriation Act (FY 2015-16)	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
FY 2015-16 Initial Appropriation	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
FY 2015-16 All Other Operating Allocation	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
FY 2016-17 Request						
FY 2015-16 Initial Appropriation	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
FY 2016-17 Base Request	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
R-01 Heat is On	\$500,000	0.0	\$0	\$500,000	\$0	\$0
FY 2016-17 Governor's Budget Request	\$2,000,000	0.0	\$0	\$2,000,000	\$0	\$0
FY 2016-17 All Other Operating Allocation	\$2,000,000	0.0	\$0	\$2,000,000	\$0	\$0
(A) First Time Drunk Driving Offenders Account						
FY 2015-16 Initial Appropriation	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
FY 2016-17 Base Request	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
FY 2016-17 Governor's Budget Request	\$2,000,000	0.0	\$0	\$2,000,000	\$0	\$0

DEPARTMENT OF TRANSPORTATION FY 2016-17
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 2012-13 Actual						
FY 2012-13 Long Bill, H.B. 12-1335	\$93,026,477	0.0	\$0	\$93,026,477	\$0	\$0
Final FY 2012-13 Appropriation	\$93,026,477	0.0	\$0	\$93,026,477	\$0	\$0
FY13 Total Available Spending Authority	\$93,026,477	0.0	\$0	\$93,026,477	\$0	\$0
FY13 Expenditures	\$8,690,299	0.0	\$0	\$8,690,299	\$0	\$0
FY 2012-13 Reversion \ (Overexpenditure Roll-Forward)	\$84,336,178	0.0	\$0	\$84,336,178	\$0	\$0
FY 2013-14 Appropriation						
FY 2013-14 Long Bill Appropriation (S.B. 13-230)	\$115,481,900	2.0	\$0	\$100,481,900	\$15,000,000	\$0
FY 2013-14 Total Appropriation	\$115,481,900	2.0	\$0	\$100,481,900	\$15,000,000	\$0
FY14 Total Available Spending Authority	\$115,481,900	2.0	\$0	\$100,481,900	\$15,000,000	\$0
FY14 Expenditures	\$11,383,446	2.0	\$0	\$11,383,446	\$0	\$0
FY 2013-14 Reversion \ (Overexpenditure Roll-Forward)	\$104,098,454	0.0	\$0	\$89,098,454	\$15,000,000	\$0
FY 2014-15 Actual						
FY 2014-15 Long Bill Appropriation (H.B. 14-1336)	\$114,881,900	2.0	\$0	\$99,881,900	\$15,000,000	\$0
Final FY 2014-15 Appropriation	\$114,881,900	2.0	\$0	\$99,881,900	\$15,000,000	\$0
FY15 Total Available Spending Authority	\$114,881,900	2.0	\$0	\$99,881,900	\$15,000,000	\$0
FY15 Expenditures	\$11,671,947	2.0	\$0	(\$4,435,033)	\$0	\$16,106,980

Department of Transportation

FY 2016-17

Schedule 3

05. Statewide Bridge Enterprise

Long Bill Line Item	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
(A) Statewide Bridge Enterprise						
(1) Statewide Bridge Enterprise						
Statewide Bridge Enterprise						
FY 2014-15 Actual						
Default	\$0	0.0	\$0	\$0	\$0	\$0
HB 14-1336 General Appropriations Act (FY 2014-15)	\$114,881,900	2.0	\$0	\$99,881,900	\$15,000,000	\$0
FY 2014-15 Final Appropriation	\$114,881,900	2.0	\$0	\$99,881,900	\$15,000,000	\$0
FY 2014-15 Other Legal Spending Authority	\$581,994,470	0.0	\$0	\$560,612,570	\$0	\$21,381,900
FY 2014-15 Expenditure Authority	\$696,876,370	2.0	\$0	\$660,494,470	\$15,000,000	\$21,381,900
FY 2014-15 Actual Expenditures	\$11,671,947	2.0	\$0	(\$4,435,033)	\$0	\$16,106,980
FY 2014-15 Reversion (Overexpenditure)	\$685,204,423	0.0	\$0	\$664,929,503	\$15,000,000	\$5,274,920
FY 2015-16 Initial Appropriation						
SB 15-234 General Appropriation Act (FY 2015-16)	\$124,100,000	2.0	\$0	\$109,100,000	\$15,000,000	\$0
FY 2015-16 Initial Appropriation	\$124,100,000	2.0	\$0	\$109,100,000	\$15,000,000	\$0
FY 2015-16 Personal Services Allocation	\$500,000	2.0	\$0	\$500,000	\$0	\$0
FY 2015-16 All Other Operating Allocation	\$123,600,000	0.0	\$0	\$108,600,000	\$15,000,000	\$0
FY 2016-17 Request						
FY 2015-16 Initial Appropriation	\$124,100,000	2.0	\$0	\$109,100,000	\$15,000,000	\$0
TA-08: Updated Departmental Revenue Projections	\$2,500,000	0.0	\$0	\$2,500,000	\$0	\$0
TA-09 Alter Bridge Enterprise Appropriation Unit	\$0	0.0	\$0	\$0	(\$15,000,000)	\$15,000,000
FY 2016-17 Base Request	\$126,600,000	2.0	\$0	\$111,600,000	\$0	\$15,000,000
FY 2016-17 Governor's Budget Request	\$126,600,000	2.0	\$0	\$111,600,000	\$0	\$15,000,000
FY 2016-17 Personal Services Allocation	\$500,000	2.0	\$0	\$500,000	\$0	\$0
FY 2016-17 All Other Operating Allocation	\$126,100,000	0.0	\$0	\$111,100,000	\$0	\$15,000,000
(A) Statewide Bridge Enterprise						
FY 2015-16 Initial Appropriation	\$124,100,000	2.0	\$0	\$109,100,000	\$15,000,000	\$0
FY 2016-17 Base Request	\$126,600,000	2.0	\$0	\$111,600,000	\$0	\$15,000,000
FY 2016-17 Governor's Budget Request	\$126,600,000	2.0	\$0	\$111,600,000	\$0	\$15,000,000

DEPARTMENT OF TRANSPORTATION FY 2016-17

Schedule 3

Marijuana Impaired Driving Program - Program Budget Line

Long Bill Line Item	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
Marijuana Driver Impaired Program						
FY 2014-15 Actual						
FY 2014-15 Long Bill Appropriation (H.B. 14-1336)	\$0	0.0	\$0	\$0	\$0	\$0
Final FY 2014-15 Appropriation	\$0	0.0	\$0	\$0	\$0	\$0
FY15 Total Available Spending Authority	\$0	0.0	\$0	\$0	\$0	\$0
FY15 Expenditures	\$0	0.0	\$0	\$0	\$0	\$0
FY 2014-15 Reversion \ (Overexpenditure)	\$0	0.0	\$0	\$0	\$0	\$0

NOT A LINE ITEM UNTIL FY 2015-16

Department of Transportation

FY 2016-17

Schedule 3

06. Marijuana Impaired Driving Program

Long Bill Line Item	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
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A. Marijuana Impaired Driving Program

(1) Marijuana Impaired Driving Program

Marijuana Impaired Driving Program

FY 2014-15 Actual

Default	\$0	0.0	\$0	\$0	\$0	\$0
HB 14-1161 Preserve & Expand Amtrak Interstate Rail Service	\$5,279	0.1	\$0	\$5,279	\$0	\$0
FY 2014-15 Final Appropriation	\$5,279	0.1	\$0	\$5,279	\$0	\$0
	\$0	0.0	\$0	\$0	\$0	\$0
FY 2014-15 Expenditure Authority	\$5,279	0.1	\$0	\$5,279	\$0	\$0
FY 2014-15 Actual Expenditures	\$0	0.0	\$0	\$0	\$0	\$0
FY 2014-15 Reversion (Overexpenditure)	\$5,279	0.1	\$0	\$5,279	\$0	\$0

FY 2015-16 Initial Appropriation

SB 15-234 General Appropriation Act (FY 2015-16)	\$450,000	0.0	\$0	\$450,000	\$0	\$0
FY 2015-16 Initial Appropriation	\$450,000	0.0	\$0	\$450,000	\$0	\$0
FY 2015-16 Personal Services Allocation	\$450,000	0.0	\$0	\$450,000	\$0	\$0

FY 2016-17 Request

FY 2015-16 Initial Appropriation	\$450,000	0.0	\$0	\$450,000	\$0	\$0
FY 2016-17 Base Request	\$450,000	0.0	\$0	\$450,000	\$0	\$0
FY 2016-17 Governor's Budget Request	\$450,000	0.0	\$0	\$450,000	\$0	\$0
FY 2016-17 Personal Services Allocation	\$450,000	0.0	\$0	\$450,000	\$0	\$0

A. Marijuana Impaired Driving Program

FY 2015-16 Initial Appropriation	\$450,000	0.0	\$0	\$450,000	\$0	\$0
FY 2016-17 Base Request	\$450,000	0.0	\$0	\$450,000	\$0	\$0
FY 2016-17 Governor's Budget Request	\$450,000	0.0	\$0	\$450,000	\$0	\$0

DEPARTMENT OF TRANSPORTATION
Administration - Schedule 14

FY 2016-17
Position and Object Code Detail

Administration - Line Item		FY 2013-14		FY 2014-15		FY 2015-16		FY 2016-17	
Personal Services									
Position Code	Position Type	Expenditures	FTE	Expenditures	FTE	Expenditures	FTE	Expenditures	FTE
D6D1TX	Structural Trades I Total	\$111,840	3.0	\$114,132	3.0	\$73,868	2.0	\$73,868	2.0
D6D3XX	Structural Trades III Total	\$0	0.0	\$0	0.0	\$59,869	1.0	\$59,869	1.0
D6E1TX	Utility Plant Op I Total	\$274,548	5.0	\$279,396	5.0	\$263,001	5.0	\$263,001	5.0
D6E2XX	Utility Plant Op II Total	\$69,504	1.0	\$70,620	1.0	\$0	0.0	\$0	0.0
D7A1TX	Equipment Mechanic I Total	\$40,884	1.0	\$41,628	1.0	\$40,490	1.0	\$40,490	1.0
D7A2XX	Equipment Mechanic II Total	\$45,732	1.0	\$45,600	1.0	\$45,153	1.0	\$45,153	1.0
D7C3XX	Production III Total	\$142,524	4.0	\$212,748	6.0	\$201,666	6.0	\$201,666	6.0
D7C4XX	Production IV Total	\$44,280	1.0	\$45,084	1.0	\$81,567	2.0	\$81,567	2.0
D7C5XX	Production V Total	\$47,736	1.0	\$48,696	1.0	\$47,038	1.0	\$47,038	1.0
D8B1TX	Custodian I Total	\$131,268	5.0	\$79,680	3.0	\$156,293	6.0	\$156,293	6.0
D8B2XX	Custodian II Total	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
D8B3XX	Custodian III Total	\$37,272	1.0	\$0	0.0	\$73,868	2.0	\$73,868	2.0
D8D1TX	General Labor I Total	\$61,392	2.0	\$71,196	2.0	\$56,696	2.0	\$56,696	2.0
D8F3IX	LTC Trainee III Total	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
D8H1TX	Security I Total	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
D9D1TX	LTC Operations I Total	\$70,632	1.0	\$71,772	1.0	\$0	0.0	\$0	0.0
D9D2XX	LTC Operations II Total	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
D9E1TX	Project Planner I Total	\$0	0.0	\$0	0.0	\$58,874	1.0	\$58,874	1.0
G2D4XX	Data Specialist Total	\$40,248	1.0	\$40,980	1.0	\$39,731	1.0	\$39,731	1.0
G3A2TX	Administrative Assistant I Total	\$30,636	1.0	\$31,188	1.0	\$0	0.0	\$0	0.0
G3A3XX	Administrative Assistant II Total	\$233,125	6.0	\$175,660	4.5	\$181,008	5.0	\$181,008	5.0
G3A4XX	Administrative Assistant III Total	\$217,896	5.0	\$134,472	3.0	\$337,962	7.0	\$337,962	7.0
G3A5XX	Office Manager I Total	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
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	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
H3I2TX	Media Specialist I Total	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
H3I5XX	Media Specialist IV Total	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
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	\$50,423	1.0	\$28,747	0.5	\$43,557	0.5	\$43,557	0.5
H3U6XX	Arts Professional IV Total	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
H4M2XX	Technician II Total	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
H4M3XX	Technician III Total	\$248,112	5.0	\$251,964	5.0	\$294,029	6.0	\$294,029	6.0
H4M4XX	Technician IV Total	\$56,916	1.0	\$57,480	1.0	\$161,960	3.0	\$161,960	3.0
H4M5XX	Technician V Total	\$64,116	1.0	\$0	0.0	\$180,944	3.0	\$180,944	3.0

H4R1XX	Program Assistant I Total	\$148,032	3.0	\$102,312	2.0	\$95,815	2.0	\$95,815	2.0
H4R2XX	Program Assistant II Total	\$643,236	11.0	\$582,000	10.0	\$760,660	14.0	\$760,660	14.0
H6G1IX	General Professional I Total	\$0	0.0	\$0	0.0	\$39,572	1.0	\$39,572	1.0
H6G2TX	General Professional II Total	\$44,508	1.0	\$0	0.0	\$93,685	2.0	\$93,685	2.0
H6G3XX	General Professional III Total	\$992,880	17.0	\$1,204,245	20.5	\$889,674	15.0	\$889,674	15.0
H6G4XX	General Professional IV Total	\$1,187,571	16.0	\$971,450	13.0	\$1,437,896	19.5	\$1,437,896	19.5
H6G5XX	General Professional V Total	\$576,000	6.0	\$315,635	3.5	\$790,118	7.5	\$790,118	7.5
H6G6XX	General Professional VI Total	\$503,064	5.0	\$415,344	4.0	\$696,141	7.0	\$696,141	7.0
H6G7XX	General Professional VII Total	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
H6G8XX	Management Total	\$2,157,156	17.0	\$2,377,272	19.0	\$2,310,503	19.0	\$2,310,503	19.0
H8A1XX	Accountant I Total	\$96,876	2.0	\$91,368	2.0	\$147,492	3.0	\$147,492	3.0
H8A2XX	Accountant II Total	\$123,960	2.0	\$290,832	5.0	\$244,886	4.0	\$244,886	4.0
H8A3XX	Accountant III Total	\$387,084	5.0	\$224,052	3.0	\$466,637	6.0	\$466,637	6.0
H8A4XX	Accountant IV Total	\$258,444	3.0	\$263,124	3.0	\$362,971	4.0	\$362,971	4.0
H8B2XX	Accounting Technician II Total	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
H8B3XX	Accounting Technician III Total	\$184,512	4.0	\$141,360	3.0	\$136,978	3.0	\$136,978	3.0
H8C1XX	Controller I Total	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
H8C2XX	Controller II Total	\$0	0.0	\$0	0.0	\$96,297	1.0	\$96,297	1.0
H8C3XX	Controller III Total	\$108,024	1.0	\$109,764	1.0	\$106,647	1.0	\$106,647	1.0
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	\$193,968	3.0	\$0	0.0	\$0	0.0
H8D4XX	Auditor III Total	\$78,228	1.0	\$79,008	1.0	\$145,472	2.0	\$145,472	2.0
H8D5XX	Auditor IV Total	\$172,212	2.0	\$176,304	2.0	\$177,222	3.0	\$177,222	3.0
H8D6XX	Auditor V Total	\$98,628	1.0	\$105,516	1.0	\$98,153	1.0	\$98,153	1.0
H8E2XX	Budget Analyst II Total			\$61,380	1.0	\$0	0.0	\$0	0.0
H8E3XX	Budget & Policy Analyst III Total	\$545,330	7.0	\$223,812	3.0	\$620,509	8.0	\$620,509	8.0
H8E4XX	Budget & Policy Analyst IV Total	\$94,308	1.0	\$186,480	2.0	\$252,052	2.0	\$252,052	2.0
H8E5XX	Budget & Policy Analyst V Total	\$112,752	1.0	\$0	0.0	\$249,019	2.0	\$249,019	2.0
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	\$161,112	1.0	\$163,200	1.0	\$159,548	1.0	\$159,548	1.0
PPT	Permanent Part-Time & Temporary	\$0	0.0	\$388,032	7.4	\$0	0.0	\$0.00	0.0
Total Full and Part-time Employee Expenditures		\$10,693,001	154.0	\$10,467,501	151.4	\$12,775,523	183.5	\$12,775,523	183.5
PERA Contributions (including AED, SAED)		\$1,335,605	N/A	\$1,899,853	N/A	\$2,286,819	N/A	\$2,340,438	N/A
Medicare		\$139,590	N/A	\$151,972	N/A	\$185,245	N/A	\$185,245	N/A
Overtime Wages		\$55,891	N/A	\$62,388	N/A	\$50,000	N/A	\$50,000	N/A
Shift Differential Wages		\$27,528	N/A	\$25,034	N/A	\$28,946	N/A	\$45,157	N/A
State Temporary Employees		\$110,129	N/A	\$260,830	N/A	\$110,129	N/A	\$110,129	N/A
Sick and Annual Leave Payouts		\$106,725	N/A	\$106,725	N/A	\$106,725	N/A	\$106,725	N/A
Contract Services		\$677,993	N/A	\$850,959	N/A	\$502,375	N/A	\$502,375	N/A
Furlough Wages		\$0	N/A	\$0	N/A	\$0	N/A	\$0	N/A
Short Term Disability		\$18,412	N/A	\$23,109	N/A	\$24,087	N/A	\$19,253	N/A
Health, Life And Dental Insurance Premiums		\$952,974	N/A	\$1,134,295	N/A	\$1,192,182	N/A	\$1,207,810	N/A
Total Temporary, Contract, and Other Expenditures		\$3,424,847	N/A	\$4,515,165	N/A	\$4,486,508	N/A	\$4,567,132	N/A
POTS Expenditures (excluding Salary Survey and Performance-based Pay already		\$0	N/A	\$19,244		\$9,140	N/A	\$0	N/A
Roll Forwards		\$0	N/A	\$0	N/A	\$0	N/A	\$0	N/A
Total Personal Services Expenditures for Line Item - ADMINISTRATION		\$14,117,848	154.0	\$15,001,910	151.4	\$17,271,171	183.5	\$17,342,655	183.5

FTE Usage may vary from DPA/CPPS Report due to SAP Time Tracking

Operating Expenses

2110	WATER/SEWER	\$25,144	\$35,852	\$39,350	\$41,125
2150	LAUNDRY SERVICE	\$300	\$435	\$1,132	\$1,153
2160	CUSTODIAL SERVICES PURCHASED	\$0	\$0	\$0	\$0
2170	HAZARD MATERIALS FEE	\$5,771	\$0	\$9,132	\$9,132
2180	GROUNDS MAINTENANCE SERVICES	\$1,771	\$198	\$4,124	\$4,133
2210	OTHER MAINTENANCE SERVICES	\$2,962	\$17,780	\$2,296	\$3,176
2220	BUILDING MAINTENANCE REPAIRS & ALTERS	\$38,740	\$68,882	\$46,212	\$49,622
2230	EQUIPMENT MAINTENANCE & REPAIR - NONVEHICLE	\$5,367	\$593	\$48,583	\$48,612
2231	IT EQUIPMENT MAINTENANCE	\$1,368	\$180,550	\$997	\$9,934
2232	SOFTWARE MAINTENANCE/UPGRADE	\$23,830	\$0	\$19,324	\$19,324
2240	SERVICE & REPAIR LABOR - INHOUSE	\$650	\$2,076	\$12,017	\$12,119
2250	EQUIPMENT DEPRECIATION	\$0	\$0	\$0	\$0
2251	MOTOR POOL VEHICLE - SURCHARGE	\$23,261	\$23,036	\$44,692	\$45,833
2252	STATE FLEET VEHICLES	\$14,953	\$1,997	\$25,275	\$25,374
2253	RENT OF EQUIPMENT - NOT STATE OWNED	\$67,687	\$345,243	\$257,068	\$274,157
2254	RENT OF ROAD EQUIPMENT - NOT STATE OWNED	\$0	\$0	\$0	\$0
2255	RENT OF BUILDINGS/GROUNDS	\$20	\$25,857	\$33	\$1,313
2259	PARKING FEE REIMBURSEMENT	\$5,481	\$1,322	\$4,563	\$4,628
2263	OTHER RENTAL	\$0	\$0	\$1,542	\$1,542
2311	CONSTRUCTION CONTRACT PAYMENT	\$0	\$0	\$0	\$0
2312	CONSTRUCTION PROFESSIONAL SERVICES (& ERP/PBF)	\$0	\$150	\$903,812	\$903,820
2510	IN STATE TRAVEL	\$42,884	\$53,664	\$54,409	\$57,066
2511	IN STATE TRAVEL - AIRFARE	\$10,175	\$8,033	\$14,700	\$15,097
2512	IN STATE PER DIEM	\$16,942	\$12,432	\$20,092	\$20,708
2513	IN STATE TRAVEL - PRIVATE VEHICLE	\$7,647	\$4,772	\$12,861	\$13,097
2514	AIRCRAFT POOL USAGE	\$0	\$0	\$0	\$0
2520	IN STATE TRAVEL - NON EMPLOYEE	\$18,552	\$19,695	\$25,614	\$26,589
2521	IN STATE NON-EMPLOYEE AIRFARE	\$6,741	\$5,188	\$6,094	\$6,351
2522	IN STATE NON/EMPL PER DIEM	\$5,639	\$4,733	\$8,560	\$8,794
2523	IN STATE NON/EMPL - PRIVATE VEHICLE	\$23,650	\$22,346	\$34,118	\$35,224
2530	OUT OF STATE TRAVEL	\$22,189	\$25,826	\$26,293	\$27,572
2531	OUT OF STATE TRAVEL - AIRFARE	\$18,410	\$25,952	\$18,623	\$19,907
2532	OUT OF STATE PER DIEM	\$2,438	\$4,878	\$4,580	\$4,822
2533	OUT OF STATE TRAVEL - PRIVATE VEHICLE	\$758	\$636	\$1,025	\$1,056
2540	NON EMPLOYEE OUT-OF-STATE HOTEL EXPENSES	\$1,503	\$755	\$2,778	\$2,815
2541	REIMBURSEMENT OF EXPENDITURES - TRAVEL	\$1,096	\$2,470	\$1,941	\$2,063
2542	OUT OF STATE PER DIEM - NON EMPLOYEE	\$300	\$11	\$470	\$470
2550		\$0	\$0	\$0	\$0
2552		\$0	\$0	\$0	\$0
2610	ADVERTISING N	\$3,236	\$17,841	\$4,032	\$4,915
2611	PUBLIC RELATION N	\$19,998	\$0	\$14,689	\$14,689
2630	COMM SVCS FRM DOIT N	\$59,817	\$78,953	\$89,677	\$93,585
2631	COMM SVC OUTSIDE N	\$36,432	\$0	\$63,555	\$63,555
2632	MNT PAYMENTS TO DPA	\$527,086	\$0	\$384,282	\$384,282
2640	COMPUTER CNTR BILL N	\$675,017	\$0	\$545,758	\$545,758

2641	OTHER ADP BILLINGS-PURCH SERV	\$10,587	\$4,495	\$7,718	\$7,941
2650	OIT PURCH SVCS N (was Object 2950)	\$1,351,765	\$8,911,384	\$3,720,027	\$4,309,064
2680	COPY PRINT N & FORM REPRO N	\$47,864	\$69,419	\$82,374	\$85,810
2690	LEGAL SERVICES	\$0	\$1,023,522		\$50,661
2710	PHYSICAL EXAMS	\$567	\$1,694	\$500	\$583
2810	FREIGHT & EXPRESS & STORAGE	\$14,623	\$13,272	\$19,318	\$19,975
2820	OTHER PURCHASE OF SERVICES	\$207,684	\$243,252	\$189,073	\$201,113
2830	OFFSITE REMOVAL AND STORAGE	\$80	\$0	\$402	\$402
2831	PURCHASE OF STORAGE SERVICES	\$2,943	\$0	\$2,776	\$2,776
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	\$62,286	\$237,236	\$93,405	\$105,148
3112	PARTS & ACCESSORIES	\$6,994	\$50,262	\$71,792	\$74,280
3113	CLOTHING/UNIFORM ALLOWANCE	\$0	\$0	\$0	\$0
3114	CUSTODIAL & LAUNDRY SUPPLIES	\$9,799	\$0	\$29,949	\$29,949
3115	DATA PROCESSING SUPPLIES	\$6,652	\$0	\$16,561	\$16,561
3116	PURCHASED SOFTWARE	\$17,699	\$0	\$16,382	\$16,382
3117	EDUCATION & TRAINING SUPPLIES	\$8,189	\$0	\$10,936	\$10,936
3119	LABORATORY & RESEARCH SUPPLIES	\$0	\$0	\$0	\$0
3120	NEWSPAPERS & PUBLICATION PURCHASES	\$3,754	\$27,471	\$63,451	\$64,811
3121	OFFICE SUPPLIES	\$85,220	\$210,769	\$309,433	\$319,866
3122	PHOTOGRAPHS & PHOTO SUPPLIES	\$3,186	\$0	\$3,119	\$3,119
3123	POSTAGE	\$19,044	\$18,433	\$31,461	\$32,373
3124	PRINTING & COPY SUPPLIES	\$3,048	\$0	\$46,035	\$46,035
3126	REPAIR/MTNC-SUPPLY N	\$11,655	\$27,774	\$40,125	\$41,499
3127	INVENTORY ADJUSTMENTS or LANDSCAPE	\$10,078	\$10,853	\$13,310	\$13,847
3128	EXPENDABLE EQUIPMENT PURCHASES	\$4,419	\$16,329	\$27,110	\$27,918
3130	NON-MEDICAL LABORATORY SUPPLIES	\$3,858	\$0	\$5,390	\$5,390
3132	NONCAP OFFICE FUNRN/OFFICE SYST	\$44,162	\$21,717	\$39,323	\$40,397
3139		\$0	\$0	\$0	\$0
3140	NONCAPITALIZED IT EQUIPMENT	\$0	\$120,403	\$4,147	\$10,107
3141	NONCAPITALIZED IT SERVICES	\$0	\$0	\$0	\$0
3143	OTHER NONCAPITALIZED IT EXPENSES	\$1,425	\$0	\$1,175	\$1,175
3920	PROPANE FOR BUILDING HEAT	\$95	\$0	\$69	\$69
3930	COAL	\$0	\$0	\$0	\$0
3940	LIGHT & POWER	\$159,197	\$169,983	\$254,071	\$262,484
3950	DIESEL FUEL	\$2,889	\$917	\$19,746	\$19,791
3960	OIL - HEATING	\$0	\$0	\$0	\$0
3970	NATURAL GAS	\$16,135	\$40,886	\$43,993	\$46,017
4100	REIMB OF EXP - OR - ALLOCATED BLDG MTCE	\$10	(\$18,612)	\$253	(\$668)
4110	COURT COSTS, JUDGEMENTS, ETC.	\$0	\$0	\$0	\$0

4117	REPORTABLE CLAIMS AGAINST THE STATE	\$0	\$78,600	\$0	\$3,890				
4119	CLAIMANT ATTORNEY FEES	\$0	\$44,400	\$0	\$2,198				
4130	DEPRECIATION OTHER EQUIPMENT - ISF	\$0	\$0	\$0	\$0				
4140	MEMBERSHIP/DUES	\$7,746	\$24,763	\$11,649	\$12,875				
4150	INTEREST	\$0	\$0	\$4	\$4				
4151	INTEREST - LATE PAYMENTS	\$0	\$4,147	\$0	\$205				
4170	MISC FEES/LICENSES	\$4,085	\$7,056	\$8,547	\$8,896				
4180	OFFICIAL FUNCTIONS	\$22,239	\$33,444	\$33,596	\$35,252				
4220	TUITION/REGISTRATION FEES	\$27,009	\$36,652	\$56,032	\$57,847				
4221	EDUCATION	\$927	\$42	\$26,799	\$26,801				
4240	PERSONNEL MOVING	\$0	\$0	\$0	\$0				
5771	GRANTS IN AID - STATE AGENCIES	\$0	\$0	\$0	\$0				
5776	INTERAGENCY (Prop/Liability Ins.+ WC Ins. + Legal Serv.)	\$3,869,900	\$3,333,920	\$5,374,153	\$5,539,172				
6213	BUILDING IMPROVEMENTS	\$0	\$0	\$0	\$0				
6220	OFFICE FURNITURE & EQUIPMENT	\$0	\$0	\$0	\$0				
8110	INDIRECT COST COVERAGE (Statewide Indirects)	\$0	\$499,402	\$172,534	\$197,253				
Total Operating Expenditures Denoted in Object Codes - ADMINISTRATION		\$7,765,630	\$16,256,040	\$13,601,040	\$14,553,615				
Total Expenditures for Line Item		21,883,478	154.0	31,257,951	151.4	30,872,211	183.5	31,896,270	183.5
GF									
CF - SHF		20,756,948		29,507,725		29,011,065		30,011,073	
RF - ICF		1,126,530		1,196,892		1,861,146		1,885,197	
Total Spending Authority for Line Item		24,633,679	178.3	31,967,831	183.5	30,872,211	183.5	31,896,270	183.5
GF									
CF - SHF		22,808,927		30,122,796		29,011,065		30,011,073	
RF - ICF		1,824,752		1,845,035		1,861,146		1,885,197	
Amount Under/(Over) Expended		2,750,201	24.3	709,880	32.1	0	-	0	-
CF - SHF		2,051,979		615,071		0		0	
RF - ICF (Recaptures Revenues against Expenses - so appears underspent)		698,222		648,143		0		0	

COLORADO DEPARTMENT OF TRANSPORTATION
FY 2016-17 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. (2015) - 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. (2015) - 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. (2015)

(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(4)(b)(I)(B), C.R.S. (2015)

(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. (2015)

(6) Marijuana Impaired Driving Program

Line Item Name	Line Item Description	Statutory Citation
Marijuana Impaired Driving Program	An annual appropriation from the Marijuana Tax Cash Fund to be used for educational and marketing campaigns by the Department of Transportation.	Section 39-28.8-501, C.R.S. (2015)

**COLORADO DEPARTMENT OF TRANSPORTATION
 FY 2016-17 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
15-163	Supplemental Appropriation to the DOT	Administration	0.0	\$80,550			\$115,361		(\$34,811)
14-1161	Preserve & Expand Amtrak Interstate Rail Service	SW Chief Rail	0.1	\$5,279			\$5,279		
14-1301	Safe Routes to School Program State Funding	Construction, Maintenance & Operations	0.0	\$700,000	\$700,000				
FY 2013-14: There were no special bills with appropriations clauses for the Department during the 2013 General Assembly									
FY 2012-13: There were no special bills with appropriations clauses for the Department during the 2012 General Assembly									

FY 2016-17 BUDGET REQUEST - TRANSPORTATION

Schedule 6

Special Bills Summary

Bill	Long Bill Line Item	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
FY 2014-15 Final Appropriation Special Bills							
0							
	Administration						
	Administration	\$0	0.0	\$0	\$0	\$0	\$0
	Construction, Maintenance, and Operations						
	Construction Maintenance, And Operations	\$0	0.0	\$0	\$0	\$0	\$0
	High Performance Transportation Enterprise						
	High Performance Transportation Enterprise	\$0	0.0	\$0	\$0	\$0	\$0
	First Time Drunk Driving Offenders Account						
	First Time Drunk Driving Offenders Account	\$0	0.0	\$0	\$0	\$0	\$0
	Statewide Bridge Enterprise						
	Statewide Bridge Enterprise	\$0	0.0	\$0	\$0	\$0	\$0
	Marijuana Impaired Driving Program						
	Marijuana Impaired Driving Program	\$0	0.0	\$0	\$0	\$0	\$0
14-1161	Preserve & Expand Amtrak Interstate Rail Service						
	Marijuana Impaired Driving Program						
	Marijuana Impaired Driving Program	\$5,279	0.1	\$0	\$5,279	\$0	\$0
14-1301	Safe Routes To School Program State Funding						
	Construction, Maintenance, and Operations						
	Construction Maintenance, And Operations	\$700,000	0.0	\$700,000	\$0	\$0	\$0

FY 2016-17 BUDGET REQUEST - TRANSPORTATION

Schedule 6

Special Bills Summary

Bill	Long Bill Line Item	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
15-163 Suppl Approp Dept Transportation							
Administration							
	Administration	\$80,550	0.0	\$0	\$115,361	\$0	(\$34,811)
Construction, Maintenance, and Operations							
	Construction Maintenance, And Operations	\$0	0.0	\$0	\$0	\$0	\$0
FY 2014-15 Final Appropriation Special Bills Only		\$785,829	0.1	\$700,000	\$120,640	\$0	(\$34,811)

**COLORADO DEPARTMENT OF TRANSPORTATION
 FY 2016-17 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 2015-16: There was no supplemental bill for the Department in the 2015 Legislative Session								
FY 2014-15								
HB 14-1301	(1) CM&O							
	CM&O	0.0	\$700,000	\$0	\$0	\$700,000	\$0	\$0
	Total	0.0	\$700,000	\$0	\$0	\$700,000	\$0	\$0
	Total HB14-1301	0.0	\$700,000	\$0	\$0	\$700,000	\$0	\$0
HB 14-1161	(1) CM&O							
	CM&O	0.1	\$5,279	\$0	\$0	\$5,279	\$0	\$0
	Total	0.1	\$5,279	\$0	\$0	\$5,279	\$0	\$0
	Total HB14-1301	0.1	\$5,279	\$0	\$0	\$5,279	\$0	\$0
FY 2013-14: There was no supplemental bill for the Department in the 2013 Legislative Session								
FY 2012-13								
SB 13-105	(1) Administration							
	Administration	0.0	\$586,795	\$0	\$0	\$586,795	\$0	\$0
	Total	0.0	\$586,795	\$0	\$0	\$0	\$0	\$0
	Total SB13-105	0.0	\$586,795	\$0	\$0	\$0	\$0	\$0

**COLORADO DEPARTMENT OF TRANSPORTATION
FY 2016-17 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 2012-13 (Actual)								
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 (Actual)								
Administration	\$2,787,211	\$0	\$2,787,211	\$0	\$0	\$0	\$0	\$0
Total Appropriated ¹	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures ²	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2014-15 Actual								
Administration	\$2,679,701	\$0	\$2,679,701	\$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 2015-16 (Appropriated)								
Administration	\$2,680,938	\$0	\$2,680,938	\$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 2016-17 (Request)								
Administration	\$3,803,411	\$0	\$3,803,411	\$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
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 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 94.5% TC/5.5% ADMIN							
FY 2012-13 (Actual)									
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 (Actual)									
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	
FY 2014-15 (Actual)									
Administration	\$129,070	\$0	\$129,070	\$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 2015-16 (Estimate)									
Administration	(\$90,237)	\$0	(\$90,237)	\$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 2016-17 (Request)									
Administration	(\$24,253)	\$0	(\$23,313)	\$0	\$0	(\$940)	\$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
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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 2012-13 (Actual)								
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 (Actual)								
Administration	\$440,580	\$0	\$440,580	\$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 2014-15 (Actual)								
Administration	\$539,457	\$0	\$539,457	\$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 2015-16 (Estimate)								
Administration	\$407,761	\$0	\$407,761	\$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 2016-17 (Request)								
Administration	\$460,145	\$0	\$460,145	\$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

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FY 2016-17 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) Amortization Equalization Disbursement (AED) - Actuals are blended with PERA, so these are approximate \$								
FY 2012-13 (Actual)								
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 (Actual)								
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
FY 2014-15 (Actual)								
Administration	\$415,717	\$0	398,610	\$0	\$0	17,107	\$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 2015-16 (Estimate)								
Administration	\$480,384	\$0	460,498	\$0	\$0	19,886	\$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 2016-17 (Request)								
Administration	\$485,311	\$0	460,498	\$0	\$0	24,813	\$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

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FY 2016-17 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) Supplemental Amortization Equalization Disbursement (SAED) - Actuals are blended with PERA, so these are approximate \$								
FY 2012-13 (Actual)								
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 (Actual)								
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
FY 2014-15 (Actual)								
Administration	\$389,735	\$0	373,697	\$0	\$0	16,038	\$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 2015-16 (Estimated)								
Administration	\$464,007	\$0	444,799	\$0	\$0	19,208	\$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 2016-17 (Request)								
Administration	\$480,737	\$0	456,182	\$0	\$0	24,555	\$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 2016-17 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) Salary Survey - & Base Building Salary Adjustments								
FY 2012-13 (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 2013-14 (Actual)								
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
FY 2014-15 (Actual)								
Administration	\$159,987	\$0	\$153,086	\$0	\$0	\$6,901	\$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 2015-16 (Estimated)								
Administration	\$278,911	\$0	\$267,619	\$0	\$0	\$11,292	\$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 2016-17 (Request)								
Administration	\$937	\$0	\$790	\$0	\$0	\$147	\$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

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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) Performance-based / Merit Pay								
FY 2012-13 (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 2013-14 (Actual)								
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
FY 2014-15 (Actual)								
Administration	\$162,691	\$0	\$154,305	\$0	\$0	\$8,386	\$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 2015-16 (Estimated)								
Administration	\$99,689	\$0	\$95,653	\$0	\$0	\$4,036	\$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 2016-17 (Request)								
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

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<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) Shift Differential								
FY 2012-13 (Actual)								
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 (Actual)								
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
FY 2014-15 (Actual)								
Administration	\$25,034	\$0	\$24,365	\$0	\$0	\$669	\$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 2015-16 (Estimate)								
Administration	\$30,582	\$0	\$28,610	\$0	\$0	\$1,972	\$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 2016-17 (Request)								
Administration	\$45,157	\$0	\$45,112	\$0	\$0	\$45	\$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

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<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) Short-Term Disability								
FY 2012-13 (Actual)								
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 (Actual)								
Administration	\$20,252	\$0	\$19,318	\$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 2014-15 (Actual)								
Administration	\$23,109	\$0	\$22,072	\$0	\$0	\$1,037	\$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 2015-16 (Estimate)								
Administration	\$23,962	\$0	\$22,971	\$0	\$0	\$991	\$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 2016-17 (Request)								
Administration	\$19,153	\$0	\$18,171	\$0	\$0	\$982	\$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

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<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) Health, Life and Dental								
FY 2012-13 (Actual)								
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 (Actual)								
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
FY 2014-15 (Actual)								
Administration	\$1,134,295	\$0	\$1,076,358	\$0	\$0	\$57,937	\$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 2015-16 (Estimate)								
Administration	\$1,173,682	\$0	1,124,652	\$0	\$0	49,030	\$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 2016-17 (Request)								
Administration	\$1,207,810	\$0	1,127,886	\$0	\$0	79,924	\$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

Schedule 9: Cash Funds Reports
Department of Transportation
FY 2016-17 Budget Request
Fund 536 - Statewide Transportation Enterprise Special Revenue Fund
Section 43-4-806 (3) (a), C.R.S. (2015)

	Actual FY 2012-13	Actual FY 2013-14	Actual FY 2014-15	Appropriated FY 2015-16	Requested FY 2016-17
Year Beginning Fund Balance (A)	\$11,189,657	\$72,211,388	\$18,915,388	\$12,936,478	\$8,850,180
Changes in Cash Assets	\$28,906,341	\$270,085	-\$26,223,712	-\$8,275,337	\$1,505,000
Changes in Non-Cash Assets	\$11,497,999	\$79,710,229	-\$14,449,790	\$0	\$0
Changes in Long-Term Assets	\$22,393,801	-\$4,476,187	\$167,051,911	-\$2,116,972	\$0
Changes in Total Liabilities	-\$1,776,410	-\$128,800,127	-\$132,357,318	\$6,306,012	\$575,000
TOTAL CHANGES TO FUND BALANCE	\$61,021,731	-\$53,296,000	-\$5,978,910	-\$4,086,297	\$2,080,000
Assets Total	\$74,970,420	\$150,474,547	\$276,852,955	\$266,460,646	\$267,965,646
Cash (B)	\$34,803,965	\$35,074,050	\$8,850,337	\$575,000	\$2,080,000
Other Assets(Detail as necessary)	\$16,873,343	\$96,583,572	\$82,133,782	\$82,133,782	\$82,133,782
Receivables	\$23,293,112	\$18,816,925	\$2,116,973	\$1	\$1
Infrastructure	\$0		\$183,751,863	\$183,751,863	\$183,751,863
Liabilities Total	\$2,759,032	\$131,559,159	\$263,916,478	\$257,610,466	\$257,035,466
Cash Liabilities (C)	\$2,759,032	\$108,109,660	\$6,881,012	\$575,000	\$0
Long Term Liabilities	\$0	\$23,449,499	\$257,035,466	\$257,035,466	\$257,035,466
Ending Fund Balance (D)	\$72,211,388	\$18,915,388	\$12,936,478	\$8,850,180	\$10,930,180
Logical Test	TRUE	TRUE	TRUE	FALSE	TRUE
Net Cash Assets - (B-C)	\$32,044,933	-\$73,035,610	\$1,969,325	\$0	\$2,080,000
Change from Prior Year Fund Balance (D-A)	\$61,021,731	-\$53,296,000	-\$5,978,910	-\$4,086,297	-\$2,006,297

Schedule 9: Cash Funds Reports
 Department of Transportation
 FY 2016-17 Budget Request
 Fund 536 - Statewide Transportation Enterprise Special Revenue Fund
 Section 43-4-806 (3) (a), C.R.S. (2015)

Cash Flow Summary

Revenue Total	\$64,935,504	\$39,431,079	\$8,850,337	\$575,000	\$2,080,000
Fees	\$64,725,565	\$4,037,729	\$8,248,495	\$375,000	\$2,080,000
Interest	\$209,939	\$280,404	\$601,842	\$200,000	\$0
Federal Receipts	\$0	\$14,424,965			
Project Contributions		\$20,687,982	\$0	\$0	
Expenses Total	\$3,913,773	\$32,727,079	\$6,881,012	\$575,000	\$0
Cash Expenditures	\$3,913,773	\$32,727,079	\$6,881,012	\$575,000	\$0
Change Requests (If Applicable)	\$0		\$0		\$0
Net Cash Flow	\$61,021,731	\$6,704,000	\$1,969,325	\$0	\$2,080,000

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 2016-17 Budget Request
Fund 537 - Statewide Transportation Enterprise Operating Fund
Section 43-4-806 (4), C.R.S. (2015)

	Actual FY 2012-13	Actual FY 2013-14	Actual FY 2014-15	Appropriated FY 2015-16	Requested FY 2016-17
Year Beginning Fund Balance (A)	-\$761,991	-\$1,603,651	-\$2,287,507	-\$2,283,235	-\$2,283,235
Changes in Cash Assets	\$227,934	\$413,658	\$58,310	\$968,202	-\$1,031,798
Changes in Non-Cash Assets	\$0	\$0	\$0	\$0	\$0
Changes in Long-Term Assets	-\$442,264	\$0	\$5,072	-\$5,072	-\$5,072
Changes in Total Liabilities	-\$627,330	-\$1,097,514	-\$59,109	\$1,320,105	\$3,320,105
TOTAL CHANGES TO FUND BALANCE	-\$841,660	-\$683,856	\$4,272	\$2,283,235	\$2,283,235
Assets Total	\$559,831	\$973,489	\$1,036,870	\$2,000,000	\$0
Cash (B)	\$559,831	\$973,489	\$1,031,798	\$2,000,000	\$0
Other Assets(Detail as necessary)	\$0	\$0	\$0	\$0	\$0
Receivables	\$0	\$0	\$5,072	\$0	\$0
Liabilities Total	\$2,163,482	\$3,260,995	\$3,320,105	\$2,000,000	\$0
Cash Liabilities (C)	\$146,892	\$247,529	\$1,025,005	\$2,000,000	\$0
Long Term Liabilities	\$2,016,589	\$3,013,466	\$2,295,100	\$0	\$0
Ending Fund Balance (D)	-\$1,603,651	-\$2,287,507	-\$2,283,235	\$0	\$0
Logical Test	TRUE	TRUE	TRUE	TRUE	TRUE
Net Cash Assets - (B-C)	\$412,938	\$725,960	\$6,793	\$0	\$0
Change from Prior Year Fund Balance (D-A)	-\$841,660	-\$683,856	\$4,272	\$2,283,235	\$2,283,235

Schedule 9: Cash Funds Reports
 Department of Transportation
 FY 2016-17 Budget Request
 Fund 537 - Statewide Transportation Enterprise Operating Fund
 Section 43-4-806 (4), C.R.S. (2015)

Cash Flow Summary

Revenue Total	\$106,665	\$11,217	\$14,671	\$2,000,000	\$0
Fees	\$106,665	\$800	\$0	\$2,000,000	\$0
Interest	\$0	\$10,417	\$14,671	\$0	\$0
Expenses Total	\$948,325	\$746,563	\$1,025,005	\$2,000,000	\$0
Cash Expenditures	\$948,325	\$746,563	\$1,025,005	\$2,000,000	\$0
Change Requests (If Applicable)	\$0	\$0	\$0	\$0	\$0
Net Cash Flow	-\$841,660	-\$735,346	-\$1,010,333	\$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 2016-17 Budget Request
Fund 538 - Bridge Special Fund
Section 43-4-805 (3) (a), C.R.S. (2015)

	Actual FY 2012-13	Actual FY 2013-14	Actual FY 2014-15	Appropriated FY 2015-16	Requested FY 2016-17
Year Beginning Fund Balance (A)	\$223,593,038	\$333,725,585	\$440,631,668	\$441,773,690	\$481,024,650
Changes in Cash Assets	\$65,883,242	\$96,776,249	-\$10,287,777	-\$146,850,037	-\$103,100,000
Changes in Non-Cash Assets	\$48,739,968	\$6,016,877	\$0	\$0	-\$481,024,650
Changes in Receivables	-\$615,998	\$850,310	-\$861,989	-\$8,406,833	\$0
Changes in Debt Issuance	-\$84,931	-\$1,673,496	\$16,967,151	-\$16,967,151	\$0
Changes in Depreciation	-\$830,108	\$1,166,703	\$0	\$0	\$0
Changes in Total Liabilities	-\$2,959,627	\$3,769,440	-\$4,675,362	\$211,474,981	\$103,100,000
TOTAL CHANGES TO FUND BALANCE	\$110,132,547	\$106,906,083	\$1,142,023	\$39,250,960	-\$481,024,650
Assets Total	\$647,394,643	\$750,531,287	\$756,348,671	\$584,124,650	\$0
Cash (B)	\$163,461,565	\$260,237,814	\$249,950,037	\$103,100,000	\$0
Other Assets - Infrastructure	\$475,007,773	\$481,024,650	\$481,024,650	\$481,024,650	\$0
Receivables	\$8,418,513	\$9,268,822	\$8,406,833	\$0	\$0
Deferred Debt Issuance Cost	\$1,673,496		\$16,967,151		
Depreciation - Bridges & Tunnels	-\$1,166,703				
Liabilities Total	\$313,669,059	\$309,899,619	\$314,574,981	\$103,100,000	\$0
Cash Liabilities (C)	\$313,669,059	\$9,889,334	\$14,564,696	\$0	\$0
Long Term Liabilities	\$0	\$300,010,285	\$300,010,285	\$0	\$0
Ending Fund Balance (D)	\$333,725,585	\$440,631,668	\$441,773,690	\$481,024,650	\$0
Logical Test	TRUE	TRUE	TRUE	TRUE	TRUE
Net Cash Assets - (B-C)	-\$150,207,494	\$250,348,480	\$235,385,341	\$103,100,000	\$0
Change from Prior Year Fund Balance (D-A)	\$110,132,547	\$106,906,083	\$1,142,023	\$39,250,960	-\$481,024,650

Schedule 9: Cash Funds Reports
 Department of Transportation
 FY 2016-17 Budget Request
 Fund 538 - Bridge Special Fund
 Section 43-4-805 (3) (a), C.R.S. (2015)

Cash Flow Summary

Revenue Total	\$118,822,846	\$119,963,025	\$121,427,876	\$103,100,000	\$105,400,000
Fees	\$118,822,846	\$95,722,164	\$102,241,871	\$100,100,000	\$102,400,000
Interest	\$0	\$3,023,910	\$3,079,025	\$3,000,000	\$3,000,000
Federal		\$21,216,952	\$16,106,980	\$0	
Expenses Total	\$8,690,299	\$11,383,446	\$16,250,377	\$103,100,000	\$105,400,000
Cash Expenditures	\$8,690,299	\$11,383,446	\$16,250,377	\$103,100,000	\$105,400,000
Change Requests (If Applicable)	\$0	\$0	\$0	\$0	\$0
Net Cash Flow	\$110,132,547	\$108,579,579	\$105,177,499	\$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),
Non-Fee Sources	Interest Earnings.
Long Bill Groups Supported by Fund	Statewide Bridge Enterprise

Schedule 9: Cash Funds Reports
 Department of Transportation
 FY 2014-15 Budget Request
 Fund 11R - State Rail Bank
 Section 43-1-1309, C.R.S. (2013)

	Actual FY 2011-12	Actual FY 2012-13	Appropriated FY 2013-14	Requested FY 2014-15	Projected FY 2015-16
Year Beginning Fund Balance (A)	\$0	\$9,356,000	\$0	\$0	\$0
Changes in Cash Assets	\$9,356,000	-\$9,356,000	\$0	\$0	\$0
Changes in Non-Cash Assets	\$0	\$0	\$0	\$0	\$0
Changes in Long-Term Assets	-\$9,356,000	\$0	\$0	\$0	\$0
Changes in Total Liabilities	\$9,356,000	\$0	\$0	\$0	\$0
TOTAL CHANGES TO FUND BALANCE	\$9,356,000	-\$9,356,000	\$0	\$0	\$0
Assets Total	\$9,356,000	\$0	\$0	\$0	\$0
Cash (B)	\$9,356,000	\$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)	\$9,356,000	\$0	\$0	\$0	\$0
Logical Test	TRUE	TRUE	TRUE	TRUE	TRUE
Net Cash Assets - (B-C)	\$9,356,000	\$0	\$0	\$0	\$0
Change from Prior Year Fund Balance (D-A)	\$9,356,000	-\$9,356,000	\$0	\$0	\$0

Schedule 9: Cash Funds Reports
 Department of Transportation
 FY 2014-15 Budget Request
 Fund 11R - State Rail Bank
 Section 43-1-1309, C.R.S. (2013)

Cash Flow Summary

Revenue Total	\$9,356,000	\$0	\$0	\$0	\$0
G/L on Disposal - Real Property	\$9,356,000	\$0	\$0	\$0	\$0
Interest	\$0	\$0	\$0	\$0	\$0
Expenses Total	\$0	\$9,356,000	\$0	\$0	\$0
Cash Expenditures	\$0	\$9,356,000	\$0	\$0	\$0
Change Requests (If Applicable)	\$0	\$0	\$0	\$0	\$0
Net Cash Flow	\$9,356,000	-\$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 2016-17 Budget Request
Fund 160 - State Aviation Fund
Section 43-10-109, C.R.S. (2015)

	Actual FY 2012-13	Actual FY 2013-14	Actual FY 2014-15	Appropriated FY 2015-16	Requested FY 2016-17
Year Beginning Fund Balance (A)	\$37,121,681	\$19,779,032	\$13,575,282	\$13,634,989	\$16,624,075
Changes in Cash Assets	-\$12,962,388	-\$7,639,187	\$1,012,546	\$27,696,757	\$300,000
Changes in Prepaid Expenses and Allowances	\$1,581,764	-\$268,040	\$827,562	\$0	-\$827,562
Changes in Receivables	-\$1,397,578	-\$576,281	\$568,603	\$0	-\$3,709,097
Changes in Total Liabilities	-\$4,564,446	\$2,279,758	-\$2,349,004	-\$24,707,671	-\$300,000
TOTAL CHANGES TO FUND BALANCE	-\$17,342,649	-\$6,203,750	\$59,707	\$2,989,086	-\$4,536,659
Assets Total	\$25,002,115	\$16,518,607	\$18,927,317	\$46,624,075	\$30,300,000
Cash (B)	\$21,017,300	\$13,378,113	\$2,303,243	\$30,000,000	\$30,300,000
Other Assets(Detail as necessary)	\$0	\$0	\$12,087,416	\$12,087,416	\$0
Receivables	\$3,716,775	\$3,140,494	\$3,709,097	\$3,709,097	\$0
Prepaid Expenses and Delinquent Tax Allowances	\$268,040	\$0	\$827,562	\$827,562	
Liabilities Total	\$5,223,082	\$2,943,325	\$5,292,329	\$30,000,000	\$30,300,000
Cash Liabilities (C)	\$5,223,082	\$2,943,325	\$5,292,329	\$0	\$0
Long Term Liabilities	\$0		\$0	\$0	\$0
Ending Fund Balance (D)	\$19,779,032	\$13,575,282	\$13,634,989	\$16,624,075	\$0
Logical Test	TRUE	TRUE	TRUE	TRUE	FALSE
Net Cash Assets - (B-C)	\$15,794,217	\$10,434,788	-\$2,989,086	\$30,000,000	\$30,300,000
Change from Prior Year Fund Balance (D-A)	-\$17,342,649	-\$6,203,750	\$59,707	\$2,989,086	-\$16,624,075

Schedule 9: Cash Funds Reports
 Department of Transportation
 FY 2016-17 Budget Request
 Fund 160 - State Aviation Fund
 Section 43-10-109, C.R.S. (2015)

Cash Flow Summary

Revenue Total	\$45,285,245	\$37,042,586	\$31,593,412	\$30,000,000	\$30,300,000
Fees	\$44,978,536	\$36,804,654	\$31,504,828	\$29,900,000	\$30,300,000
Interest	\$306,709	\$149,175	\$88,584	\$100,000	\$0
Federal Receipts		\$88,757	\$0		
Expenses Total	\$62,627,893	\$43,246,336	\$45,335,952	\$30,000,000	\$30,300,000
Cash Expenditures	\$62,627,893	\$43,246,336	\$45,335,952	\$30,000,000	\$30,300,000
Change Requests (If Applicable)	\$0			\$0	\$0
Net Cash Flow	-\$17,342,648	-\$6,203,750	-\$13,742,541	\$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 2016-17 Budget Request
Fund 402 - Motorcycle Operators Safety Training (MOST)
Section 43-5-504, C.R.S. (2015)

	Actual FY 2012-13	Actual FY 2013-14	Actual FY 2014-15	Appropriated FY 2015-16	Requested FY 2016-17
Year Beginning Fund Balance (A)	\$433,009	\$330,088	\$389,062	\$391,300	\$0
Changes in Cash Assets	-\$212,112	\$216,847	\$79,599	\$109,145	\$0
Changes in Non-Cash Assets	\$0	\$0	\$2,238	-\$2,238	\$0
Changes in Long-Term Assets	-\$2,201	\$1,311	-\$5,132	-\$81,471	\$0
Changes in Total Liabilities	\$111,393	-\$159,183	-\$74,467	-\$416,736	\$0
TOTAL CHANGES TO FUND BALANCE	-\$102,920	\$58,974	\$2,238	-\$391,300	\$0
Assets Total	\$379,702	\$597,859	\$674,564	\$700,000	\$700,000
Cash (B)	\$294,409	\$511,256	\$590,855	\$700,000	\$700,000
Other Assets(Detail as necessary)	\$0	\$0	\$2,238	\$0	\$0
Receivables	\$85,292	\$86,603	\$81,471	\$0	\$0
Liabilities Total	\$49,613	\$208,797	\$283,264	\$700,000	\$700,000
Cash Liabilities (C)	\$49,613	\$208,797	\$126,602	\$700,000	\$700,000
Long Term Liabilities	\$0		\$156,662	\$0	\$0
Ending Fund Balance (D)	\$330,088	\$389,062	\$391,300	\$0	\$0
Logical Test	TRUE	TRUE	TRUE	TRUE	TRUE
Net Cash Assets - (B-C)	\$244,796	\$302,459	\$464,253	\$0	\$0
Change from Prior Year Fund Balance (D-A)	-\$102,920	\$58,974	\$2,238	-\$391,300	\$0

Schedule 9: Cash Funds Reports
 Department of Transportation
 FY 2016-17 Budget Request
 Fund 402 - Motorcycle Operators Safety Training (MOST)
 Section 43-5-504, C.R.S. (2015)

Cash Flow Summary

Revenue Total	\$845,425	\$828,633	\$852,275	\$700,000	\$700,000
Fees	\$845,425	\$828,633	\$847,036	\$700,000	\$700,000
Interest	\$0	\$0	\$5,239	\$0	\$0
Expenses Total	\$948,346	\$769,659	\$695,613	\$700,000	\$700,000
Cash Expenditures	\$948,346	\$769,659	\$695,613	\$700,000	\$700,000
Change Requests (If Applicable)	\$0	\$0	\$0	\$0	\$0
Net Cash Flow	-\$102,920	\$58,974	\$156,662	\$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 2016-17 Budget Request
Fund 403 - Law Enforcement Assistance Fund (LEAF)
Section 43-4-401, C.R.S. (2015)

	Actual FY 2012-13	Actual FY 2013-14	Actual FY 2014-15	Appropriated FY 2015-16	Requested FY 2016-17
Year Beginning Fund Balance (A)	\$119,166	\$386,869	\$1,008,076	\$1,012,209	\$0
Changes in Cash Assets	\$266,608	\$675,086	\$46,910	-\$388,604	\$100,000
Changes in Non-Cash Assets	\$0	\$0	\$78,048	-\$78,048	\$0
Changes in Long-Term Assets	\$16,188	-\$6,630	\$10,407	-\$139,131	\$0
Changes in Total Liabilities	-\$15,093	-\$47,249	-\$131,232	-\$406,427	-\$100,000
TOTAL CHANGES TO FUND BALANCE	\$267,703	\$621,207	\$4,133	-\$1,012,209	\$0
Assets Total	\$401,961	\$1,070,417	\$1,205,782	\$600,000	\$700,000
Cash (B)	\$266,608	\$941,693	\$988,604	\$600,000	\$700,000
Other Assets(Detail as necessary)	\$0		\$78,048	\$0	\$0
Receivables	\$135,354	\$128,724	\$139,131	\$0	\$0
Liabilities Total	\$15,093	\$62,341	\$193,573	\$600,000	\$700,000
Cash Liabilities (C)	\$15,093	\$62,341	\$193,573	\$600,000	\$700,000
Long Term Liabilities	\$0	\$0	\$0	\$0	\$0
Ending Fund Balance (D)	\$386,869	\$1,008,076	\$1,012,209	\$0	\$0
Logical Test	TRUE	TRUE	TRUE	TRUE	TRUE
Net Cash Assets - (B-C)	\$251,515	\$879,352	\$795,030	\$0	\$0
Change from Prior Year Fund Balance (D-A)	\$267,703	\$621,207	\$4,133	-\$1,012,209	\$0

Schedule 9: Cash Funds Reports
 Department of Transportation
 FY 2016-17 Budget Request
 Fund 403 - Law Enforcement Assistance Fund (LEAF)
 Section 43-4-401, C.R.S. (2015)

Cash Flow Summary

Revenue Total	\$655,091	\$906,235	\$2,238,367	\$600,000	\$700,000
Fees	\$655,091	\$906,235	\$2,229,055	\$600,000	\$700,000
Interest	\$0	\$0	\$9,312	\$0	\$0
Expenses Total	\$387,389	\$285,028	\$2,312,282	\$600,000	\$700,000
Cash Expenditures	\$387,389	\$285,028	\$2,312,282	\$600,000	\$700,000
Change Requests (If Applicable)	\$0		\$0	\$0	\$0
Net Cash Flow	\$267,703	\$621,207	-\$73,915	\$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 2016-17 Budget Request
 Fund 438 - First Time Drunk Driving Offenders Account
 Section 43-4-901, C.R.S. (2015)

	Actual FY 2012-13	Actual FY 2013-14	Actual FY 2014-15	Appropriated FY 2015-16	Requested FY 2016-17
Year Beginning Fund Balance (A)	\$2,208,118	\$2,276,294	\$1,008,076	\$2,393,252	\$0
Changes in Cash Assets	\$1,123,332	-\$1,410,038	\$1,771,107	-\$1,212,801	\$500,000
Changes in Non-Cash Assets	\$0	\$0	\$0	\$0	\$0
Changes in Long-Term Assets	-\$1,000,000	\$128,724	-\$128,724	\$0	\$0
Changes in Total Liabilities	-\$55,156	\$13,095	-\$257,207	-\$1,180,451	-\$500,000
TOTAL CHANGES TO FUND BALANCE	\$68,176	-\$1,268,218	\$1,385,176	-\$2,393,252	\$0
Assets Total	\$2,351,731	\$1,070,417	\$2,712,801	\$1,500,000	\$2,000,000
Cash (B)	\$2,351,731	\$941,693	\$2,712,801	\$1,500,000	\$2,000,000
Other Assets(Detail as necessary)	\$0		\$0	\$0	\$0
Receivables	\$0	\$128,724	\$0	\$0	\$0
Liabilities Total	\$75,437	\$62,341	\$319,549	\$1,500,000	\$2,000,000
Cash Liabilities (C)	\$75,437	\$62,341	\$96,039	\$1,500,000	\$2,000,000
Long Term Liabilities	\$0		\$223,510	\$0	\$0
Ending Fund Balance (D)	\$2,276,294	\$1,008,076	\$2,393,252	\$0	\$0
Logical Test	TRUE	TRUE	TRUE	TRUE	TRUE
Net Cash Assets - (B-C)	\$2,276,294	\$879,352	\$2,616,762	\$0	\$0
Change from Prior Year Fund Balance (D-A)	\$68,176	-\$1,268,218	\$1,385,176	-\$2,393,252	\$0

Schedule 9: Cash Funds Reports
 Department of Transportation
 FY 2016-17 Budget Request
 Fund 438 - First Time Drunk Driving Offenders Account
 Section 43-4-901, C.R.S. (2015)

Cash Flow Summary

Revenue Total	\$1,500,000	\$906,235	\$1,500,000	\$1,500,000	\$2,000,000
Fees	\$1,500,000	\$906,235	\$1,500,000	\$1,500,000	\$2,000,000
Interest	\$0		\$0	\$0	\$0
Expenses Total	\$1,431,824	\$285,028	\$1,276,490	\$1,500,000	\$2,000,000
Cash Expenditures	\$1,431,824	\$285,028	\$1,276,490	\$1,500,000	\$2,000,000
Change Requests (If Applicable)	\$0		\$0	\$0	\$0
Net Cash Flow	\$68,176	\$621,207	\$223,510	\$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 2016-17 Budget Request
 Fund 715 - Transportation Infrastructure Revolving Fund
 Section 43-1-113.5, C.R.S. (2015)

	Actual FY 2012-13	Actual FY 2013-14	Actual FY 2014-15	Appropriated FY 2015-16	Requested FY 2016-17
Year Beginning Fund Balance (A)	\$26,061,860	\$26,397,111	\$19,421,146	\$27,090,289	\$19,730,812
Changes in Cash Assets	\$3,256,487	\$3,396,302	-\$157,761	\$0	\$0
Changes in Non-Cash Assets	\$0	\$0	\$84,713	\$0	\$0
Changes in Long-Term Assets	-\$2,921,236	-\$10,372,267	\$7,742,191	-\$7,359,477	-\$100,000
Changes in Total Liabilities	\$0	\$0	\$0	\$0	\$0
TOTAL CHANGES TO FUND BALANCE	\$335,251	-\$6,975,965	\$7,669,143	-\$7,359,477	-\$100,000
Assets Total	\$26,397,111	\$19,421,146	\$27,090,289	\$19,730,812	\$19,630,812
Cash (B)	\$15,907,558	\$19,303,860	\$19,146,099	\$19,146,099	\$19,146,099
Other Assets(Detail as necessary)	\$0		\$84,713	\$84,713	\$84,713
Receivables	\$10,489,553	\$117,286	\$7,859,477	\$500,000	\$400,000
Liabilities Total	\$0	\$0	\$0	\$0	\$0
Cash Liabilities (C)	\$0		\$0	\$0	\$0
Long Term Liabilities	\$0		\$0	\$0	\$0
Ending Fund Balance (D)	\$26,397,111	\$19,421,146	\$27,090,289	\$19,730,812	\$19,630,812
Logical Test	TRUE	TRUE	TRUE	TRUE	TRUE
Net Cash Assets - (B-C)	\$15,907,558	\$19,303,860	\$19,146,099	\$19,146,099	\$19,146,099
Change from Prior Year Fund Balance (D-A)	\$335,251	-\$6,975,965	\$7,669,143	-\$7,359,477	-\$100,000

Schedule 9: Cash Funds Reports
 Department of Transportation
 FY 2016-17 Budget Request
 Fund 715 - Transportation Infrastructure Revolving Fund
 Section 43-1-113.5, C.R.S. (2015)

Cash Flow Summary

Revenue Total	\$335,250	\$608,466	\$405,582	\$500,000	\$400,000
Fees	\$0		\$0	\$0	\$0
Interest	\$335,250	\$608,466	\$405,582	\$500,000	\$400,000
Expenses Total	\$335,250	\$0	\$1,000,000	\$0	\$0
Cash Expenditures	\$335,250	\$0	\$1,000,000	\$0	\$0
Change Requests (If Applicable)	\$0	\$0	\$0	\$0	\$0
Net Cash Flow	\$0	\$608,466	-\$594,418	\$500,000	\$400,000

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

Schedule 9: Cash Funds Reports
Department of Transportation
FY 2016-17 Budget Request
Notes

Funds no longer used

539 - Statewide Bridge Enterprise Operating Fund	These cash funds are dormant and do not have any activity to report. CDOT does not plan to use these funds in the future, but will report on them if they become active.
11R - State Rail Bank	
17Z - Transportation Renovation Fund	