



COLORADO
Department of Transportation



PROPOSED LEGISLATIVELY APPROPRIATED BUDGET

FISCAL YEAR 2021-22

**Shoshana Lew
Executive Director**

November 2, 2020

**DEPARTMENT OF TRANSPORTATION
FY 2021-22 BUDGET REQUEST**

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Department of Transportation

FY 2021-22 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)(c)(III), C.R.S. 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).

Per Section 43-1-113 (6) (a), C.R.S., the amount budgeted for administration may not exceed five percent of the total budget allocation plan.

Several statewide common policies are paid in whole or in part from the Administration line item, including legal services, property & liability insurance, various operating common policies, and information technology services. Final common policy amounts are approved by the Colorado General Assembly and are largely outside of the Department's control.

(2) CONSTRUCTION, MAINTENANCE, AND OPERATIONS

The programs within this line are continuously appropriated to the Department of Transportation and subject to allocation by the Colorado Transportation Commission. The expenditures in this line pay for work performed by CDOT staff and its contracting partners to (1) construct, reconstruct, repair, operate, and maintain the state highway system; (2) provide safety education, (3) pass funding through to other entities, such as local governments and transit providers; and (4) pay for annual debt service for highway and bridge projects.

This line 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.

Sections 43-1-114 (8) (h) and 43-3-114 (1), C.R.S. grant the Colorado Transportation Commission exclusive control to allocate the resources represented in the Construction, Maintenance, and Operations line item. As such, the dollar figures in this Long Bill line item are for informational purposes only. This budget represents a projection of the Transportation Commission's final revenue allocation, which typically occurs at the March 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) STATEWIDE BRIDGE ENTERPRISE

Senate Bill 09-108; Section 43-4-805, C.R.S., 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.

Bridges classified as functionally obsolete often have inadequate roadway shoulders, an insufficient number of lanes to handle current traffic volumes, or overhead clearance less than the required minimum standards.

The Enterprise receives its funding through a supplemental registration fee graduated by motor vehicle weight. The revenues of the Enterprise are not subject to annual appropriation by the General Assembly; and the board of the Enterprise has the sole statutory responsibility for allocating the Enterprise's funding. The Colorado Bridge Enterprise board is comprised of the members of the Colorado Transportation Commission.

(4) HIGH PERFORMANCE TRANSPORTATION ENTERPRISE

Senate Bill 09-108 repealed the former Colorado Tolling Enterprise and created the High Performance Transportation Enterprise (HPTE), a division of CDOT operating as a state-owned business. 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.

The High Performance Transportation Enterprise Board 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.

(5) SOUTHWEST CHIEF AND FRONT RANGE PASSENGER RAIL COMMISSION

House Bill 14-1161, Section 43-4-1001, C.R.S., Created the Southwest Chief Rail Line Economic Development, Rural Tourism, and Infrastructure Repair and Maintenance Fund in an effort to encourage the federal National Passenger Railroad Corporation, also known as Amtrak, to continue the existing Southwest Chief rail line service and expand service to include a stop in Pueblo, Colorado, and potentially Walsenburg, Colorado. The fund was given a TYPE 1 transfer in Senate Bill 17-153 to the Front Range Passenger Rail Commission in order to facilitate the development and operation of a Front Range passenger rail system that provides passenger rail service in and along the Interstate 25 corridor. Moneys from the fund may be expended to further the goal of maintaining and studying the Southwest Chief Rail Line and any activities associated with the Front Range Passenger Rail Commission. This includes administrative and staffing expenses, as well as the cost of any necessary studies.

(6) SPECIAL PURPOSE

This section consists of 3 CDOT programs:

First Time Drunk Driving Offenders Account

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

Current law **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.

Marijuana Impaired Driving Program

Senate Bill 14-215; Section 39-28.8-501, C.R.S., created the Marijuana Tax Cash Fund as a method for the General Assembly to appropriate money for education, treatment, and public safety initiatives. CDOT receives support from the Marijuana Tax Cash Fund to fund marijuana-impaired driving prevention efforts, including public education campaigns and data collection efforts.

Transportation Services for Vulnerable Populations, Including Seniors

The Federal Coronavirus Aid, Relief, and Economic Security Act (CARES ACT) provided fund for many transit agencies but did not include agencies who receive Federal Transit Administration (FTA) 5310 funds. This funding is dedicated to “Enhanced Mobility of Seniors and People with Disabilities.” This is a one-time General Fund appropriation to CDOT to provide support for these transportation services.

FY 2021-22 Summary of Change Requests

Schedule 10

Request Name	Interagency Review	Requires Legislation	Total Funds	FTE	General Fund	Cash Funds	Reappropriated	Federal
Non-Prioritized Request								
NP-01 COE Program Financial Restructure	Impacts DPA	No	\$0	0	\$0	\$0	\$0	\$0
NP-02 Annual Fleet Vehicle Request	Impacts DPA	No	\$0	0	\$0	\$0	\$0	\$0
NP-03 OIT_FY22 Budget Request Package	Requires OIT Approval	No	\$0	0	\$0	\$0	\$0	\$0
Subtotal Non-Prioritized Request			\$0	0	\$0	\$0	\$0	\$0
Prioritized Request								
R-01 Administration Efficiency Savings	No Other Agency Impact	No	\$0	0	\$0	\$0	\$0	\$0
Subtotal Prioritized Request			\$0	0	\$0	\$0	\$0	\$0
Total for Department of Transportation			\$0	0	\$0	\$0	\$0	\$0

Schedule 13

Department of Transportation

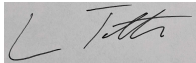
Funding Request for The FY 2021-22 Budget Cycle

Request Title

NP-01 COE Program Financial Restructure

Dept. Approval By: Jeff Sudmeier Digitally signed by Jeff Sudmeier
Date: 2020.10.28 14:38:53 -0600'

Supplemental FY 2020-21

OSPB Approval By: 

Budget Amendment FY 2021-22

X

Change Request FY 2021-22

Summary Information	Fund	FY 2020-21		FY 2021-22		FY 2022-23
		Initial Appropriation	Supplemental Request	Base Request	Change Request	Continuation
Total		\$1,802,173,507	\$0	\$1,716,363,549	\$0	\$0
FTE		3,156.0	0.0	3,156.0	0.0	0.0
Total of All Line Items Impacted by Change Request	GF	\$0	\$0	\$0	\$0	\$0
	CF	\$1,171,180,917	\$0	\$1,072,744,980	\$0	\$0
	RF	\$1,414,909	\$0	\$1,415,206	\$0	\$0
	FF	\$629,577,681	\$0	\$642,203,363	\$0	\$0

Line Item Information	Fund	FY 2020-21		FY 2021-22		FY 2022-23
		Initial Appropriation	Supplemental Request	Base Request	Change Request	Continuation
Total		\$0	\$0	\$0	\$2,535	\$0
FTE		0.0	0.0	0.0	0.0	0.0
01. Administration, (A)	GF	\$0	\$0	\$0	\$0	\$0
Administration, (1)	CF	\$0	\$0	\$0	\$2,535	\$0
Administration -	RF	\$0	\$0	\$0	\$0	\$0
Statewide Training	FF	\$0	\$0	\$0	\$0	\$0

Line Item Information	Fund	FY 2020-21		FY 2021-22		FY 2022-23
		Initial Appropriation	Supplemental Request	Base Request	Change Request	Continuation
	Total	\$1,802,173,507	\$0	\$1,716,363,549	(\$50,694)	\$0
02. Construction, Maintenance, and Operations, (A)	FTE	3,156.0	0.0	3,156.0	0.0	0.0
	GF	\$0	\$0	\$0	\$0	\$0
02. Construction, Maintenance, and Operations, (1)	CF	\$1,171,180,917	\$0	\$1,072,744,980	(\$50,694)	\$0
	RF	\$1,414,909	\$0	\$1,415,206	\$0	\$0
02. Construction, Maintenance, and Operations - Construction Maintenance, And Operations	FF	\$629,577,681	\$0	\$642,203,363	\$0	\$0
	Total	\$0	\$0	\$0	\$48,159	\$0
02. Construction, Maintenance, and Operations, (A)	FTE	0.0	0.0	0.0	0.0	0.0
	GF	\$0	\$0	\$0	\$0	\$0
02. Construction, Maintenance, and Operations, (1)	CF	\$0	\$0	\$0	\$48,159	\$0
	RF	\$0	\$0	\$0	\$0	\$0
02. Construction, Maintenance, and Operations - Statewide Training	FF	\$0	\$0	\$0	\$0	\$0

Auxiliary Data

Requires Legislation? NO

Type of Request? Department of Transportation Non-Prioritized Request **Interagency Approval or Related Schedule 13s:** Impacts DPA

Schedule 13

Department of Transportation

Funding Request for The FY 2021-22 Budget Cycle

Request Title

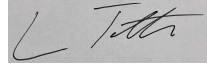
NP-02 Annual Fleet Vehicle Request

Dept. Approval By:

Jeff Sudmeier Digitally signed by Jeff Sudmeier
Date: 2020.10.28 14:38:55 -0600'

Supplemental FY 2020-21

OSPB Approval By:



Budget Amendment FY 2021-22

X

Change Request FY 2021-22

Summary Information	Fund	FY 2020-21		FY 2021-22		FY 2022-23
		Initial Appropriation	Supplemental Request	Base Request	Change Request	Continuation
Total		\$1,802,173,507	\$0	\$1,716,363,549	\$0	\$0
FTE		3,156.0	0.0	3,156.0	0.0	0.0
GF		\$0	\$0	\$0	\$0	\$0
CF		\$1,171,180,917	\$0	\$1,072,744,980	\$0	\$0
RF		\$1,414,909	\$0	\$1,415,206	\$0	\$0
FF		\$629,577,681	\$0	\$642,203,363	\$0	\$0
Total of All Line Items Impacted by Change Request						

Line Item Information	Fund	FY 2020-21		FY 2021-22		FY 2022-23
		Initial Appropriation	Supplemental Request	Base Request	Change Request	Continuation
Total		\$1,802,173,507	\$0	\$1,716,363,549	\$0	\$0
FTE		3,156.0	0.0	3,156.0	0.0	0.0
GF		\$0	\$0	\$0	\$0	\$0
CF		\$1,171,180,917	\$0	\$1,072,744,980	\$0	\$0
RF		\$1,414,909	\$0	\$1,415,206	\$0	\$0
FF		\$629,577,681	\$0	\$642,203,363	\$0	\$0
02. Construction, Maintenance, and Operations, (A)						
Construction, Maintenance, and Operations, (1)						
Construction, Maintenance, and Operations - Construction						
Maintenance, And Operations						

Auxiliary Data

Requires Legislation? NO

Type of Request?

Department of Transportation Non-Prioritized Request

Interagency Approval or Related Schedule 13s:

Impacts DPA

Schedule 13

Department of Transportation

Funding Request for The FY 2021-22 Budget Cycle

Request Title

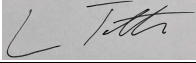
NP-03 OIT_FY22 Budget Request Package

Dept. Approval By:

Jeff Sudmeier Digitally signed by Jeff Sudmeier
Date: 2020.10.28 14:38:53 -0600'

Supplemental FY 2020-21

OSPB Approval By:



Budget Amendment FY 2021-22

X

Change Request FY 2021-22

Summary Information	Fund	FY 2020-21		FY 2021-22		FY 2022-23
		Initial Appropriation	Supplemental Request	Base Request	Change Request	Continuation
Total		\$1,837,883,492	\$0	\$1,755,184,728	\$0	\$0
FTE		3,314.0	0.0	3,314.0	0.0	0.0
Total of All Line Items Impacted by Change Request	GF	\$0	\$0	\$0	\$0	\$0
	CF	\$1,206,827,715	\$0	\$1,111,503,269	\$0	\$0
	RF	\$1,478,096	\$0	\$1,478,096	\$0	\$0
	FF	\$629,577,681	\$0	\$642,203,363	\$0	\$0

Line Item Information	Fund	FY 2020-21		FY 2021-22		FY 2022-23
		Initial Appropriation	Supplemental Request	Base Request	Change Request	Continuation
Total		\$35,709,985	\$0	\$38,821,179	(\$492,901)	\$0
FTE		158.0	0.0	158.0	0.0	0.0
01. Administration, (A)	GF	\$0	\$0	\$0	\$0	\$0
Administration, (1)	CF	\$35,646,798	\$0	\$38,758,289	(\$492,901)	\$0
Administration -	RF	\$63,187	\$0	\$62,890	\$0	\$0
Administration	FF	\$0	\$0	\$0	\$0	\$0

Line Item Information	Fund	FY 2020-21		FY 2021-22		FY 2022-23
		Initial Appropriation	Supplemental Request	Base Request	Change Request	Continuation
	Total	\$1,802,173,507	\$0	\$1,716,363,549	\$492,901	\$0
02. Construction, Maintenance, and Operations, (A)	FTE	3,156.0	0.0	3,156.0	0.0	0.0
Construction, Maintenance, and Operations, (1)	GF	\$0	\$0	\$0	\$0	\$0
Construction, Maintenance, and Operations -	CF	\$1,171,180,917	\$0	\$1,072,744,980	\$492,901	\$0
Construction Maintenance, And Operations	RF	\$1,414,909	\$0	\$1,415,206	\$0	\$0
	FF	\$629,577,681	\$0	\$642,203,363	\$0	\$0

Auxiliary Data

Requires Legislation? NO

Type of Request?

Department of Transportation Non-Prioritized Request

Interagency Approval or Related Schedule 13s:

Requires OIT Approval

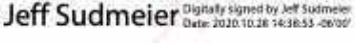
Schedule 13

Department of Transportation

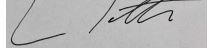
Funding Request for The FY 2021-22 Budget Cycle

Request Title

R-01 Administration Efficiency Savings

Dept. Approval By:  _____

Supplemental FY 2020-21

OSPB Approval By:  _____

Budget Amendment FY 2021-22

X

Change Request FY 2021-22

Summary Information	Fund	FY 2020-21		FY 2021-22		FY 2022-23
		Initial Appropriation	Supplemental Request	Base Request	Change Request	Continuation
Total		\$1,837,883,492	\$0	\$1,755,184,728	\$0	\$0
FTE		3,314.0	0.0	3,314.0	0.0	0.0
Total of All Line Items Impacted by Change Request	GF	\$0	\$0	\$0	\$0	\$0
	CF	\$1,206,827,715	\$0	\$1,111,503,269	\$0	\$0
	RF	\$1,478,096	\$0	\$1,478,096	\$0	\$0
	FF	\$629,577,681	\$0	\$642,203,363	\$0	\$0

Line Item Information	Fund	FY 2020-21		FY 2021-22		FY 2022-23
		Initial Appropriation	Supplemental Request	Base Request	Change Request	Continuation
Total		\$35,709,985	\$0	\$38,821,179	(\$1,075,612)	\$0
FTE		158.0	0.0	158.0	0.0	0.0
01. Administration, (A)	GF	\$0	\$0	\$0	\$0	\$0
Administration, (1)	CF	\$35,646,798	\$0	\$38,758,289	(\$1,075,612)	\$0
Administration -	RF	\$63,187	\$0	\$62,890	\$0	\$0
Administration	FF	\$0	\$0	\$0	\$0	\$0

Line Item Information	Fund	FY 2020-21		FY 2021-22		FY 2022-23
		Initial Appropriation	Supplemental Request	Base Request	Change Request	Continuation
	Total	\$1,802,173,507	\$0	\$1,716,363,549	\$1,075,612	\$0
02. Construction, Maintenance, and Operations, (A)	FTE	3,156.0	0.0	3,156.0	0.0	0.0
Construction, Maintenance, and Operations, (1)	GF	\$0	\$0	\$0	\$0	\$0
Construction, Maintenance, and Operations -	CF	\$1,171,180,917	\$0	\$1,072,744,980	\$1,075,612	\$0
Construction Maintenance, And Operations	RF	\$1,414,909	\$0	\$1,415,206	\$0	\$0
	FF	\$629,577,681	\$0	\$642,203,363	\$0	\$0

Auxiliary Data

Requires Legislation? NO

Type of Request? Department of Transportation
Prioritized Request

Interagency Approval or Related Schedule 13s:

No Other Agency Impact



Department Priority: R-01
Request Detail: Administration Efficiency Savings

Summary of Funding Change for FY 2021-22				
	Totals		Incremental Change	
	FY 2020-21 Appropriation	FY 2021-22 Base	FY 2021-22 Request	FY 2022-23 Request
Total Funds				
FTE				
General Fund				
Cash Funds	\$35,593,818	\$35,593,818	(\$1,075,612)	
Reappropriated Funds	\$63,187	\$63,187		
Federal Funds				

Summary of Request

The Department of Transportation requests a one-time reduction of \$1,075,612 in cash funds spending authority in FY 2021-22 within the (1) Administration line to capture additional savings associated with reduced base funding for Division, Office and Region Administration budgets. When combined with the department’s approved FY 2020-21 R-01 Administration Efficiency Savings Request of (\$1,124,675), the department’s total Administration line item will decrease by 11 percent from the FY 2019-20 budget. This request will maximize the efficiency of the Department’s administration budget while still maintaining an adequate level of administrative support to deliver on planned projects.

Current Program:

The Administration line item supports the Department's core functions through support services such as management, contracting and procurement, development of specifications and standards, materials testing, finance and accounting, and human resources, among others. Additionally, several statewide common policies are paid in whole or in part from the Administration line item, including legal services, property & liability insurance, workers' compensation, and information technology services.

Department costs funded by the Administration line must meet criteria outlined in Section 43-1-113 (2)(c)(III), C.R.S. (2019). Unlike the majority of CDOT's budget, funding for the Administration line item is appropriated annually by the Colorado General Assembly and may not exceed 5 percent of the Department's total budget. Its sources of funding are the State Highway Fund and an internal service fund. Administration activities are not supported by the General Fund or federal funds.

Problem or Opportunity:

In the department's FY 2020-21 budget request, the department requested an ongoing reduction of \$1,124,675 to its Administration Long Bill line item.

In FY 2021-22, the department is able to request an additional \$1,075,612 in reductions to the Administration line due to efficiencies created within the Department. The creation of efficiencies leading to this reduction enable the department to protect funding for the First Time Drunk Driver program, the Marijuana Impaired Driving Program, and the Front Range Passenger Rail Commission. CDOT has identified and initiated a number of specific actions to reduce the funding needed for its Administration Line Item. These actions are described below.

Bottom-up Approach - Reviewing Every Line in the Budget

At the request of executive leadership, division directors and regional transportation directors extensively reviewed all key spending decisions to find potential budget reductions wherever feasible. Through this exercise, the Department was able to identify approximately \$520,000 in Administration line savings for FY 2021-22. Division and program managers identified a wide array of expenditures that can be cut to meet the new budget target, which include reducing or eliminating:

- equipment and office supply purchases that aren't immediately necessary, including office phones and printed materials
- planned conference attendance for the upcoming fiscal year
- service subscriptions that aren't vital to program operations
- expenditures for certain professional development and training programs
- personal services and certain consulting services

In addition to the \$520,000 in savings in the Administration line, the department also identified further opportunities to reduce support costs in other non-appropriated lines. It is anticipated that significant additional reductions to these support programs will be made to help offset an anticipated reduction in Highway User Tax Fund (HUTF) revenue in FY 2021-22.

Enterprise Approach - Finding Department-Wide Savings and Efficiencies

In addition to the savings identified above, CDOT is implementing a number of department-wide initiatives that are designed to create efficiencies and reduce costs across the entire department as part of its mission to ensure efficiency, accountability, and transparency in its revenue allocation. These initiatives include implementing an elevated review process for large purchases/solicitations and new contracts and task orders, instituting additional review and approval processes for filling positions, and conducting detailed reviews of certain types of spending. For example, the department is conducting a detailed review of phone costs, including desk phones, state-issued cell phones, and cell phone stipends.

The department is also considering the implementation of additional review on new IT purchases and subscriptions and dues, as well as an audit of how the department uses all IT services.

The department will make these additional reductions to the Administration budget to get to a total reduction of \$1,075,612 through the use of the enhanced management review of existing expenditures described above. The savings from the Administration reduction will be redirected to core construction and maintenance and operations programs.

Proposed Solution:

The Department is requesting a one-time reduction of \$1,075,612 to the Administration line item in order to promote efficiencies in its operating costs amidst budget constraints. While certain reductions made to achieve this target may become permanent, the department expects some expenditures to increase again as operations return to normal over the next few years (i.e. out-of-state travel). As such, the department is requesting the reduction as a one-time reduction.

Under the State Constitution (Article X Section 18), revenue collected from state motor vehicle fuel taxes and license and registration fees must be used for the construction, maintenance, and supervision of the state's public highways. As such, the savings found in the Administration line will be utilized for construction, maintenance, and operations and therefore, will be added to the non-appropriated Construction, Maintenance and Operations (CM&O) line to balance the department's total budget request with FY 2021-22 forecasted revenue.

Anticipated Outcomes:

Savings from Administration budget reductions will be reallocated to core construction and maintenance and operations programs. The Department anticipates the reallocation of savings to these programs will align with the Department's strategic goals of improving safety, expanding multimodal options and planning and execution.

Due to recent influxes of General Fund support, the department's construction program has increased dramatically over the last few years. While the department anticipates being able to sustain this one-time reduction to its appropriated budget for FY 2021-22, the proposed administrative reductions are coming at a time when its construction program is at its largest. The department requests this reduction as a one-time reduction to ensure the construction program has the administrative support it requires in the long-term.

Assumptions and Calculations:

Excluding statewide operating and compensation policies, the department's FY 2019-20 appropriated budget was \$22,002,873. Table 1 below breaks out CDOT's appropriated budget.

Long Bill Line	Amount
Administration (Less Common Policy)	\$19,452,873
First Time Drunk Driver	\$1,500,000
Marijuana Impaired Driving Program	\$950,000
SW Chief Commission	\$100,000
Total FY 2019-20 Appropriated Budget	\$22,002,873

The department plans to reduce its appropriated budget by \$2,200,287 from this FY 2019-20 amount. On top of the department's FY 2020-21 R-01 Administration Efficiency Savings reduction request of \$1,124,675, the department plans to reduce its appropriated budget by an additional \$1,075,612 in the Administration Line.

FY 2021-22 Budget Request - Department of Transportation

Schedule 00 - Reconciliation Detail

	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
01. Administration - (A) Administration - Administration						
HB 20-1360 FY 2020-21 Long Bill	\$35,657,005	158.0	\$0	\$35,593,818	\$63,187	\$0
HB 20-1153 Colorado Partnership For Quality Jobs And Services Act	\$52,980	0	\$0	\$52,980	\$0	\$0
2020-21 Initial Appropriation	\$35,709,985	158.0	\$0	\$35,646,798	\$63,187	\$0
TA-01 Annualize HB 20-1153 Colorado Partnership	\$548,282	0	\$0	\$548,282	\$0	\$0
TA-04 Statewide Operating Common Policy Adjustment	\$1,729,894	0	\$0	\$1,729,894	\$0	\$0
TA-05 OIT Common Policy Adjustment	\$510,918	0	\$0	\$510,918	\$0	\$0
TA-06 FY 2021-22 Total Compensation Request	\$390,227	0	\$0	\$390,227	\$0	\$0
TA-07 Statewide Indirect Cost Recoveries Common Policy	\$7,947	0	\$0	\$8,244	(\$297)	\$0
TA-10 Legal Services Common Policy Adjustment	(\$76,074)	0	\$0	(\$76,074)	\$0	\$0
2021-22 Base Request	\$38,821,179	158.0	\$0	\$38,758,289	\$62,890	\$0
NP-03 OIT_FY22 Budget Request Package	(\$492,901)	0	\$0	(\$492,901)	\$0	\$0
R-01 Administration Efficiency Savings	(\$1,075,612)	0	\$0	(\$1,075,612)	\$0	\$0
2021-22 Governor's Budget Request - Nov 1	\$37,252,666	158.0	\$0	\$37,189,776	\$62,890	\$0

FY 2021-22 Budget Request - Department of Transportation

Schedule 00 - Reconciliation Detail

	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
Statewide Training						
NP-01 COE Program Financial Restructure	\$2,535	0	\$0	\$2,535	\$0	\$0
2021-22 Governor's Budget Request - Nov 1	\$2,535	0	\$0	\$2,535	\$0	\$0
01. Administration - (A) Administration -						
HB 20-1360 FY 2020-21 Long Bill	\$35,657,005	158.0	\$0	\$35,593,818	\$63,187	\$0
HB 20-1153 Colorado Partnership For Quality Jobs And Services Act	\$52,980	0	\$0	\$52,980	\$0	\$0
2020-21 Initial Appropriation	\$35,709,985	158.0	\$0	\$35,646,798	\$63,187	\$0
TA-01 Annualize HB 20-1153 Colorado Partnership	\$548,282	0	\$0	\$548,282	\$0	\$0
TA-04 Statewide Operating Common Policy Adjustment	\$1,729,894	0	\$0	\$1,729,894	\$0	\$0
TA-05 OIT Common Policy Adjustment	\$510,918	0	\$0	\$510,918	\$0	\$0
TA-06 FY 2021-22 Total Compensation Request	\$390,227	0	\$0	\$390,227	\$0	\$0
TA-07 Statewide Indirect Cost Recoveries Common Policy	\$7,947	0	\$0	\$8,244	(\$297)	\$0
TA-10 Legal Services Common Policy Adjustment	(\$76,074)	0	\$0	(\$76,074)	\$0	\$0
2021-22 Base Request	\$38,821,179	158.0	\$0	\$38,758,289	\$62,890	\$0
NP-01 COE Program Financial Restructure	\$2,535	0	\$0	\$2,535	\$0	\$0
NP-03 OIT_FY22 Budget Request Package	(\$492,901)	0	\$0	(\$492,901)	\$0	\$0
R-01 Administration Efficiency Savings	(\$1,075,612)	0	\$0	(\$1,075,612)	\$0	\$0
2021-22 Governor's Budget Request - Nov 1	\$37,255,201	158.0	\$0	\$37,192,311	\$62,890	\$0

FY 2021-22 Budget Request - Department of Transportation

Schedule 00 - Reconciliation Detail

	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
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02. Construction, Maintenance, and Operations - (A) Construction, Maintenance, and Operations - Construction Maintenance, And Operations

HB 20-1360 FY 2020-21 Long Bill	\$1,802,173,507	3156.0	\$0	\$1,171,180,917	\$1,414,909	\$629,577,681
2020-21 Initial Appropriation	\$1,802,173,507	3156.0	\$0	\$1,171,180,917	\$1,414,909	\$629,577,681
TA-01 Annualize HB 20-1153 Colorado Partnership	(\$548,282)	0	\$0	(\$548,282)	\$0	\$0
TA-04 Statewide Operating Common Policy Adjustment	(\$1,729,894)	0	\$0	(\$1,729,894)	\$0	\$0
TA-05 OIT Common Policy Adjustment	(\$510,918)	0	\$0	(\$510,918)	\$0	\$0
TA-06 FY 2021-22 Total Compensation Request	(\$390,227)	0	\$0	(\$390,227)	\$0	\$0
TA-07 Statewide Indirect Cost Recoveries Common Policy	(\$7,947)	0	\$0	(\$8,244)	\$297	\$0
TA-08 Revenue Update	(\$82,698,764)	0	\$0	(\$95,324,446)	\$0	\$12,625,682
TA-10 Legal Services Common Policy Adjustment	\$76,074	0	\$0	\$76,074	\$0	\$0
2021-22 Base Request	\$1,716,363,549	3156.0	\$0	\$1,072,744,980	\$1,415,206	\$642,203,363
NP-01 COE Program Financial Restructure	(\$50,694)	0	\$0	(\$50,694)	\$0	\$0
NP-02 Annual Fleet Vehicle Request	\$0	0	\$0	\$0	\$0	\$0
NP-03 OIT_FY22 Budget Request Package	\$492,901	0	\$0	\$492,901	\$0	\$0
R-01 Administration Efficiency Savings	\$1,075,612	0	\$0	\$1,075,612	\$0	\$0
2021-22 Governor's Budget Request - Nov 1	\$1,717,881,368	3156.0	\$0	\$1,074,262,799	\$1,415,206	\$642,203,363

Statewide Training

NP-01 COE Program Financial Restructure	\$48,159	0	\$0	\$48,159	\$0	\$0
2021-22 Governor's Budget Request - Nov 1	\$48,159	0	\$0	\$48,159	\$0	\$0

FY 2021-22 Budget Request - Department of Transportation

Schedule 00 - Reconciliation Detail

	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
02. Construction, Maintenance, and Operations - (A) Construction, Maintenance, and Operations -						
HB 20-1360 FY 2020-21 Long Bill	\$1,802,173,507	3156.0	\$0	\$1,171,180,917	\$1,414,909	\$629,577,681
2020-21 Initial Appropriation	\$1,802,173,507	3156.0	\$0	\$1,171,180,917	\$1,414,909	\$629,577,681
TA-01 Annualize HB 20-1153 Colorado Partnership	(\$548,282)	0	\$0	(\$548,282)	\$0	\$0
TA-04 Statewide Operating Common Policy Adjustment	(\$1,729,894)	0	\$0	(\$1,729,894)	\$0	\$0
TA-05 OIT Common Policy Adjustment	(\$510,918)	0	\$0	(\$510,918)	\$0	\$0
TA-06 FY 2021-22 Total Compensation Request	(\$390,227)	0	\$0	(\$390,227)	\$0	\$0
TA-07 Statewide Indirect Cost Recoveries Common Policy	(\$7,947)	0	\$0	(\$8,244)	\$297	\$0
TA-08 Revenue Update	(\$82,698,764)	0	\$0	(\$95,324,446)	\$0	\$12,625,682
TA-10 Legal Services Common Policy Adjustment	\$76,074	0	\$0	\$76,074	\$0	\$0
2021-22 Base Request	\$1,716,363,549	3156.0	\$0	\$1,072,744,980	\$1,415,206	\$642,203,363
NP-01 COE Program Financial Restructure	(\$2,535)	0	\$0	(\$2,535)	\$0	\$0
NP-02 Annual Fleet Vehicle Request	\$0	0	\$0	\$0	\$0	\$0
NP-03 OIT_FY22 Budget Request Package	\$492,901	0	\$0	\$492,901	\$0	\$0
R-01 Administration Efficiency Savings	\$1,075,612	0	\$0	\$1,075,612	\$0	\$0
2021-22 Governor's Budget Request - Nov 1	\$1,717,929,527	3156.0	\$0	\$1,074,310,958	\$1,415,206	\$642,203,363

(3) Statewide Bridge Enterprise - (A) Statewide Bridge Enterprise - Statewide Bridge Enterprise

HB 20-1360 FY 2020-21 Long Bill	\$120,910,162	2.0	\$0	\$120,910,162	\$0	\$0
2020-21 Initial Appropriation	\$120,910,162	2.0	\$0	\$120,910,162	\$0	\$0
TA-08 Revenue Update	\$4,504,279	0	\$0	\$4,504,279	\$0	\$0
2021-22 Base Request	\$125,414,441	2.0	\$0	\$125,414,441	\$0	\$0
2021-22 Governor's Budget Request - Nov 1	\$125,414,441	2.0	\$0	\$125,414,441	\$0	\$0

FY 2021-22 Budget Request - Department of Transportation

Schedule 00 - Reconciliation Detail

	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
(3) Statewide Bridge Enterprise - (A) Statewide Bridge Enterprise -						
HB 20-1360 FY 2020-21 Long Bill	\$120,910,162	2.0	\$0	\$120,910,162	\$0	\$0
2020-21 Initial Appropriation	\$120,910,162	2.0	\$0	\$120,910,162	\$0	\$0
TA-08 Revenue Update	\$4,504,279	0	\$0	\$4,504,279	\$0	\$0
2021-22 Base Request	\$125,414,441	2.0	\$0	\$125,414,441	\$0	\$0
2021-22 Governor's Budget Request - Nov 1	\$125,414,441	2.0	\$0	\$125,414,441	\$0	\$0

04. (4) High Performance Transportation Enterprise - (A) High Performance Transportation Enterprise - (1)High Performance Transportation Enterprise - (4) High Performance Transportation Enterprise

HB 20-1360 FY 2020-21 Long Bill	\$22,648,728	9.0	\$0	\$17,048,728	\$5,600,000	\$0
2020-21 Initial Appropriation	\$22,648,728	9.0	\$0	\$17,048,728	\$5,600,000	\$0
TA-08 Revenue Update	\$196,989	0	\$0	\$164,689	\$32,300	\$0
2021-22 Base Request	\$22,845,717	9.0	\$0	\$17,213,417	\$5,632,300	\$0
2021-22 Governor's Budget Request - Nov 1	\$22,845,717	9.0	\$0	\$17,213,417	\$5,632,300	\$0

04. (4) High Performance Transportation Enterprise - (A) High Performance Transportation Enterprise - (1)High Performance Transportation Enterprise - (4) High Performance Transportation Enterprise

HB 20-1360 FY 2020-21 Long Bill	\$22,648,728	9.0	\$0	\$17,048,728	\$5,600,000	\$0
2020-21 Initial Appropriation	\$22,648,728	9.0	\$0	\$17,048,728	\$5,600,000	\$0
TA-08 Revenue Update	\$196,989	0	\$0	\$164,689	\$32,300	\$0
2021-22 Base Request	\$22,845,717	9.0	\$0	\$17,213,417	\$5,632,300	\$0
2021-22 Governor's Budget Request - Nov 1	\$22,845,717	9.0	\$0	\$17,213,417	\$5,632,300	\$0

FY 2021-22 Budget Request - Department of Transportation

Schedule 00 - Reconciliation Detail

	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
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05. Southwest Chief and Front Range Pasenger Rail Com - (A) Southwest Chief and Front Range Pasenger Rail Com - (5) Southwest Chief and Front Range Pasenger Rail Com

HB 20-1360 FY 2020-21 Long Bill	\$100,000	2.0	\$0	\$100,000	\$0	\$0
2020-21 Initial Appropriation	\$100,000	2.0	\$0	\$100,000	\$0	\$0
2021-22 Base Request	\$100,000	2.0	\$0	\$100,000	\$0	\$0
2021-22 Governor's Budget Request - Nov 1	\$100,000	2.0	\$0	\$100,000	\$0	\$0

05. Southwest Chief and Front Range Pasenger Rail Com - (A) Southwest Chief and Front Range Pasenger Rail Com -

HB 20-1360 FY 2020-21 Long Bill	\$100,000	2.0	\$0	\$100,000	\$0	\$0
2020-21 Initial Appropriation	\$100,000	2.0	\$0	\$100,000	\$0	\$0
2021-22 Base Request	\$100,000	2.0	\$0	\$100,000	\$0	\$0
2021-22 Governor's Budget Request - Nov 1	\$100,000	2.0	\$0	\$100,000	\$0	\$0

06. Special Purpose - A. Special Purpose - (1) Special Purpose First Time Drunk Driving Offender Account

HB 20-1360 FY 2020-21 Long Bill	\$1,500,000	0	\$0	\$1,500,000	\$0	\$0
2020-21 Initial Appropriation	\$1,500,000	0	\$0	\$1,500,000	\$0	\$0
TA-09 First Time Drunk Driving Offender Acct.	(\$900,000)	0	\$0	(\$900,000)	\$0	\$0
2021-22 Base Request	\$600,000	0	\$0	\$600,000	\$0	\$0
2021-22 Governor's Budget Request - Nov 1	\$600,000	0	\$0	\$600,000	\$0	\$0

FY 2021-22 Budget Request - Department of Transportation

Schedule 00 - Reconciliation Detail

	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
Marijuana Impaired Driving Program						
HB 20-1360 FY 2020-21 Long Bill	\$450,000	0	\$0	\$450,000	\$0	\$0
2020-21 Initial Appropriation	\$450,000	0	\$0	\$450,000	\$0	\$0
TA-03 Marijuana Impaired Driving Annualization	\$500,000	0	\$0	\$500,000	\$0	\$0
2021-22 Base Request	\$950,000	0	\$0	\$950,000	\$0	\$0
2021-22 Governor's Budget Request - Nov 1	\$950,000	0	\$0	\$950,000	\$0	\$0

Transportation Services for Vulnerable Populations

HB 20-1360 FY 2020-21 Long Bill	\$1,000,000	0	\$1,000,000	\$0	\$0	\$0
2020-21 Initial Appropriation	\$1,000,000	0	\$1,000,000	\$0	\$0	\$0
TA-02 Annualize Transportation Services for Vulnerable Pop	(\$1,000,000)	0	(\$1,000,000)	\$0	\$0	\$0
2021-22 Base Request	\$0	0	\$0	\$0	\$0	\$0
2021-22 Governor's Budget Request - Nov 1	\$0	0	\$0	\$0	\$0	\$0

06. Special Purpose - A. Special Purpose - (1) Special Purpose

HB 20-1360 FY 2020-21 Long Bill	\$2,950,000	0	\$1,000,000	\$1,950,000	\$0	\$0
2020-21 Initial Appropriation	\$2,950,000	0	\$1,000,000	\$1,950,000	\$0	\$0
TA-02 Annualize Transportation Services for Vulnerable Pop	(\$1,000,000)	0	(\$1,000,000)	\$0	\$0	\$0
TA-03 Marijuana Impaired Driving Annualization	\$500,000	0	\$0	\$500,000	\$0	\$0
TA-09 First Time Drunk Driving Offender Acct.	(\$900,000)	0	\$0	(\$900,000)	\$0	\$0
2021-22 Base Request	\$1,550,000	0	\$0	\$1,550,000	\$0	\$0
2021-22 Governor's Budget Request - Nov 1	\$1,550,000	0	\$0	\$1,550,000	\$0	\$0

FY 2021-22 Budget Request - Department of Transportation

Schedule 00 - Reconciliation Detail

	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
Total For: Transportation						
HB 20-1360 FY 2020-21 Long Bill	\$1,984,439,402	3327.0	\$1,000,000	\$1,346,783,625	\$7,078,096	\$629,577,681
HB 20-1153 Colorado Partnership For Quality Jobs And Services Act	\$52,980	0	\$0	\$52,980	\$0	\$0
2020-21 Initial Appropriation	\$1,984,492,382	3327.0	\$1,000,000	\$1,346,836,605	\$7,078,096	\$629,577,681
TA-01 Annualize HB 20-1153 Colorado Partnership	\$0	0	\$0	\$0	\$0	\$0
TA-02 Annualize Transportation Services for Vulnerable Pop	(\$1,000,000)	0	(\$1,000,000)	\$0	\$0	\$0
TA-03 Marijuana Impaired Driving Annualization	\$500,000	0	\$0	\$500,000	\$0	\$0
TA-04 Statewide Operating Common Policy Adjustment	\$0	0	\$0	\$0	\$0	\$0
TA-05 OIT Common Policy Adjustment	\$0	0	\$0	\$0	\$0	\$0
TA-06 FY 2021-22 Total Compensation Request	\$0	0	\$0	\$0	\$0	\$0
TA-07 Statewide Indirect Cost Recoveries Common Policy	\$0	0	\$0	\$0	\$0	\$0
TA-08 Revenue Update	(\$77,997,496)	0	\$0	(\$90,655,478)	\$32,300	\$12,625,682
TA-09 First Time Drunk Driving Offender Acct.	(\$900,000)	0	\$0	(\$900,000)	\$0	\$0
TA-10 Legal Services Common Policy Adjustment	\$0	0	\$0	\$0	\$0	\$0
2021-22 Base Request	\$1,905,094,886	3327.0	\$0	\$1,255,781,127	\$7,110,396	\$642,203,363
NP-01 COE Program Financial Restructure	\$0	0	\$0	\$0	\$0	\$0
NP-02 Annual Fleet Vehicle Request	\$0	0	\$0	\$0	\$0	\$0
NP-03 OIT_FY22 Budget Request Package	\$0	0	\$0	\$0	\$0	\$0
R-01 Administration Efficiency Savings	\$0	0	\$0	\$0	\$0	\$0
2021-22 Governor's Budget Request - Nov 1	\$1,905,094,886	3327.0	\$0	\$1,255,781,127	\$7,110,396	\$642,203,363

FY 2021-22 Budget Request - H - Transportation

Schedule 00 - Reconciliation Summary

	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
01. Administration						
HB 20-1360 FY 2020-21 Long Bill	\$35,657,005	158.0	\$0	\$35,593,818	\$63,187	\$0
HB 20-1153 Colorado Partnership For Quality Jobs And Services Act	\$52,980	0.0	\$0	\$52,980	\$0	\$0
2020-21 Initial Appropriation	\$35,709,985	158.0	\$0	\$35,646,798	\$63,187	\$0
TA-01 Annualize HB 20-1153 Colorado Partnership	\$548,282	0.0	\$0	\$548,282	\$0	\$0
TA-04 Statewide Operating Common Policy Adjustment	\$1,729,894	0.0	\$0	\$1,729,894	\$0	\$0
TA-05 OIT Common Policy Adjustment	\$510,918	0.0	\$0	\$510,918	\$0	\$0
TA-06 FY 2021-22 Total Compensation Request	\$390,227	0.0	\$0	\$390,227	\$0	\$0
TA-07 Statewide Indirect Cost Recoveries Common Policy	\$7,947	0.0	\$0	\$8,244	(\$297)	\$0
TA-10 Legal Services Common Policy Adjustment	(\$76,074)	0.0	\$0	(\$76,074)	\$0	\$0
2021-22 Base Request	\$38,821,179	158.0	\$0	\$38,758,289	\$62,890	\$0
NP-01 COE Program Financial Restructure	\$2,535	0.0	\$0	\$2,535	\$0	\$0
NP-03 OIT_FY22 Budget Request Package	(\$492,901)	0.0	\$0	(\$492,901)	\$0	\$0
R-01 Administration Efficiency Savings	(\$1,075,612)	0.0	\$0	(\$1,075,612)	\$0	\$0
2021-22 Governor's Budget Request - Nov 1	\$37,255,201	158.0	\$0	\$37,192,311	\$62,890	\$0

02. Construction, Maintenance, and Operations

HB 20-1360 FY 2020-21 Long Bill	\$1,802,173,507	3,156.0	\$0	\$1,171,180,917	\$1,414,909	\$629,577,681
2020-21 Initial Appropriation	\$1,802,173,507	3,156.0	\$0	\$1,171,180,917	\$1,414,909	\$629,577,681
TA-01 Annualize HB 20-1153 Colorado Partnership	(\$548,282)	0.0	\$0	(\$548,282)	\$0	\$0
TA-04 Statewide Operating Common Policy Adjustment	(\$1,729,894)	0.0	\$0	(\$1,729,894)	\$0	\$0
TA-05 OIT Common Policy Adjustment	(\$510,918)	0.0	\$0	(\$510,918)	\$0	\$0
TA-06 FY 2021-22 Total Compensation Request	(\$390,227)	0.0	\$0	(\$390,227)	\$0	\$0
TA-07 Statewide Indirect Cost Recoveries Common Policy	(\$7,947)	0.0	\$0	(\$8,244)	\$297	\$0
TA-08 Revenue Update	(\$82,698,764)	0.0	\$0	(\$95,324,446)	\$0	\$12,625,682
TA-10 Legal Services Common Policy Adjustment	\$76,074	0.0	\$0	\$76,074	\$0	\$0
2021-22 Base Request	\$1,716,363,549	3,156.0	\$0	\$1,072,744,980	\$1,415,206	\$642,203,363
NP-01 COE Program Financial Restructure	(\$2,535)	0.0	\$0	(\$2,535)	\$0	\$0
NP-02 Annual Fleet Vehicle Request	\$0	0.0	\$0	\$0	\$0	\$0
NP-03 OIT_FY22 Budget Request Package	\$492,901	0.0	\$0	\$492,901	\$0	\$0
R-01 Administration Efficiency Savings	\$1,075,612	0.0	\$0	\$1,075,612	\$0	\$0
2021-22 Governor's Budget Request - Nov 1	\$1,717,929,527	3,156.0	\$0	\$1,074,310,958	\$1,415,206	\$642,203,363

FY 2021-22 Budget Request - H - Transportation

Schedule 00 - Reconciliation Summary

	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
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(3) Statewide Bridge Enterprise

HB 20-1360 FY 2020-21 Long Bill	\$120,910,162	2.0	\$0	\$120,910,162	\$0	\$0
2020-21 Initial Appropriation	\$120,910,162	2.0	\$0	\$120,910,162	\$0	\$0
TA-08 Revenue Update	\$4,504,279	0.0	\$0	\$4,504,279	\$0	\$0
2021-22 Base Request	\$125,414,441	2.0	\$0	\$125,414,441	\$0	\$0
2021-22 Governor's Budget Request - Nov 1	\$125,414,441	2.0	\$0	\$125,414,441	\$0	\$0

04. (4) High Performance Transportation Enterprise

HB 20-1360 FY 2020-21 Long Bill	\$22,648,728	9.0	\$0	\$17,048,728	\$5,600,000	\$0
2020-21 Initial Appropriation	\$22,648,728	9.0	\$0	\$17,048,728	\$5,600,000	\$0
TA-08 Revenue Update	\$196,989	0.0	\$0	\$164,689	\$32,300	\$0
2021-22 Base Request	\$22,845,717	9.0	\$0	\$17,213,417	\$5,632,300	\$0
2021-22 Governor's Budget Request - Nov 1	\$22,845,717	9.0	\$0	\$17,213,417	\$5,632,300	\$0

05. Southwest Chief and Front Range Passenger Rail Com

HB 20-1360 FY 2020-21 Long Bill	\$100,000	2.0	\$0	\$100,000	\$0	\$0
2020-21 Initial Appropriation	\$100,000	2.0	\$0	\$100,000	\$0	\$0
2021-22 Base Request	\$100,000	2.0	\$0	\$100,000	\$0	\$0
2021-22 Governor's Budget Request - Nov 1	\$100,000	2.0	\$0	\$100,000	\$0	\$0

06. Special Purpose

HB 20-1360 FY 2020-21 Long Bill	\$2,950,000	0.0	\$1,000,000	\$1,950,000	\$0	\$0
2020-21 Initial Appropriation	\$2,950,000	0.0	\$1,000,000	\$1,950,000	\$0	\$0
TA-02 Annualize Transportation Services for Vulnerable Pop	(\$1,000,000)	0.0	(\$1,000,000)	\$0	\$0	\$0
TA-03 Marijuana Impaired Driving Annualization	\$500,000	0.0	\$0	\$500,000	\$0	\$0
TA-09 First Time Drunk Driving Offender Acct.	(\$900,000)	0.0	\$0	(\$900,000)	\$0	\$0
2021-22 Base Request	\$1,550,000	0.0	\$0	\$1,550,000	\$0	\$0
2021-22 Governor's Budget Request - Nov 1	\$1,550,000	0.0	\$0	\$1,550,000	\$0	\$0

FY 2021-22 Budget Request - H - Transportation

Schedule 00 - Reconciliation Summary

	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
Total For: Transportation						
HB 20-1360 FY 2020-21 Long Bill	\$1,984,439,402	3,327.0	\$1,000,000	\$1,346,783,625	\$7,078,096	\$629,577,681
HB 20-1153 Colorado Partnership For Quality Jobs And Services Act	\$52,980	0.0	\$0	\$52,980	\$0	\$0
2020-21 Initial Appropriation	\$1,984,492,382	3,327.0	\$1,000,000	\$1,346,836,605	\$7,078,096	\$629,577,681
TA-01 Annualize HB 20-1153 Colorado Partnership	\$0	0.0	\$0	\$0	\$0	\$0
TA-02 Annualize Transportation Services for Vulnerable Pop	(\$1,000,000)	0.0	(\$1,000,000)	\$0	\$0	\$0
TA-03 Marijuana Impaired Driving Annualization	\$500,000	0.0	\$0	\$500,000	\$0	\$0
TA-04 Statewide Operating Common Policy Adjustment	\$0	0.0	\$0	\$0	\$0	\$0
TA-05 OIT Common Policy Adjustment	\$0	0.0	\$0	\$0	\$0	\$0
TA-06 FY 2021-22 Total Compensation Request	\$0	0.0	\$0	\$0	\$0	\$0
TA-07 Statewide Indirect Cost Recoveries Common Policy	\$0	0.0	\$0	\$0	\$0	\$0
TA-08 Revenue Update	(\$77,997,496)	0.0	\$0	(\$90,655,478)	\$32,300	\$12,625,682
TA-09 First Time Drunk Driving Offender Acct.	(\$900,000)	0.0	\$0	(\$900,000)	\$0	\$0
TA-10 Legal Services Common Policy Adjustment	\$0	0.0	\$0	\$0	\$0	\$0
2021-22 Base Request	\$1,905,094,886	3,327.0	\$0	\$1,255,781,127	\$7,110,396	\$642,203,363
NP-01 COE Program Financial Restructure	\$0	0.0	\$0	\$0	\$0	\$0
NP-02 Annual Fleet Vehicle Request	\$0	0.0	\$0	\$0	\$0	\$0
NP-03 OIT_FY22 Budget Request Package	\$0	0.0	\$0	\$0	\$0	\$0
R-01 Administration Efficiency Savings	\$0	0.0	\$0	\$0	\$0	\$0
2021-22 Governor's Budget Request - Nov 1	\$1,905,094,886	3,327.0	\$0	\$1,255,781,127	\$7,110,396	\$642,203,363

FY 2018-19 - Department of Transportation

Schedule 3A

	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
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*Data is through Accounting Period 16 //// Data is rounded to the nearest dollar

01. Administration, (A) Administration,

Administration

HB18-1322 FY 2018-19 Long Appropriation Act	\$35,908,390	183.5	\$0	\$35,845,118	\$63,272	\$0
FY 2018-19 Final Appropriation	\$35,908,390	183.5	\$0	\$35,845,118	\$63,272	\$0
	\$0	0	\$0	\$0	\$0	\$0
FY 2018-19 Final Expenditure Authority	\$35,908,390	183.5	\$0	\$35,845,118	\$63,272	\$0
FY 2018-19 Actual Expenditures	\$35,828,072	183.5	\$0	\$35,828,072	\$0	\$0
FY 2018-19 Reversion (Overexpenditure)	\$80,318	0	\$0	\$17,046	\$63,272	\$0
<i>FY 2018-19 Personal Services Allocation</i>	<i>\$16,275,333</i>	<i>183.5</i>	<i>\$0</i>	<i>\$16,275,333</i>	<i>\$0</i>	<i>\$0</i>
<i>FY 2018-19 Total All Other Operating Allocation</i>	<i>\$19,552,739</i>	<i>0</i>	<i>\$0</i>	<i>\$19,552,739</i>	<i>\$0</i>	<i>\$0</i>

Total For:	01. Administration, (A) Administration,					
FY 2018-19 Final Expenditure Authority	\$35,908,390	183.5	\$0	\$35,845,118	\$63,272	\$0
FY 2018-19 Actual Expenditures	\$35,828,072	183.5	\$0	\$35,828,072	\$0	\$0
FY 2018-19 Reversion (Overexpenditure)	\$80,318	0	\$0	\$17,046	\$63,272	\$0

FY 2018-19 - Department of Transportation

Schedule 3A

	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
<i>*Data is through Accounting Period 16 //// Data is rounded to the nearest dollar</i>						
02. Construction, Maintenance, and Operations, (A) Construction, Maintenance, and Operations,						
Construction Maintenance, And Operations						
HB18-1322 FY 2018-19 Long Appropriation Act	\$1,579,691,304	3132.3	\$0	\$966,357,727	\$1,414,873	\$611,918,704
FY 2018-19 Final Appropriation	\$1,579,691,304	3132.3	\$0	\$966,357,727	\$1,414,873	\$611,918,704
EA-04 Statutory Appropriation or Custodial Funds Adjustment	\$2,421,439,097	0	\$0	\$1,470,462,268	\$0	\$950,976,829
FY 2018-19 Final Expenditure Authority	\$4,001,130,401	3132.3	\$0	\$2,436,819,995	\$1,414,873	\$1,562,895,533
FY 2018-19 Actual Expenditures	\$1,543,047,403	3132.3	\$0	\$1,149,403,515	\$1,261,906	\$392,381,983
FY 2018-19 Reversion (Overexpenditure)	\$2,458,082,998	0	\$0	\$1,287,416,481	\$152,967	\$1,170,513,550
FY 2018-19 Personal Services Allocation	\$505,444,823	3132.3	\$0	\$494,892,081	\$492,146	\$10,060,596
FY 2018-19 Total All Other Operating Allocation	\$1,037,602,580	0	\$0	\$654,511,434	\$769,760	\$382,321,386

Total For:	02. Construction, Maintenance, and Operations, (A) Construction, Maintenance, and Operations,					
FY 2018-19 Final Expenditure Authority	\$4,001,130,401	3132.3	\$0	\$2,436,819,995	\$1,414,873	\$1,562,895,533
FY 2018-19 Actual Expenditures	\$1,543,047,403	3132.3	\$0	\$1,149,403,515	\$1,261,906	\$392,381,983
FY 2018-19 Reversion (Overexpenditure)	\$2,458,082,998	0	\$0	\$1,287,416,481	\$152,967	\$1,170,513,550

FY 2018-19 - Department of Transportation

Schedule 3A

	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
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*Data is through Accounting Period 16 /// Data is rounded to the nearest dollar

**(3) Statewide Bridge Enterprise, (A) Statewide Bridge Enterprise,
Statewide Bridge Enterprise**

FY 2018-19 Final Appropriation	\$0	0	\$0	\$0	\$0	\$0
EA-04 Statutory Appropriation or Custodial Funds Adjustment	\$1,005,964,134	0	\$0	\$997,825,558	\$0	\$8,138,576
FY 2018-19 Final Expenditure Authority	\$1,005,964,134	0	\$0	\$997,825,558	\$0	\$8,138,576
FY 2018-19 Actual Expenditures	(\$616,166)	0	\$0	(\$616,166)	\$0	\$0
FY 2018-19 Reversion (Overexpenditure)	\$1,006,580,299	0	\$0	\$998,441,723	\$0	\$8,138,576
FY 2018-19 Personal Services Allocation	\$4,852,031	0	\$0	\$4,852,031	\$0	\$0
FY 2018-19 Total All Other Operating Allocation	(\$5,468,197)	0	\$0	(\$5,468,197)	\$0	\$0

Total For: (3) Statewide Bridge Enterprise, (A) Statewide Bridge Enterprise,						
FY 2018-19 Final Expenditure Authority	\$1,005,964,134	0	\$0	\$997,825,558	\$0	\$8,138,576
FY 2018-19 Actual Expenditures	(\$616,166)	0	\$0	(\$616,166)	\$0	\$0
FY 2018-19 Reversion (Overexpenditure)	\$1,006,580,299	0	\$0	\$998,441,723	\$0	\$8,138,576

FY 2018-19 - Department of Transportation

Schedule 3A

	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
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*Data is through Accounting Period 16 /// Data is rounded to the nearest dollar

04. (4) High Performance Transportation Enterprise, (A) High Performance Transportation Enterprise, (1)High Performance Transportation Enterprise

(4) High Performance Transportation Enterprise

FY 2018-19 Final Appropriation	\$0	0	\$0	\$0	\$0	\$0
EA-04 Statutory Appropriation or Custodial Funds Adjustment	\$581,129,113	0	\$0	\$546,752,753	(\$5,169,500)	\$39,545,860
FY 2018-19 Final Expenditure Authority	\$581,129,113	0	\$0	\$546,752,753	(\$5,169,500)	\$39,545,860
FY 2018-19 Actual Expenditures	\$11,980,441	0	\$0	\$11,980,441	\$0	\$0
FY 2018-19 Reversion (Overexpenditure)	\$569,148,673	0	\$0	\$534,772,313	(\$5,169,500)	\$39,545,860
<i>FY 2018-19 Personal Services Allocation</i>	<i>\$4,619,707</i>	<i>0</i>	<i>\$0</i>	<i>\$4,619,707</i>	<i>\$0</i>	<i>\$0</i>
<i>FY 2018-19 Total All Other Operating Allocation</i>	<i>\$7,360,734</i>	<i>0</i>	<i>\$0</i>	<i>\$7,360,734</i>	<i>\$0</i>	<i>\$0</i>

Total For: 04. (4) High Performance Transportation Enterprise, (A) High Performance Transportation Enterprise, (1)High Performance Transportation Enterprise						
FY 2018-19 Final Expenditure Authority	\$581,129,113	0	\$0	\$546,752,753	(\$5,169,500)	\$39,545,860
FY 2018-19 Actual Expenditures	\$11,980,441	0	\$0	\$11,980,441	\$0	\$0
FY 2018-19 Reversion (Overexpenditure)	\$569,148,673	0	\$0	\$534,772,313	(\$5,169,500)	\$39,545,860

FY 2018-19 - Department of Transportation

Schedule 3A

	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
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*Data is through Accounting Period 16 /// Data is rounded to the nearest dollar

**05. Southwest Chief and Front Range Pasenger Rail Com, (A) Southwest Chief and Front Range Pasenger Rail Com,
(5) Southwest Chief and Front Range Pasenger Rail Com**

HB18-1322 FY 2018-19 Long Appropriation Act	\$100,000	0	\$0	\$100,000	\$0	\$0
SB 19-125 Suppl Approp Dept Transportation	\$2,500,000	2.0	\$0	\$2,500,000	\$0	\$0
FY 2018-19 Final Appropriation	\$2,600,000	2.0	\$0	\$2,600,000	\$0	\$0
	\$0	0	\$0	\$0	\$0	\$0
FY 2018-19 Final Expenditure Authority	\$2,600,000	2.0	\$0	\$2,600,000	\$0	\$0
FY 2018-19 Actual Expenditures	\$63,561	0	\$0	\$63,561	\$0	\$0
FY 2018-19 Reversion (Overexpenditure)	\$2,536,439	2.0	\$0	\$2,536,439	\$0	\$0
<i>FY 2018-19 Personal Services Allocation</i>	<i>\$62,631</i>	<i>0</i>	<i>\$0</i>	<i>\$62,631</i>	<i>\$0</i>	<i>\$0</i>
<i>FY 2018-19 Total All Other Operating Allocation</i>	<i>\$930</i>	<i>0</i>	<i>\$0</i>	<i>\$930</i>	<i>\$0</i>	<i>\$0</i>

Total For:	05. Southwest Chief and Front Range Pasenger Rail Com, (A) Southwest Chief and Front Range Pasenger Rail Com,					
FY 2018-19 Final Expenditure Authority	\$2,600,000	2.0	\$0	\$2,600,000	\$0	\$0
FY 2018-19 Actual Expenditures	\$63,561	0	\$0	\$63,561	\$0	\$0
FY 2018-19 Reversion (Overexpenditure)	\$2,536,439	2.0	\$0	\$2,536,439	\$0	\$0

	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
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*Data is through Accounting Period 16 /// Data is rounded to the nearest dollar

06. Special Purpose, A. Special Purpose, (1) Special Purpose

First Time Drunk Driving Offender Account

HB18-1322 FY 2018-19 Long Appropriation Act	\$1,500,000	0	\$0	\$1,500,000	\$0	\$0
FY 2018-19 Final Appropriation	\$1,500,000	0	\$0	\$1,500,000	\$0	\$0
	\$0	0	\$0	\$0	\$0	\$0
FY 2018-19 Final Expenditure Authority	\$1,500,000	0	\$0	\$1,500,000	\$0	\$0
FY 2018-19 Actual Expenditures	\$1,363,157	0	\$0	\$1,363,157	\$0	\$0
FY 2018-19 Reversion (Overexpenditure)	\$136,843	0	\$0	\$136,843	\$0	\$0
<i>FY 2018-19 Personal Services Allocation</i>	<i>\$1,354,316</i>	<i>0</i>	<i>\$0</i>	<i>\$1,354,316</i>	<i>\$0</i>	<i>\$0</i>
<i>FY 2018-19 Total All Other Operating Allocation</i>	<i>\$8,841</i>	<i>0</i>	<i>\$0</i>	<i>\$8,841</i>	<i>\$0</i>	<i>\$0</i>

Marijuana Impaired Driving Program

HB18-1322 FY 2018-19 Long Appropriation Act	\$950,000	0	\$0	\$950,000	\$0	\$0
FY 2018-19 Final Appropriation	\$950,000	0	\$0	\$950,000	\$0	\$0
	\$0	0	\$0	\$0	\$0	\$0
FY 2018-19 Final Expenditure Authority	\$950,000	0	\$0	\$950,000	\$0	\$0
FY 2018-19 Actual Expenditures	\$921,907	0	\$0	\$921,907	\$0	\$0
FY 2018-19 Reversion (Overexpenditure)	\$28,093	0	\$0	\$28,093	\$0	\$0
<i>FY 2018-19 Personal Services Allocation</i>	<i>\$921,907</i>	<i>0</i>	<i>\$0</i>	<i>\$921,907</i>	<i>\$0</i>	<i>\$0</i>

Total For:	06. Special Purpose, A. Special Purpose, (1) Special Purpose					
FY 2018-19 Final Expenditure Authority		0	\$0	\$2,450,000	\$0	\$0
FY 2018-19 Actual Expenditures		0	\$0	\$2,285,064	\$0	\$0
FY 2018-19 Reversion (Overexpenditure)		0	\$0	\$164,936	\$0	\$0

FY 2018-19 - Department of Transportation

Schedule 3A

	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
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*Data is through Accounting Period 16 /// Data is rounded to the nearest dollar

Total For Cabinet: Department of Transportation						
FY 2018-19 Final Appropriation	\$1,620,649,694	3317.8	\$0	\$1,007,252,845	\$1,478,145	\$611,918,704
FY 2018-19 Final Expenditure Authority	\$5,629,182,038	3317.8	\$0	\$4,022,293,424	(\$3,691,355)	\$1,610,579,969
FY 2018-19 Actual Expenditures	\$1,592,588,375	3315.8	\$0	\$1,198,944,486	\$1,261,906	\$392,381,983
FY 2018-19 Reversion (Overexpenditure)	\$4,036,593,664	2.0	\$0	\$2,823,348,938	(\$4,953,261)	\$1,218,197,986
<i>FY 2018-19 Personal Services Allocation</i>	<i>\$533,530,748</i>	<i>3315.8</i>	<i>\$0</i>	<i>\$522,978,006</i>	<i>\$492,146</i>	<i>\$10,060,596</i>
<i>FY 2018-19 Total All Other Operating Allocation</i>	<i>\$1,059,057,626</i>	<i>0</i>	<i>\$0</i>	<i>\$675,966,480</i>	<i>\$769,760</i>	<i>\$382,321,386</i>
State Employees Reserve Fund Transfer	\$0	0	\$0	\$0	\$0	\$0
Information Technology Revolving Fund Transfer	\$0	0	\$0	\$0	\$0	\$0

FY 2019-20 - Department of Transportation

Schedule 3B

	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
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*Data is through Accounting Period 15 /// Data is rounded to the nearest dollar

01. Administration, (A) Administration,

Administration

SB 19-207 FY 2019-20 Long Bill	\$38,281,507	183.5	\$0	\$38,218,284	\$63,223	\$0
FY 2019-20 Final Appropriation	\$38,281,507	183.5	\$0	\$38,218,284	\$63,223	\$0
	\$0	0	\$0	\$0	\$0	\$0
FY 2019-20 Final Expenditure Authority	\$38,281,507	183.5	\$0	\$38,218,284	\$63,223	\$0
FY 2019-20 Actual Expenditures	\$37,821,033	183.5	\$0	\$37,820,775	\$258	\$0
FY 2019-20 Reversion (Overexpenditure)	\$460,474	0	\$0	\$397,509	\$62,965	\$0
<i>FY 2019-20 Personal Services Allocation</i>	<i>\$19,809,996</i>	<i>183.5</i>	<i>\$0</i>	<i>\$19,809,670</i>	<i>\$326</i>	<i>\$0</i>
<i>FY 2019-20 Total All Other Operating Allocation</i>	<i>\$18,011,037</i>	<i>0</i>	<i>\$0</i>	<i>\$18,011,105</i>	<i>(\$68)</i>	<i>\$0</i>

Total For: 01. Administration, (A) Administration,						
FY 2019-20 Final Expenditure Authority	\$38,281,507	183.5	\$0	\$38,218,284	\$63,223	\$0
FY 2019-20 Actual Expenditures	\$37,821,033	183.5	\$0	\$37,820,775	\$258	\$0
FY 2019-20 Reversion (Overexpenditure)	\$460,474	0	\$0	\$397,509	\$62,965	\$0

FY 2019-20 - Department of Transportation

Schedule 3B

	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
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*Data is through Accounting Period 15 //// Data is rounded to the nearest dollar

**02. Construction, Maintenance, and Operations, (A) Construction, Maintenance, and Operations,
Construction Maintenance, And Operations**

SB 19-207 FY 2019-20 Long Bill	\$1,912,606,932	3132.3	\$0	\$1,289,725,235	\$1,414,873	\$621,466,824
FY 2019-20 Final Appropriation	\$1,912,606,932	3132.3	\$0	\$1,289,725,235	\$1,414,873	\$621,466,824
EA-04 Statutory Appropriation or Custodial Funds Adjustment	\$2,467,239,535	0	\$0	\$1,265,944,692	\$0	\$1,201,294,842
EA-05 Restrictions	(\$621,466,824)	0	\$0	\$0	\$0	(\$621,466,824)
FY 2019-20 Final Expenditure Authority	\$3,758,379,643	3132.3	\$0	\$2,555,669,927	\$1,414,873	\$1,201,294,842
FY 2019-20 Actual Expenditures	\$1,837,586,618	3132.3	\$0	\$1,233,388,834	\$1,128,185	\$603,069,600
FY 2019-20 Reversion (Overexpenditure)	\$1,920,793,024	0	\$0	\$1,322,281,094	\$286,688	\$598,225,243
<i>FY 2019-20 Personal Services Allocation</i>	<i>\$526,482,387</i>	<i>3132.3</i>	<i>\$0</i>	<i>\$519,839,035</i>	<i>\$461,401</i>	<i>\$6,181,950</i>
FY 2019-20 Total All Other Operating Allocation	\$1,311,104,231	0	\$0	\$713,549,798	\$666,784	\$596,887,650

Total For: 02. Construction, Maintenance, and Operations, (A) Construction, Maintenance, and Operations,						
FY 2019-20 Final Expenditure Authority	\$3,758,379,643	3132.3	\$0	\$2,555,669,927	\$1,414,873	\$1,201,294,842
FY 2019-20 Actual Expenditures	\$1,837,586,618	3132.3	\$0	\$1,233,388,834	\$1,128,185	\$603,069,600
FY 2019-20 Reversion (Overexpenditure)	\$1,920,793,024	0	\$0	\$1,322,281,094	\$286,688	\$598,225,243

FY 2019-20 - Department of Transportation

Schedule 3B

	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
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*Data is through Accounting Period 15 //// Data is rounded to the nearest dollar

**(3) Statewide Bridge Enterprise, (A) Statewide Bridge Enterprise,
Statewide Bridge Enterprise**

FY 2019-20 Final Appropriation	\$0	0	\$0	\$0	\$0	\$0
EA-04 Statutory Appropriation or Custodial Funds Adjustment	\$1,122,820,299	0	\$0	\$1,114,681,723	\$0	\$8,138,576
FY 2019-20 Final Expenditure Authority	\$1,122,820,299	0	\$0	\$1,114,681,723	\$0	\$8,138,576
FY 2019-20 Actual Expenditures	\$7,385,386	0	\$0	\$7,385,386	\$0	\$0
FY 2019-20 Reversion (Overexpenditure)	\$1,115,434,913	0	\$0	\$1,107,296,337	\$0	\$8,138,576
<i>FY 2019-20 Personal Services Allocation</i>	<i>\$1,524,837</i>	<i>0</i>	<i>\$0</i>	<i>\$1,524,837</i>	<i>\$0</i>	<i>\$0</i>
<i>FY 2019-20 Total All Other Operating Allocation</i>	<i>\$5,860,549</i>	<i>0</i>	<i>\$0</i>	<i>\$5,860,549</i>	<i>\$0</i>	<i>\$0</i>

Total For: (3) Statewide Bridge Enterprise, (A) Statewide Bridge Enterprise,						
FY 2019-20 Final Expenditure Authority	\$1,122,820,299	0	\$0	\$1,114,681,723	\$0	\$8,138,576
FY 2019-20 Actual Expenditures	\$7,385,386	0	\$0	\$7,385,386	\$0	\$0
FY 2019-20 Reversion (Overexpenditure)	\$1,115,434,913	0	\$0	\$1,107,296,337	\$0	\$8,138,576

	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
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*Data is through Accounting Period 15 //// Data is rounded to the nearest dollar

04. (4) High Performance Transportation Enterprise, (A) High Performance Transportation Enterprise, (1)High Performance Transportation Enterprise

(4) High Performance Transportation Enterprise

FY 2019-20 Final Appropriation	\$0	0	\$0	\$0	\$0	\$0
EA-04 Statutory Appropriation or Custodial Funds Adjustment	\$589,966,179	0	\$0	\$555,651,663	(\$5,231,344)	\$39,545,860
FY 2019-20 Final Expenditure Authority	\$589,966,179	0	\$0	\$555,651,663	(\$5,231,344)	\$39,545,860
FY 2019-20 Actual Expenditures	\$15,090,556	0	\$0	\$15,090,556	\$0	\$0
FY 2019-20 Reversion (Overexpenditure)	\$574,875,623	0	\$0	\$540,561,107	(\$5,231,344)	\$39,545,860
<i>FY 2019-20 Personal Services Allocation</i>	<i>\$6,910,456</i>	<i>0</i>	<i>\$0</i>	<i>\$6,910,456</i>	<i>\$0</i>	<i>\$0</i>
<i>FY 2019-20 Total All Other Operating Allocation</i>	<i>\$8,180,100</i>	<i>0</i>	<i>\$0</i>	<i>\$8,180,100</i>	<i>\$0</i>	<i>\$0</i>

Total For: 04. (4) High Performance Transportation Enterprise, (A) High Performance Transportation Enterprise, (1)High Performance Transportation Enterprise						
FY 2019-20 Final Expenditure Authority	\$589,966,179	0	\$0	\$555,651,663	(\$5,231,344)	\$39,545,860
FY 2019-20 Actual Expenditures	\$15,090,556	0	\$0	\$15,090,556	\$0	\$0
FY 2019-20 Reversion (Overexpenditure)	\$574,875,623	0	\$0	\$540,561,107	(\$5,231,344)	\$39,545,860

FY 2019-20 - Department of Transportation

Schedule 3B

	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
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*Data is through Accounting Period 15 //// Data is rounded to the nearest dollar

**05. Southwest Chief and Front Range Pasenger Rail Com, (A) Southwest Chief and Front Range Pasenger Rail Com,
(5) Southwest Chief and Front Range Pasenger Rail Com**

SB 19-207 FY 2019-20 Long Bill	\$100,000	2.0	\$0	\$100,000	\$0	\$0
FY 2019-20 Final Appropriation	\$100,000	2.0	\$0	\$100,000	\$0	\$0
EA-04 Statutory Appropriation or Custodial Funds Adjustment	\$2,536,439	0	\$0	\$2,536,439	\$0	\$0
FY 2019-20 Final Expenditure Authority	\$2,636,439	2.0	\$0	\$2,636,439	\$0	\$0
FY 2019-20 Actual Expenditures	\$1,456,107	2.0	\$0	\$1,456,107	\$0	\$0
FY 2019-20 Reversion (Overexpenditure)	\$1,180,333	0	\$0	\$1,180,333	\$0	\$0
<i>FY 2019-20 Personal Services Allocation</i>	<i>\$1,455,714</i>	<i>2.0</i>	<i>\$0</i>	<i>\$1,455,714</i>	<i>\$0</i>	<i>\$0</i>
<i>FY 2019-20 Total All Other Operating Allocation</i>	<i>\$392</i>	<i>0</i>	<i>\$0</i>	<i>\$392</i>	<i>\$0</i>	<i>\$0</i>

Total For: 05. Southwest Chief and Front Range Pasenger Rail Com, (A) Southwest Chief and Front Range Pasenger Rail Com,						
FY 2019-20 Final Expenditure Authority	\$2,636,439	2.0	\$0	\$2,636,439	\$0	\$0
FY 2019-20 Actual Expenditures	\$1,456,107	2.0	\$0	\$1,456,107	\$0	\$0
FY 2019-20 Reversion (Overexpenditure)	\$1,180,333	0	\$0	\$1,180,333	\$0	\$0

	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
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*Data is through Accounting Period 15 //// Data is rounded to the nearest dollar

06. Special Purpose, A. Special Purpose, (1) Special Purpose

First Time Drunk Driving Offender Account

SB 19-207 FY 2019-20 Long Bill	\$2,500,000	0	\$0	\$2,500,000	\$0	\$0
FY 2019-20 Final Appropriation	\$2,500,000	0	\$0	\$2,500,000	\$0	\$0
	\$0	0	\$0	\$0	\$0	\$0
FY 2019-20 Final Expenditure Authority	\$2,500,000	0	\$0	\$2,500,000	\$0	\$0
FY 2019-20 Actual Expenditures	\$1,473,563	0	\$0	\$1,473,563	\$0	\$0
FY 2019-20 Reversion (Overexpenditure)	\$1,026,437	0	\$0	\$1,026,437	\$0	\$0
<i>FY 2019-20 Personal Services Allocation</i>	<i>\$1,473,563</i>	<i>0</i>	<i>\$0</i>	<i>\$1,473,563</i>	<i>\$0</i>	<i>\$0</i>

Marijuana Impaired Driving Program

SB 19-207 FY 2019-20 Long Bill	\$950,000	0	\$0	\$950,000	\$0	\$0
FY 2019-20 Final Appropriation	\$950,000	0	\$0	\$950,000	\$0	\$0
	\$0	0	\$0	\$0	\$0	\$0
FY 2019-20 Final Expenditure Authority	\$950,000	0	\$0	\$950,000	\$0	\$0
FY 2019-20 Actual Expenditures	\$944,834	0	\$0	\$944,834	\$0	\$0
FY 2019-20 Reversion (Overexpenditure)	\$5,166	0	\$0	\$5,166	\$0	\$0
<i>FY 2019-20 Personal Services Allocation</i>	<i>\$944,826</i>	<i>0</i>	<i>\$0</i>	<i>\$944,826</i>	<i>\$0</i>	<i>\$0</i>
<i>FY 2019-20 Total All Other Operating Allocation</i>	<i>\$8</i>	<i>0</i>	<i>\$0</i>	<i>\$8</i>	<i>\$0</i>	<i>\$0</i>

Total For:	06. Special Purpose, A. Special Purpose, (1) Special Purpose					
FY 2019-20 Final Expenditure Authority	\$3,450,000	0	\$0	\$3,450,000	\$0	\$0
FY 2019-20 Actual Expenditures	\$2,418,398	0	\$0	\$2,418,398	\$0	\$0
FY 2019-20 Reversion (Overexpenditure)	\$1,031,602	0	\$0	\$1,031,602	\$0	\$0

FY 2019-20 - Department of Transportation

Schedule 3B

	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
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*Data is through Accounting Period 15 //// Data is rounded to the nearest dollar

Total For Cabinet: Department of Transportation						
FY 2019-20 Final Appropriation	\$1,954,438,439	3317.8	\$0	\$1,331,493,519	\$1,478,096	\$621,466,824
FY 2019-20 Final Expenditure Authority	\$5,515,534,067	3317.8	\$0	\$4,270,308,036	(\$3,753,248)	\$1,248,979,278
FY 2019-20 Actual Expenditures	\$1,901,758,097	3317.8	\$0	\$1,297,560,054	\$1,128,443	\$603,069,600
FY 2019-20 Reversion (Overexpenditure)	\$3,613,775,970	0	\$0	\$2,972,747,982	(\$4,881,691)	\$645,909,679
FY 2019-20 Personal Services Allocation	\$558,601,779	3317.8	\$0	\$551,958,102	\$461,728	\$6,181,950
FY 2019-20 Total All Other Operating Allocation	\$1,343,156,318	0	\$0	\$745,601,953	\$666,715	\$596,887,650
State Employees Reserve Fund Transfer	\$0	0	\$0	\$0	\$0	\$0
Information Technology Revolving Fund Transfer	\$0	0	\$0	\$0	\$0	\$0

FY 2020-21 - Department of Transportation

*This schedule reflects only Long Bill & Special Bills appropriations

Schedule 3C

	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal
01. Administration, (A) Administration, Administration						
HB 20-1360 FY 2020-21 Long Bill	\$35,657,005	158.0	\$0	\$35,593,818	\$63,187	\$0
HB 20-1153 Colorado Partnership For Quality Jobs And Services Act	\$52,980	0.0	\$0	\$52,980	\$0	\$0
2020-21 Initial Appropriation	\$35,709,985	158.0	\$0	\$35,646,798	\$63,187	\$0

Total For: 01. Administration, (A) Administration,						
HB 20-1153 Colorado Partnership For Quality Jobs And Services Act	\$52,980	0.0	\$0	\$52,980	\$0	\$0
HB 20-1360 FY 2020-21 Long Bill	\$35,657,005	158.0	\$0	\$35,593,818	\$63,187	\$0
2020-21 Initial Appropriation	\$35,709,985	158.0	\$0	\$35,646,798	\$63,187	\$0
FY 2020-21 Personal Services Allocation	\$18,526,934	158.0	\$0	\$18,476,934	\$50,000	\$0
FY 2020-21 Total All Other Operating Allocation	\$17,183,051	0.0	\$0	\$17,169,864	\$13,187	\$0

02. Construction, Maintenance, and Operations, (A) Construction, Maintenance, and Operations, Construction Maintenance, And Operations						
HB 20-1360 FY 2020-21 Long Bill	\$1,802,173,507	3156.0	\$0	\$1,171,180,917	\$1,414,909	\$629,577,681
2020-21 Initial Appropriation	\$1,802,173,507	3156.0	\$0	\$1,171,180,917	\$1,414,909	\$629,577,681

Total For: 02. Construction, Maintenance, and Operations, (A) Construction, Maintenance, and Operations,						
HB 20-1360 FY 2020-21 Long Bill	\$1,802,173,507	3156.0	\$0	\$1,171,180,917	\$1,414,909	\$629,577,681
2020-21 Initial Appropriation	\$1,802,173,507	3156.0	\$0	\$1,171,180,917	\$1,414,909	\$629,577,681
FY 2020-21 Personal Services Allocation	\$272,613,894	3156.0	\$0	\$272,019,740	\$594,154	\$0
FY 2020-21 Total All Other Operating Allocation	\$1,529,559,613	0.0	\$0	\$899,161,177	\$820,755	\$629,577,681

FY 2020-21 - Department of Transportation

**This schedule reflects only Long Bill & Special Bills appropriations*

Schedule 3C

	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal
(3) Statewide Bridge Enterprise, (A) Statewide Bridge Enterprise,						
Statewide Bridge Enterprise						
HB 20-1360 FY 2020-21 Long Bill	\$120,910,162	2.0	\$0	\$120,910,162	\$0	\$0
2020-21 Initial Appropriation	\$120,910,162	2.0	\$0	\$120,910,162	\$0	\$0

Total For: (3) Statewide Bridge Enterprise, (A) Statewide Bridge Enterprise,

HB 20-1360 FY 2020-21 Long Bill	\$120,910,162	2.0	\$0	\$120,910,162	\$0	\$0
2020-21 Initial Appropriation	\$120,910,162	2.0	\$0	\$120,910,162	\$0	\$0
FY 2020-21 Personal Services Allocation	\$1,953,448	2.0	\$0	\$1,953,448	\$0	\$0
FY 2020-21 Total All Other Operating Allocation	\$118,956,714	0.0	\$0	\$118,956,714	\$0	\$0

04. (4) High Performance Transportation Enterprise, (A) High Performance Transportation Enterprise, (1)High Performance Transportation Enterprise

(4) High Performance Transportation Enterprise						
HB 20-1360 FY 2020-21 Long Bill	\$22,648,728	9.0	\$0	\$17,048,728	\$5,600,000	\$0
2020-21 Initial Appropriation	\$22,648,728	9.0	\$0	\$17,048,728	\$5,600,000	\$0

Total For: 04. (4) High Performance Transportation Enterprise, (A) High Performance Transportation Enterprise, (1)High Performance Transportation Enterprise

HB 20-1360 FY 2020-21 Long Bill	\$22,648,728	9.0	\$0	\$17,048,728	\$5,600,000	\$0
2020-21 Initial Appropriation	\$22,648,728	9.0	\$0	\$17,048,728	\$5,600,000	\$0
FY 2020-21 Personal Services Allocation	\$3,014,879	9.0	\$0	\$3,014,879	\$0	\$0
FY 2020-21 Total All Other Operating Allocation	\$19,633,849	0.0	\$0	\$14,033,849	\$5,600,000	\$0

FY 2020-21 - Department of Transportation

**This schedule reflects only Long Bill & Special Bills appropriations*

Schedule 3C

	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal
05. Southwest Chief and Front Range Pasenger Rail Com, (A) Southwest Chief and Front Range Pasenger Rail Com,						
(5) Southwest Chief and Front Range Pasenger Rail Com						
HB 20-1360 FY 2020-21 Long Bill	\$100,000	2.0	\$0	\$100,000	\$0	\$0
2020-21 Initial Appropriation	\$100,000	2.0	\$0	\$100,000	\$0	\$0

Total For: 05. Southwest Chief and Front Range Pasenger Rail Com, (A) Southwest Chief and Front Range Pasenger Rail Com,

HB 20-1360 FY 2020-21 Long Bill	\$100,000	2.0	\$0	\$100,000	\$0	\$0
2020-21 Initial Appropriation	\$100,000	2.0	\$0	\$100,000	\$0	\$0
FY 2020-21 Personal Services Allocation	\$3,306	2.0	\$0	\$3,306	\$0	\$0
FY 2020-21 Total All Other Operating Allocation	\$96,694	0.0	\$0	\$96,694	\$0	\$0

06. Special Purpose, A. Special Purpose, (1) Special Purpose

First Time Drunk Driving Offender Account

HB 20-1360 FY 2020-21 Long Bill	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0
2020-21 Initial Appropriation	\$1,500,000	0.0	\$0	\$1,500,000	\$0	\$0

Marijuana Impaired Driving Program

HB 20-1360 FY 2020-21 Long Bill	\$450,000	0.0	\$0	\$450,000	\$0	\$0
2020-21 Initial Appropriation	\$450,000	0.0	\$0	\$450,000	\$0	\$0

FY 2020-21 - Department of Transportation

**This schedule reflects only Long Bill & Special Bills appropriations*

Schedule 3C

	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal
Transportation Services for Vulnerable Populations						
HB 20-1360 FY 2020-21 Long Bill	\$1,000,000	0.0	\$1,000,000	\$0	\$0	\$0
2020-21 Initial Appropriation	\$1,000,000	0.0	\$1,000,000	\$0	\$0	\$0
Total For: 06. Special Purpose, A. Special Purpose, (1) Special Purpose						
HB 20-1360 FY 2020-21 Long Bill	\$2,950,000	0.0	\$1,000,000	\$1,950,000	\$0	\$0
2020-21 Initial Appropriation	\$2,950,000	0.0	\$1,000,000	\$1,950,000	\$0	\$0
FY 2020-21 Personal Services Allocation	\$450,000	0.0	\$0	\$450,000	\$0	\$0
FY 2020-21 Total All Other Operating Allocation	\$2,500,000	0.0	\$1,000,000	\$1,500,000	\$0	\$0
Total For Cabinet: Department of Transportation						
HB 20-1360 FY 2020-21 Long Bill	\$1,984,439,402	3327.0	\$1,000,000	\$1,346,783,625	\$7,078,096	\$629,577,681
HB 20-1153 Colorado Partnership For Quality Jobs And Services Act	\$52,980	0.0	\$0	\$52,980	\$0	\$0
2020-21 Initial Appropriation	\$1,984,492,382	3327.0	\$1,000,000	\$1,346,836,605	\$7,078,096	\$629,577,681
	\$0	0.0	\$0	\$0	\$0	\$0

FY 2021-22 Budget Request - Department of Transportation

Schedule 3D

	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
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01. Administration - (A) Administration -

Administration

FY 2021-22 Starting Base	\$35,709,985	158.0	\$0	\$35,646,798	\$63,187	\$0
TA-01 Annualize HB 20-1153 Colorado Partnership	\$548,282	0	\$0	\$548,282	\$0	\$0
TA-04 Statewide Operating Common Policy Adjustment	\$1,729,894	0	\$0	\$1,729,894	\$0	\$0
TA-05 OIT Common Policy Adjustment	\$510,918	0	\$0	\$510,918	\$0	\$0
TA-06 FY 2021-22 Total Compensation Request	\$390,227	0	\$0	\$390,227	\$0	\$0
TA-07 Statewide Indirect Cost Recoveries Common Policy	\$7,947	0	\$0	\$8,244	(\$297)	\$0
TA-10 Legal Services Common Policy Adjustment	(\$76,074)	0	\$0	(\$76,074)	\$0	\$0
FY 2021-22 Base Request	\$38,821,179	158.0	\$0	\$38,758,289	\$62,890	\$0
FY 2021-22 Governor's Budget Request	\$37,252,666	158.0	\$0	\$37,189,776	\$62,890	\$0
Personal Services Allocation	\$19,311,693	158.0	\$0	\$19,261,693	\$50,000	\$0
Total All Other Operating Allocation	\$17,940,973	0	\$0	\$17,928,083	\$12,890	\$0

Statewide Training

FY 2021-22 Starting Base	\$0	0	\$0	\$0	\$0	\$0
FY 2021-22 Base Request	\$0	0	\$0	\$0	\$0	\$0
FY 2021-22 Governor's Budget Request	\$2,535	0	\$0	\$2,535	\$0	\$0
Total All Other Operating Allocation	\$2,535	0	\$0	\$2,535	\$0	\$0

FY 2021-22 Budget Request - Department of Transportation

Schedule 3D

	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
Total For: 01. Administration - (A) Administration -						
FY 2020-21 Starting Base	\$35,709,985	158.0	\$0	\$35,646,798	\$63,187	\$0
TA-01 Annualize HB 20-1153 Colorado Partnership	\$548,282	0	\$0	\$548,282	\$0	\$0
TA-04 Statewide Operating Common Policy Adjustment	\$1,729,894	0	\$0	\$1,729,894	\$0	\$0
TA-05 OIT Common Policy Adjustment	\$510,918	0	\$0	\$510,918	\$0	\$0
TA-06 FY 2021-22 Total Compensation Request	\$390,227	0	\$0	\$390,227	\$0	\$0
TA-07 Statewide Indirect Cost Recoveries Common Policy	\$7,947	0	\$0	\$8,244	(\$297)	\$0
TA-10 Legal Services Common Policy Adjustment	(\$76,074)	0	\$0	(\$76,074)	\$0	\$0
FY 2020-21 Base Request	\$38,821,179	158.0	\$0	\$38,758,289	\$62,890	\$0
FY 2021-22 Governor's Budget Request	\$37,255,201	158.0	\$0	\$37,192,311	\$62,890	\$0
Personal Services Allocation	\$19,311,693	158.0	\$0	\$19,261,693	\$50,000	\$0
Total All Other Operating Allocation	\$17,943,508	0	\$0	\$17,930,618	\$12,890	\$0

02. Construction, Maintenance, and Operations - (A) Construction, Maintenance, and Operations -

Construction Maintenance, And Operations

FY 2021-22 Starting Base	\$1,802,173,507	3156.0	\$0	\$1,171,180,917	\$1,414,909	\$629,577,681
TA-01 Annualize HB 20-1153 Colorado Partnership	(\$548,282)	0	\$0	(\$548,282)	\$0	\$0
TA-04 Statewide Operating Common Policy Adjustment	(\$1,729,894)	0	\$0	(\$1,729,894)	\$0	\$0
TA-05 OIT Common Policy Adjustment	(\$510,918)	0	\$0	(\$510,918)	\$0	\$0
TA-06 FY 2021-22 Total Compensation Request	(\$390,227)	0	\$0	(\$390,227)	\$0	\$0
TA-07 Statewide Indirect Cost Recoveries Common Policy	(\$7,947)	0	\$0	(\$8,244)	\$297	\$0
TA-08 Revenue Update	(\$82,698,764)	0	\$0	(\$95,324,446)	\$0	\$12,625,682
TA-10 Legal Services Common Policy Adjustment	\$76,074	0	\$0	\$76,074	\$0	\$0
FY 2021-22 Base Request	\$1,716,363,549	3156.0	\$0	\$1,072,744,980	\$1,415,206	\$642,203,363
FY 2021-22 Governor's Budget Request	\$1,717,881,368	3156.0	\$0	\$1,074,262,799	\$1,415,206	\$642,203,363
Personal Services Allocation	\$271,829,135	3156.0	\$0	\$271,234,981	\$594,154	\$0
Total All Other Operating Allocation	\$1,446,052,233	0	\$0	\$803,027,818	\$821,052	\$642,203,363

FY 2021-22 Budget Request - Department of Transportation

Schedule 3D

	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
Statewide Training						
FY 2021-22 Starting Base	\$0	0	\$0	\$0	\$0	\$0
FY 2021-22 Base Request	\$0	0	\$0	\$0	\$0	\$0
FY 2021-22 Governor's Budget Request	\$48,159	0	\$0	\$48,159	\$0	\$0
Total All Other Operating Allocation	\$48,159	0	\$0	\$48,159	\$0	\$0
Total For: 02. Construction, Maintenance, and Operations - (A) Construction, Maintenance, and Operations -						
FY 2020-21 Starting Base	\$1,802,173,507	3156.0	\$0	\$1,171,180,917	\$1,414,909	\$629,577,681
TA-01 Annualize HB 20-1153 Colorado Partnership	(\$548,282)	0	\$0	(\$548,282)	\$0	\$0
TA-04 Statewide Operating Common Policy Adjustment	(\$1,729,894)	0	\$0	(\$1,729,894)	\$0	\$0
TA-05 OIT Common Policy Adjustment	(\$510,918)	0	\$0	(\$510,918)	\$0	\$0
TA-06 FY 2021-22 Total Compensation Request	(\$390,227)	0	\$0	(\$390,227)	\$0	\$0
TA-07 Statewide Indirect Cost Recoveries Common Policy	(\$7,947)	0	\$0	(\$8,244)	\$297	\$0
TA-08 Revenue Update	(\$82,698,764)	0	\$0	(\$95,324,446)	\$0	\$12,625,682
TA-10 Legal Services Common Policy Adjustment	\$76,074	0	\$0	\$76,074	\$0	\$0
FY 2020-21 Base Request	\$1,716,363,549	3156.0	\$0	\$1,072,744,980	\$1,415,206	\$642,203,363
FY 2021-22 Governor's Budget Request	\$1,717,929,527	3156.0	\$0	\$1,074,310,958	\$1,415,206	\$642,203,363
Personal Services Allocation	\$271,829,135	3156.0	\$0	\$271,234,981	\$594,154	\$0
Total All Other Operating Allocation	\$1,446,100,392	0	\$0	\$803,075,977	\$821,052	\$642,203,363
(3) Statewide Bridge Enterprise - (A) Statewide Bridge Enterprise -						
Statewide Bridge Enterprise						
FY 2021-22 Starting Base	\$120,910,162	2.0	\$0	\$120,910,162	\$0	\$0
TA-08 Revenue Update	\$4,504,279	0	\$0	\$4,504,279	\$0	\$0
FY 2021-22 Base Request	\$125,414,441	2.0	\$0	\$125,414,441	\$0	\$0
FY 2021-22 Governor's Budget Request	\$125,414,441	2.0	\$0	\$125,414,441	\$0	\$0
Personal Services Allocation	\$1,953,448	2.0	\$0	\$1,953,448	\$0	\$0
Total All Other Operating Allocation	\$123,460,993	0	\$0	\$123,460,993	\$0	\$0

FY 2021-22 Budget Request - Department of Transportation

Schedule 3D

	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
Total For: (3) Statewide Bridge Enterprise - (A) Statewide Bridge Enterprise -						
FY 2020-21 Starting Base	\$120,910,162	2.0	\$0	\$120,910,162	\$0	\$0
TA-08 Revenue Update	\$4,504,279	0	\$0	\$4,504,279	\$0	\$0
FY 2020-21 Base Request	\$125,414,441	2.0	\$0	\$125,414,441	\$0	\$0
FY 2021-22 Governor's Budget Request	\$125,414,441	2.0	\$0	\$125,414,441	\$0	\$0
Personal Services Allocation	\$1,953,448	2.0	\$0	\$1,953,448	\$0	\$0
Total All Other Operating Allocation	\$123,460,993	0	\$0	\$123,460,993	\$0	\$0

04. (4) High Performance Transportation Enterprise - (A) High Performance Transportation Enterprise - (1)High Performance Transportation Enterprise

(4) High Performance Transportation Enterprise

FY 2021-22 Starting Base	\$22,648,728	9.0	\$0	\$17,048,728	\$5,600,000	\$0
TA-08 Revenue Update	\$196,989	0	\$0	\$164,689	\$32,300	\$0
FY 2021-22 Base Request	\$22,845,717	9.0	\$0	\$17,213,417	\$5,632,300	\$0
FY 2021-22 Governor's Budget Request	\$22,845,717	9.0	\$0	\$17,213,417	\$5,632,300	\$0
Personal Services Allocation	\$3,014,879	9.0	\$0	\$3,014,879	\$0	\$0
Total All Other Operating Allocation	\$19,830,838	0	\$0	\$14,198,538	\$5,632,300	\$0

Total For: 04. (4) High Performance Transportation Enterprise - (A) High Performance Transportation Enterprise - (1)High Performance Transportation Enterprise

FY 2020-21 Starting Base	\$22,648,728	9.0	\$0	\$17,048,728	\$5,600,000	\$0
TA-08 Revenue Update	\$196,989	0	\$0	\$164,689	\$32,300	\$0
FY 2020-21 Base Request	\$22,845,717	9.0	\$0	\$17,213,417	\$5,632,300	\$0
FY 2021-22 Governor's Budget Request	\$22,845,717	9.0	\$0	\$17,213,417	\$5,632,300	\$0
Personal Services Allocation	\$3,014,879	9.0	\$0	\$3,014,879	\$0	\$0
Total All Other Operating Allocation	\$19,830,838	0	\$0	\$14,198,538	\$5,632,300	\$0

FY 2021-22 Budget Request - Department of Transportation

Schedule 3D

	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
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05. Southwest Chief and Front Range Pasenger Rail Com - (A) Southwest Chief and Front Range Pasenger Rail Com -

(5) Southwest Chief and Front Range Pasenger Rail Com

FY 2021-22 Starting Base	\$100,000	2.0	\$0	\$100,000	\$0	\$0
FY 2021-22 Base Request	\$100,000	2.0	\$0	\$100,000	\$0	\$0
FY 2021-22 Governor's Budget Request	\$100,000	2.0	\$0	\$100,000	\$0	\$0
Personal Services Allocation	\$3,306	2.0	\$0	\$3,306	\$0	\$0
Total All Other Operating Allocation	\$96,694	0	\$0	\$96,694	\$0	\$0

Total For: 05. Southwest Chief and Front Range Pasenger Rail Com - (A) Southwest Chief and Front Range Pasenger Rail Com -

FY 2020-21 Starting Base	\$100,000	2.0	\$0	\$100,000	\$0	\$0
FY 2020-21 Base Request	\$100,000	2.0	\$0	\$100,000	\$0	\$0
FY 2021-22 Governor's Budget Request	\$100,000	2.0	\$0	\$100,000	\$0	\$0
Personal Services Allocation	\$3,306	2.0	\$0	\$3,306	\$0	\$0
Total All Other Operating Allocation	\$96,694	0	\$0	\$96,694	\$0	\$0

06. Special Purpose - A. Special Purpose - (1) Special Purpose

First Time Drunk Driving Offender Account

FY 2021-22 Starting Base	\$1,500,000	0	\$0	\$1,500,000	\$0	\$0
TA-09 First Time Drunk Driving Offender Acct.	(\$900,000)	0	\$0	(\$900,000)	\$0	\$0
FY 2021-22 Base Request	\$600,000	0	\$0	\$600,000	\$0	\$0
FY 2021-22 Governor's Budget Request	\$600,000	0	\$0	\$600,000	\$0	\$0
Total All Other Operating Allocation	\$600,000	0	\$0	\$600,000	\$0	\$0

FY 2021-22 Budget Request - Department of Transportation

Schedule 3D

	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
Marijuana Impaired Driving Program						
FY 2021-22 Starting Base	\$450,000	0	\$0	\$450,000	\$0	\$0
TA-03 Marijuana Impaired Driving Annualization	\$500,000	0	\$0	\$500,000	\$0	\$0
FY 2021-22 Base Request	\$950,000	0	\$0	\$950,000	\$0	\$0
FY 2021-22 Governor's Budget Request	\$950,000	0	\$0	\$950,000	\$0	\$0
Personal Services Allocation	\$950,000	0	\$0	\$950,000	\$0	\$0
Transportation Services for Vulnerable Populations						
FY 2021-22 Starting Base	\$1,000,000	0	\$1,000,000	\$0	\$0	\$0
TA-02 Annualize Transportation Services for Vulnerable Pop	(\$1,000,000)	0	(\$1,000,000)	\$0	\$0	\$0
FY 2021-22 Base Request	\$0	0	\$0	\$0	\$0	\$0
FY 2021-22 Governor's Budget Request	\$0	0	\$0	\$0	\$0	\$0
Total All Other Operating Allocation	\$0	0	\$0	\$0	\$0	\$0
Total For: 06. Special Purpose - A. Special Purpose - (1) Special Purpose						
FY 2020-21 Starting Base	\$2,950,000	0	\$1,000,000	\$1,950,000	\$0	\$0
TA-02 Annualize Transportation Services for Vulnerable Pop	(\$1,000,000)	0	(\$1,000,000)	\$0	\$0	\$0
TA-03 Marijuana Impaired Driving Annualization	\$500,000	0	\$0	\$500,000	\$0	\$0
TA-09 First Time Drunk Driving Offender Acct.	(\$900,000)	0	\$0	(\$900,000)	\$0	\$0
FY 2020-21 Base Request	\$1,550,000	0	\$0	\$1,550,000	\$0	\$0
FY 2021-22 Governor's Budget Request	\$1,550,000	0	\$0	\$1,550,000	\$0	\$0
Personal Services Allocation	\$950,000	0	\$0	\$950,000	\$0	\$0
Total All Other Operating Allocation	\$600,000	0	\$0	\$600,000	\$0	\$0

FY 2021-22 Budget Request - Department of Transportation

Schedule 3D

	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
Total For: Department of Transportation						
FY 2020-21 Starting Base	\$1,984,492,382	3327.0	\$1,000,000	\$1,346,836,605	\$7,078,096	\$629,577,681
TA-01 Annualize HB 20-1153 Colorado Partnership	\$0	0	\$0	\$0	\$0	\$0
TA-02 Annualize Transportation Services for Vulnerable Pop	(\$1,000,000)	0	(\$1,000,000)	\$0	\$0	\$0
TA-03 Marijuana Impaired Driving Annualization	\$500,000	0	\$0	\$500,000	\$0	\$0
TA-04 Statewide Operating Common Policy Adjustment	\$0	0	\$0	\$0	\$0	\$0
TA-05 OIT Common Policy Adjustment	\$0	0	\$0	\$0	\$0	\$0
TA-06 FY 2021-22 Total Compensation Request	\$0	0	\$0	\$0	\$0	\$0
TA-07 Statewide Indirect Cost Recoveries Common Policy	\$0	0	\$0	\$0	\$0	\$0
TA-08 Revenue Update	(\$77,997,496)	0	\$0	(\$90,655,478)	\$32,300	\$12,625,682
TA-09 First Time Drunk Driving Offender Acct.	(\$900,000)	0	\$0	(\$900,000)	\$0	\$0
TA-10 Legal Services Common Policy Adjustment	\$0	0	\$0	\$0	\$0	\$0
FY 2020-21 Base Request	\$1,905,094,886	3327.0	\$0	\$1,255,781,127	\$7,110,396	\$642,203,363
FY 2021-22 Governor's Budget Request	\$1,905,094,886	3327.0	\$0	\$1,255,781,127	\$7,110,396	\$642,203,363
Personal Services Allocation	\$297,062,461	3327.0	\$0	\$296,418,307	\$644,154	\$0
Total All Other Operating Allocation	\$1,608,032,425	0	\$0	\$959,362,820	\$6,466,242	\$642,203,363

FY 2018-19 Actual Expenditures - Department of Transportation

Schedule 4A

Long Bill Line Item	Fund	Fund Name	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
<i>*Data is through Accounting Period 16 //// Data is rounded to the nearest dollar</i>								
01. Administration, (A) Administration,								
Administration	4000	State Highway Fund	\$35,828,072	183.5	\$0	\$35,828,072	\$0	\$0
Subtotal FY 2018-19 - Administration			\$35,828,072	183.5	\$0	\$35,828,072	\$0	\$0
Long Bill Group Totals								
	4000	State Highway Fund	\$35,828,072	183.5	\$0	\$35,828,072	\$0	\$0
Total For: 01. Administration, (A) Administration,			\$35,828,072	183.5	\$0	\$35,828,072	\$0	\$0
02. Construction, Maintenance, and Operations, (A) Construction, Maintenance, and Operations,								
Construction Maintenance, And Operations	1600	Aviation Fund	\$25,828,472	0	\$0	\$25,692,141	\$0	\$136,331
Construction Maintenance, And Operations	4000	State Highway Fund	\$1,514,548,190	3132.3	\$0	\$1,122,302,538	\$0	\$392,245,652
Construction Maintenance, And Operations	4030	Law Enforcement Assistance Fund	\$1,408,835	0	\$0	\$1,408,835	\$0	\$0
Construction Maintenance, And Operations	6060	Highway Fund	\$1,261,906	0	\$0	\$0	\$1,261,906	\$0
Subtotal FY 2018-19 - Construction Maintenance, And Operations			\$1,543,047,403	3132.3	\$0	\$1,149,403,515	\$1,261,906	\$392,381,983
Long Bill Group Totals								
	1600	Aviation Fund	\$25,828,472	0	\$0	\$25,692,141	\$0	\$136,331
	4000	State Highway Fund	\$1,514,548,190	3132.3	\$0	\$1,122,302,538	\$0	\$392,245,652
	4030	Law Enforcement Assistance Fund	\$1,408,835	0	\$0	\$1,408,835	\$0	\$0
	6060	Highway Fund	\$1,261,906	0	\$0	\$0	\$1,261,906	\$0
Total For: 02. Construction, Maintenance, and Operations, (A) Construction, Maintenance, and Operations,			\$1,543,047,403	3132.3	\$0	\$1,149,403,515	\$1,261,906	\$392,381,983
(3) Statewide Bridge Enterprise, (A) Statewide Bridge Enterprise,								
Statewide Bridge Enterprise	5380	Statewide Bridge Enterprise Special Revenue Fund	(\$616,166)	0	\$0	(\$616,166)	\$0	\$0
Subtotal FY 2018-19 - Statewide Bridge Enterprise			(\$616,166)	0	\$0	(\$616,166)	\$0	\$0
Long Bill Group Totals								
	5380	Statewide Bridge Enterprise Special Revenue Fund	(\$616,166)	0	\$0	(\$616,166)	\$0	\$0
Total For: (3) Statewide Bridge Enterprise, (A) Statewide Bridge Enterprise,			(\$616,166)	0	\$0	(\$616,166)	\$0	\$0

FY 2018-19 Actual Expenditures - Department of Transportation

Schedule 4A

Long Bill Line Item	Fund	Fund Name	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
<i>*Data is through Accounting Period 16 //// Data is rounded to the nearest dollar</i>								
04. (4) High Performance Transportation Enterprise, (A) High Performance Transportation Enterprise, (1)High Performance Transportation Enterprise								
(4) High Performance Transportation Enterprise	5360	High Performance Transportation Enterprise Fund	\$7,401,120	0	\$0	\$7,401,120	\$0	\$0
(4) High Performance Transportation Enterprise	5370	High Performance Transportation Enterprise Operating Fund	\$4,579,321	0	\$0	\$4,579,321	\$0	\$0
Subtotal FY 2018-19 - (4) High Performance Transportation Enterprise			\$11,980,441	0	\$0	\$11,980,441	\$0	\$0
Long Bill Group Totals								
	5360	High Performance Transportation Enterprise Fund	\$7,401,120	0	\$0	\$7,401,120	\$0	\$0
	5370	High Performance Transportation Enterprise Operal	\$4,579,321	0	\$0	\$4,579,321	\$0	\$0
Total For: 04. (4) High Performance Transportation Enterprise, (A) High Performance Transportation Enterprise, (1)High Performance Transportation Enterprise			\$11,980,441	0	\$0	\$11,980,441	\$0	\$0
05. Southwest Chief and Front Range Pasenger Rail Com, (A) Southwest Chief and Front Range Pasenger Rail Com,								
(5) Southwest Chief and Front Range Pasenger Rail Com	29R0	Southwest Chief Rail Line Fund	\$63,561	0	\$0	\$63,561	\$0	\$0
Subtotal FY 2018-19 - (5) Southwest Chief and Front Range Pasenger Rail Com			\$63,561	0	\$0	\$63,561	\$0	\$0
Long Bill Group Totals								
	29R0	Southwest Chief Rail Line Fund	\$63,561	0	\$0	\$63,561	\$0	\$0
Total For: 05. Southwest Chief and Front Range Pasenger Rail Com, (A) Southwest Chief and Front Range Pasenger Rail Com,			\$63,561	0	\$0	\$63,561	\$0	\$0
06. Special Purpose, A. Special Purpose, (1) Special Purpose								
First Time Drunk Driving Offender Account	4380	First Time Drunk Driving Offender Account	\$1,363,157	0	\$0	\$1,363,157	\$0	\$0
Subtotal FY 2018-19 - First Time Drunk Driving Offender Account			\$1,363,157	0	\$0	\$1,363,157	\$0	\$0
Marijuana Impaired Driving Program	15RS	Marijuana Tax Cash Fund	\$921,907	0	\$0	\$921,907	\$0	\$0
Subtotal FY 2018-19 - Marijuana Impaired Driving Program			\$921,907	0	\$0	\$921,907	\$0	\$0
Long Bill Group Totals								
	15RS	Marijuana Tax Cash Fund	\$921,907	0	\$0	\$921,907	\$0	\$0
	4380	First Time Drunk Driving Offender Account	\$1,363,157	0	\$0	\$1,363,157	\$0	\$0
Total For: 06. Special Purpose, A. Special Purpose, (1) Special Purpose			\$2,285,064	0	\$0	\$2,285,064	\$0	\$0

FY 2018-19 Actual Expenditures - Department of Transportation

Schedule 4A

Long Bill Line Item	Fund	Fund Name	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
<i>*Data is through Accounting Period 16 //// Data is rounded to the nearest dollar</i>								
Cabinet Totals								
	15RS	Marijuana Tax Cash Fund	\$921,907	0	\$0	\$921,907	\$0	\$0
	1600	Aviation Fund	\$25,828,472	0	\$0	\$25,692,141	\$0	\$136,331
	29R0	Southwest Chief Rail Line Fund	\$63,561	0	\$0	\$63,561	\$0	\$0
	4000	State Highway Fund	\$1,550,376,263	3315.8	\$0	\$1,158,130,611	\$0	\$392,245,652
	4030	Law Enforcement Assistance Fund	\$1,408,835	0	\$0	\$1,408,835	\$0	\$0
	4380	First Time Drunk Driving Offender Account	\$1,363,157	0	\$0	\$1,363,157	\$0	\$0
	5360	High Performance Transportation Enterprise Fund	\$7,401,120	0	\$0	\$7,401,120	\$0	\$0
	5370	High Performance Transportation Enterprise Operating Fund	\$4,579,321	0	\$0	\$4,579,321	\$0	\$0
	5380	Statewide Bridge Enterprise Special Revenue Fund	(\$616,166)	0	\$0	(\$616,166)	\$0	\$0
	6060	Highway Fund	\$1,261,906	0	\$0	\$0	\$1,261,906	\$0
Total FY 2018-19 - Department of Transportation			\$1,592,588,375	3315.8	\$0	\$1,198,944,486	\$1,261,906	\$392,381,983

FY 2019-20 Actual Expenditures - Department of Transportation

Schedule 4B

Long Bill Line Item	Fund	Fund Name	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
<i>*Data is through Accounting Period 15 //// Data is rounded to the nearest dollar</i>								
01. Administration, (A) Administration,								
Administration	4000	State Highway Fund	\$37,820,775	183.5	\$0	\$37,820,775	\$0	\$0
Administration	6060	Highway Fund	\$258	0	\$0	\$0	\$258	\$0
Subtotal FY 2019-20 - Administration			\$37,821,033	183.5	\$0	\$37,820,775	\$258	\$0
Long Bill Group Totals								
	4000	State Highway Fund	\$37,820,775	183.5	\$0	\$37,820,775	\$0	\$0
	6060	Highway Fund	\$258	0	\$0	\$0	\$258	\$0
Total For:	01. Administration, (A) Administration,		\$37,821,033	183.5	\$0	\$37,820,775	\$258	\$0
02. Construction, Maintenance, and Operations, (A) Construction, Maintenance, and Operations,								
Construction Maintenance, And Operations	1600	Aviation Fund	\$27,410,710	0	\$0	\$27,333,939	\$0	\$76,771
Construction Maintenance, And Operations	4000	State Highway Fund	\$1,807,602,148	3132.3	\$0	\$1,204,609,320	\$0	\$602,992,828
Construction Maintenance, And Operations	4030	Law Enforcement Assistance Fund	\$1,445,575	0	\$0	\$1,445,575	\$0	\$0
Construction Maintenance, And Operations	6060	Highway Fund	\$1,128,185	0	\$0	\$0	\$1,128,185	\$0
Subtotal FY 2019-20 - Construction Maintenance, And Operations			\$1,837,586,618	3132.3	\$0	\$1,233,388,834	\$1,128,185	\$603,069,600
Long Bill Group Totals								
	1600	Aviation Fund	\$27,410,710	0	\$0	\$27,333,939	\$0	\$76,771
	4000	State Highway Fund	\$1,807,602,148	3132.3	\$0	\$1,204,609,320	\$0	\$602,992,828
	4030	Law Enforcement Assistance Fund	\$1,445,575	0	\$0	\$1,445,575	\$0	\$0
	6060	Highway Fund	\$1,128,185	0	\$0	\$0	\$1,128,185	\$0
Total For:	02. Construction, Maintenance, and Operations, (A) Construction, Maintenance, and Operations,		\$1,837,586,618	3132.3	\$0	\$1,233,388,834	\$1,128,185	\$603,069,600

FY 2019-20 Actual Expenditures - Department of Transportation

Schedule 4B

Long Bill Line Item	Fund	Fund Name	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
<i>*Data is through Accounting Period 15 //// Data is rounded to the nearest dollar</i>								
(3) Statewide Bridge Enterprise, (A) Statewide Bridge Enterprise,								
Statewide Bridge Enterprise	5380	Statewide Bridge Enterprise Special Revenue Fund	\$7,385,386	0	\$0	\$7,385,386	\$0	\$0
Subtotal FY 2019-20 - Statewide Bridge Enterprise			\$7,385,386	0	\$0	\$7,385,386	\$0	\$0
Long Bill Group Totals								
	5380	Statewide Bridge Enterprise Special Revenue Fund	\$7,385,386	0	\$0	\$7,385,386	\$0	\$0
Total For:	(3) Statewide Bridge Enterprise, (A) Statewide Bridge Enterprise,		\$7,385,386	0	\$0	\$7,385,386	\$0	\$0
04. (4) High Performance Transportation Enterprise, (A) High Performance Transportation Enterprise, (1)High Performance Transportation Enterprise								
(4) High Performance Transportation Enterprise	5360	High Performance Transportation Enterprise Fund	\$9,152,032	0	\$0	\$9,152,032	\$0	\$0
(4) High Performance Transportation Enterprise	5370	High Performance Transportation Enterprise Operating Fund	\$5,938,524	0	\$0	\$5,938,524	\$0	\$0
Subtotal FY 2019-20 - (4) High Performance Transportation Enterprise			\$15,090,556	0	\$0	\$15,090,556	\$0	\$0
Long Bill Group Totals								
	5360	High Performance Transportation Enterprise Fund	\$9,152,032	0	\$0	\$9,152,032	\$0	\$0
	5370	High Performance Transportation Enterprise Operal	\$5,938,524	0	\$0	\$5,938,524	\$0	\$0
Total For:	04. (4) High Performance Transportation Enterprise, (A) High Performance Transportation Enterprise, (1)High Performance Transportation Enterprise		\$15,090,556	0	\$0	\$15,090,556	\$0	\$0
05. Southwest Chief and Front Range Pasenger Rail Com, (A) Southwest Chief and Front Range Pasenger Rail Com,								
(5) Southwest Chief and Front Range Pasenger Rail Com	29R0	Southwest Chief Rail Line Fund	\$1,456,107	2.0	\$0	\$1,456,107	\$0	\$0
Subtotal FY 2019-20 - (5) Southwest Chief and Front Range Pasenger Rail Com			\$1,456,107	2.0	\$0	\$1,456,107	\$0	\$0
Long Bill Group Totals								
	29R0	Southwest Chief Rail Line Fund	\$1,456,107	2.0	\$0	\$1,456,107	\$0	\$0
Total For:	05. Southwest Chief and Front Range Pasenger Rail Com, (A) Southwest Chief and Front Range Pasenger Rail Com,		\$1,456,107	2.0	\$0	\$1,456,107	\$0	\$0

FY 2019-20 Actual Expenditures - Department of Transportation

Schedule 4B

Long Bill Line Item	Fund	Fund Name	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
<i>*Data is through Accounting Period 15 //// Data is rounded to the nearest dollar</i>								
06. Special Purpose, A. Special Purpose, (1) Special Purpose								
First Time Drunk Driving Offender Account	15RS	Marijuana Tax Cash Fund	\$532,424	0	\$0	\$532,424	\$0	\$0
First Time Drunk Driving Offender Account	4380	First Time Drunk Driving Offender Account	\$941,139	0	\$0	\$941,139	\$0	\$0
Subtotal FY 2019-20 - First Time Drunk Driving Offender Account			\$1,473,563	0	\$0	\$1,473,563	\$0	\$0
Marijuana Impaired Driving Program	15RS	Marijuana Tax Cash Fund	\$944,834	0	\$0	\$944,834	\$0	\$0
Subtotal FY 2019-20 - Marijuana Impaired Driving Program			\$944,834	0	\$0	\$944,834	\$0	\$0
Long Bill Group Totals								
	15RS	Marijuana Tax Cash Fund	\$1,477,259	0	\$0	\$1,477,259	\$0	\$0
	4380	First Time Drunk Driving Offender Account	\$941,139	0	\$0	\$941,139	\$0	\$0
Total For: 06. Special Purpose, A. Special Purpose, (1) Special Purpose			\$2,418,398	0	\$0	\$2,418,398	\$0	\$0
Cabinet Totals								
	15RS	Marijuana Tax Cash Fund	\$1,477,259	0	\$0	\$1,477,259	\$0	\$0
	1600	Aviation Fund	\$27,410,710	0	\$0	\$27,333,939	\$0	\$76,771
	29R0	Southwest Chief Rail Line Fund	\$1,456,107	2.0	\$0	\$1,456,107	\$0	\$0
	4000	State Highway Fund	\$1,845,422,923	3315.8	\$0	\$1,242,430,095	\$0	\$602,992,828
	4030	Law Enforcement Assistance Fund	\$1,445,575	0	\$0	\$1,445,575	\$0	\$0
	4380	First Time Drunk Driving Offender Account	\$941,139	0	\$0	\$941,139	\$0	\$0
	5360	High Performance Transportation Enterprise Fund	\$9,152,032	0	\$0	\$9,152,032	\$0	\$0
	5370	High Performance Transportation Enterprise Operating Fund	\$5,938,524	0	\$0	\$5,938,524	\$0	\$0
	5380	Statewide Bridge Enterprise Special Revenue Fund	\$7,385,386	0	\$0	\$7,385,386	\$0	\$0
	6060	Highway Fund	\$1,128,443	0	\$0	\$0	\$1,128,443	\$0
Total FY 2019-20 - Department of Transportation			\$1,901,758,097	3317.8	\$0	\$1,297,560,054	\$1,128,443	\$603,069,600

FY 2020-21 Initial Appropriation - Department of Transportation

Schedule 4C

Long Bill Line Item	Fund	Fund Name	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
<i>*Data is rounded to the nearest dollar</i>								
01. Administration, (A) Administration,								
Administration	4000	State Highway Fund	\$35,646,798	158.0	\$0	\$35,646,798	\$0	\$0
Administration	6060	Highway Fund	\$63,187	0	\$0	\$0	\$63,187	\$0
Subtotal FY 2020-21 - Administration			\$35,709,985	158.0	\$0	\$35,646,798	\$63,187	\$0
Long Bill Group Totals								
	4000	State Highway Fund	\$35,646,798	158.0	\$0	\$35,646,798	\$0	\$0
	6060	Highway Fund	\$63,187	0	\$0	\$0	\$63,187	\$0
Total For:	01. Administration, (A) Administration,		\$35,709,985	158.0	\$0	\$35,646,798	\$63,187	\$0
02. Construction, Maintenance, and Operations, (A) Construction, Maintenance, and Operations,								
Construction Maintenance, And Operations	1600	Aviation Fund	\$154,151	0	\$0	\$154,151	\$0	\$0
Construction Maintenance, And Operations	4000	State Highway Fund	\$1,800,084,447	3156.0	\$0	\$1,170,506,766	\$0	\$629,577,681
Construction Maintenance, And Operations	4030	Law Enforcement Assistance Fund	\$120,000	0	\$0	\$120,000	\$0	\$0
Construction Maintenance, And Operations	6060	Highway Fund	\$1,414,909	0	\$0	\$0	\$1,414,909	\$0
Construction Maintenance, And Operations	7150	State Infrastructure Bank	\$400,000	0	\$0	\$400,000	\$0	\$0
Subtotal FY 2020-21 - Construction Maintenance, And Operations			\$1,802,173,507	3156.0	\$0	\$1,171,180,917	\$1,414,909	\$629,577,681
Long Bill Group Totals								
	1600	Aviation Fund	\$154,151	0	\$0	\$154,151	\$0	\$0
	4000	State Highway Fund	\$1,800,084,447	3156.0	\$0	\$1,170,506,766	\$0	\$629,577,681
	4030	Law Enforcement Assistance Fund	\$120,000	0	\$0	\$120,000	\$0	\$0
	6060	Highway Fund	\$1,414,909	0	\$0	\$0	\$1,414,909	\$0
	7150	State Infrastructure Bank	\$400,000	0	\$0	\$400,000	\$0	\$0
Total For:	02. Construction, Maintenance, and Operations, (A) Construction, Maintenance, and Operations,		\$1,802,173,507	3156.0	\$0	\$1,171,180,917	\$1,414,909	\$629,577,681

FY 2020-21 Initial Appropriation - Department of Transportation

Schedule 4C

Long Bill Line Item	Fund	Fund Name	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
<i>*Data is rounded to the nearest dollar</i>								
(3) Statewide Bridge Enterprise, (A) Statewide Bridge Enterprise,								
Statewide Bridge Enterprise	5380	Statewide Bridge Enterprise Special Revenue Fund	\$120,910,162	2.0	\$0	\$120,910,162	\$0	\$0
Subtotal FY 2020-21 - Statewide Bridge Enterprise			\$120,910,162	2.0	\$0	\$120,910,162	\$0	\$0
Long Bill Group Totals								
	5380	Statewide Bridge Enterprise Special Revenue Fund	\$120,910,162	2.0	\$0	\$120,910,162	\$0	\$0
Total For:	(3) Statewide Bridge Enterprise, (A) Statewide Bridge Enterprise,		\$120,910,162	2.0	\$0	\$120,910,162	\$0	\$0
04. (4) High Performance Transportation Enterprise, (A) High Performance Transportation Enterprise, (1)High Performance Transportation Enterprise								
(4) High Performance Transportation Enterprise	5360	High Performance Transportation Enterprise Fund	\$17,048,728	9.0	\$0	\$17,048,728	\$0	\$0
(4) High Performance Transportation Enterprise	5370	High Performance Transportation Enterprise Operating Fund	\$5,600,000	0	\$0	\$0	\$5,600,000	\$0
Subtotal FY 2020-21 - (4) High Performance Transportation Enterprise			\$22,648,728	9.0	\$0	\$17,048,728	\$5,600,000	\$0
Long Bill Group Totals								
	5360	High Performance Transportation Enterprise Fund	\$17,048,728	9.0	\$0	\$17,048,728	\$0	\$0
	5370	High Performance Transportation Enterprise Operal	\$5,600,000	0	\$0	\$0	\$5,600,000	\$0
Total For:	04. (4) High Performance Transportation Enterprise, (A) High Performance Transportation Enterprise, (1)High Performance Transportation Enterprise		\$22,648,728	9.0	\$0	\$17,048,728	\$5,600,000	\$0
05. Southwest Chief and Front Range Pasenger Rail Com, (A) Southwest Chief and Front Range Pasenger Rail Com,								
(5) Southwest Chief and Front Range Pasenger Rail Com	29R0	Southwest Chief Rail Line Fund	\$100,000	2.0	\$0	\$100,000	\$0	\$0
Subtotal FY 2020-21 - (5) Southwest Chief and Front Range Pasenger Rail Com			\$100,000	2.0	\$0	\$100,000	\$0	\$0
Long Bill Group Totals								
	29R0	Southwest Chief Rail Line Fund	\$100,000	2.0	\$0	\$100,000	\$0	\$0
Total For:	05. Southwest Chief and Front Range Pasenger Rail Com, (A) Southwest Chief and Front Range Pasenger Rail Com,		\$100,000	2.0	\$0	\$100,000	\$0	\$0

FY 2020-21 Initial Appropriation - Department of Transportation

Schedule 4C

Long Bill Line Item	Fund	Fund Name	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
<i>*Data is rounded to the nearest dollar</i>								
06. Special Purpose, A. Special Purpose, (1) Special Purpose								
First Time Drunk Driving Offender Account	4380	First Time Drunk Driving Offender Account	\$1,500,000	0	\$0	\$1,500,000	\$0	\$0
Subtotal FY 2020-21 - First Time Drunk Driving Offender Account			\$1,500,000	0	\$0	\$1,500,000	\$0	\$0
Marijuana Impaired Driving Program	15RS	Marijuana Tax Cash Fund	\$450,000	0	\$0	\$450,000	\$0	\$0
Subtotal FY 2020-21 - Marijuana Impaired Driving Program			\$450,000	0	\$0	\$450,000	\$0	\$0
Transportation Services for Vulnerable Populations	1000	General Fund - Unrestricted	\$1,000,000	0	\$1,000,000	\$0	\$0	\$0
Subtotal FY 2020-21 - Transportation Services for Vulnerable Populations			\$1,000,000	0	\$1,000,000	\$0	\$0	\$0
Long Bill Group Totals								
	1000	General Fund - Unrestricted	\$1,000,000	0	\$1,000,000	\$0	\$0	\$0
	15RS	Marijuana Tax Cash Fund	\$450,000	0	\$0	\$450,000	\$0	\$0
	4380	First Time Drunk Driving Offender Account	\$1,500,000	0	\$0	\$1,500,000	\$0	\$0
Total For:	06. Special Purpose, A. Special Purpose, (1) Special Purpose		\$2,950,000	0	\$1,000,000	\$1,950,000	\$0	\$0
Cabinet Totals								
	1000	General Fund - Unrestricted	\$1,000,000	0	\$1,000,000	\$0	\$0	\$0
	15RS	Marijuana Tax Cash Fund	\$450,000	0	\$0	\$450,000	\$0	\$0
	1600	Aviation Fund	\$154,151	0	\$0	\$154,151	\$0	\$0
	29R0	Southwest Chief Rail Line Fund	\$100,000	2.0	\$0	\$100,000	\$0	\$0
	4000	State Highway Fund	\$1,835,731,245	3314.0	\$0	\$1,206,153,564	\$0	\$629,577,681
	4030	Law Enforcement Assistance Fund	\$120,000	0	\$0	\$120,000	\$0	\$0
	4380	First Time Drunk Driving Offender Account	\$1,500,000	0	\$0	\$1,500,000	\$0	\$0
	5360	High Performance Transportation Enterprise Fund	\$17,048,728	9.0	\$0	\$17,048,728	\$0	\$0
	5370	High Performance Transportation Enterprise Operating Fund	\$5,600,000	0	\$0	\$0	\$5,600,000	\$0
	5380	Statewide Bridge Enterprise Special Revenue Fund	\$120,910,162	2.0	\$0	\$120,910,162	\$0	\$0
	6060	Highway Fund	\$1,478,096	0	\$0	\$0	\$1,478,096	\$0
	7150	State Infrastructure Bank	\$400,000	0	\$0	\$400,000	\$0	\$0
Total FY 2020-21 - Department of Transportation			\$1,984,492,382	3327.0	\$1,000,000	\$1,346,836,605	\$7,078,096	\$629,577,681

Schedule 4D

Long Bill Line Item	Fund	Fund Name	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
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*Data is rounded to the nearest dollar

01. Administration, (A) Administration,

Administration	4000	State Highway Fund	\$37,189,479	158.0	\$0	\$37,189,776	(\$297)	\$0
Administration	6060	Highway Fund	\$63,187	0	\$0	\$0	\$63,187	\$0
Subtotal FY 2021-22 - Administration			\$37,252,666	158.0	\$0	\$37,189,776	\$62,890	\$0

Statewide Training	4000	State Highway Fund	\$2,535	0	\$0	\$2,535	\$0	\$0
Subtotal FY 2021-22 - Statewide Training			\$2,535	0	\$0	\$2,535	\$0	\$0

Long Bill Group Totals

	4000	State Highway Fund	\$37,192,014	158.0	\$0	\$37,192,311	(\$297)	\$0
	6060	Highway Fund	\$63,187	0	\$0	\$0	\$63,187	\$0
Total For: 01. Administration, (A) Administration,			\$37,255,201	158.0	\$0	\$37,192,311	\$62,890	\$0

02. Construction, Maintenance, and Operations, (A) Construction, Maintenance, and Operations,

Construction Maintenance, And Operations	1600	Aviation Fund	\$154,151	0	\$0	\$154,151	\$0	\$0
Construction Maintenance, And Operations	4000	State Highway Fund	\$1,715,792,308	3156.0	\$0	\$1,073,588,648	\$297	\$642,203,363
Construction Maintenance, And Operations	4030	Law Enforcement Assistance Fund	\$120,000	0	\$0	\$120,000	\$0	\$0
Construction Maintenance, And Operations	6060	Highway Fund	\$1,414,909	0	\$0	\$0	\$1,414,909	\$0
Construction Maintenance, And Operations	7150	State Infrastructure Bank	\$400,000	0	\$0	\$400,000	\$0	\$0
Subtotal FY 2021-22 - Construction Maintenance, And Operations			\$1,717,881,368	3156.0	\$0	\$1,074,262,799	\$1,415,206	\$642,203,363

Statewide Training	4000	State Highway Fund	\$48,159	0	\$0	\$48,159	\$0	\$0
Subtotal FY 2021-22 - Statewide Training			\$48,159	0	\$0	\$48,159	\$0	\$0

Schedule 4D

Long Bill Line Item	Fund	Fund Name	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
<i>*Data is rounded to the nearest dollar</i>								
Long Bill Group Totals								
	1600	Aviation Fund	\$154,151	0	\$0	\$154,151	\$0	\$0
	4000	State Highway Fund	\$1,715,840,467	3156.0	\$0	\$1,073,636,807	\$297	\$642,203,363
	4030	Law Enforcement Assistance Fund	\$120,000	0	\$0	\$120,000	\$0	\$0
	6060	Highway Fund	\$1,414,909	0	\$0	\$0	\$1,414,909	\$0
	7150	State Infrastructure Bank	\$400,000	0	\$0	\$400,000	\$0	\$0
Total For:	02. Construction, Maintenance, and Operations, (A) Construction, Maintenance, and Operations,		\$1,717,929,527	3156.0	\$0	\$1,074,310,958	\$1,415,206	\$642,203,363

(3) Statewide Bridge Enterprise, (A) Statewide Bridge Enterprise,

Statewide Bridge Enterprise	5360	High Performance Transportation Enterprise Fund	\$17,048,728	9.0	\$0	\$17,048,728	\$0	\$0
Statewide Bridge Enterprise	5370	High Performance Transportation Enterprise Operating Fund	\$5,600,000	0	\$0	\$0	\$5,600,000	\$0
Statewide Bridge Enterprise	5380	Statewide Bridge Enterprise Special Revenue Fund	\$4,504,279	0	\$0	\$4,504,279	\$0	\$0
Subtotal FY 2021-22 - Statewide Bridge Enterprise			\$27,153,007	9.0	\$0	\$21,553,007	\$5,600,000	\$0

Long Bill Group Totals

	5360	High Performance Transportation Enterprise Fund	\$17,048,728	9.0	\$0	\$17,048,728	\$0	\$0
	5370	High Performance Transportation Enterprise Operating Fund	\$5,600,000	0	\$0	\$0	\$5,600,000	\$0
	5380	Statewide Bridge Enterprise Special Revenue Fund	\$4,504,279	0	\$0	\$4,504,279	\$0	\$0
Total For:	(3) Statewide Bridge Enterprise, (A) Statewide Bridge Enterprise,		\$27,153,007	9.0	\$0	\$21,553,007	\$5,600,000	\$0

04. (4) High Performance Transportation Enterprise, (A) High Performance Transportation Enterprise, (1)High Performance Transportation Enterprise

(4) High Performance Transportation Enterprise	5360	High Performance Transportation Enterprise Fund	\$164,689	0	\$0	\$164,689	\$0	\$0
(4) High Performance Transportation Enterprise	5370	High Performance Transportation Enterprise Operating Fund	\$32,300	0	\$0	\$0	\$32,300	\$0
(4) High Performance Transportation Enterprise	5380	Statewide Bridge Enterprise Special Revenue Fund	\$118,140,000	0	\$0	\$118,140,000	\$0	\$0
Subtotal FY 2021-22 - (4) High Performance Transportation Enterprise			\$118,336,989	0	\$0	\$118,304,689	\$32,300	\$0

Schedule 4D

Long Bill Line Item	Fund	Fund Name	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
<i>*Data is rounded to the nearest dollar</i>								
Long Bill Group Totals								
	5360	High Performance Transportation Enterprise Fund	\$164,689	0	\$0	\$164,689	\$0	\$0
	5370	High Performance Transportation Enterprise Opera	\$32,300	0	\$0	\$0	\$32,300	\$0
	5380	Statewide Bridge Enterprise Special Revenue Fund	\$118,140,000	0	\$0	\$118,140,000	\$0	\$0
	04. (4) High Performance Transportation Enterprise, (A) High Performance Transportation Enterprise, (1)High Performance Transportation Enterprise		\$118,336,989	0	\$0	\$118,304,689	\$32,300	\$0
05. Southwest Chief and Front Range Pasenger Rail Com, (A) Southwest Chief and Front Range Pasenger Rail Com,								
(5) Southwest Chief and Front Range Pasenger Rail Com	29R0	Southwest Chief Rail Line Fund	\$100,000	2.0	\$0	\$100,000	\$0	\$0
(5) Southwest Chief and Front Range Pasenger Rail Com	5380	Statewide Bridge Enterprise Special Revenue Fund	\$2,770,162	1.0	\$0	\$2,770,162	\$0	\$0
Subtotal FY 2021-22 - (5) Southwest Chief and Front Range Pasenger Rail Com			\$2,870,162	3.0	\$0	\$2,870,162	\$0	\$0
Long Bill Group Totals								
	29R0	Southwest Chief Rail Line Fund	\$100,000	2.0	\$0	\$100,000	\$0	\$0
	5380	Statewide Bridge Enterprise Special Revenue Fund	\$2,770,162	1.0	\$0	\$2,770,162	\$0	\$0
Total For: 05. Southwest Chief and Front Range Pasenger Rail Com, (A) Southwest Chief and Front Range Pasenger Rail Com,			\$2,870,162	3.0	\$0	\$2,870,162	\$0	\$0
06. Special Purpose, A. Special Purpose, (1) Special Purpose								
First Time Drunk Driving Offender Account	4380	First Time Drunk Driving Offender Account	\$600,000	0	\$0	\$600,000	\$0	\$0
Subtotal FY 2021-22 - First Time Drunk Driving Offender Account			\$600,000	0	\$0	\$600,000	\$0	\$0
Marijuana Impaired Driving Program	15RS	Marijuana Tax Cash Fund	\$950,000	0	\$0	\$950,000	\$0	\$0
Subtotal FY 2021-22 - Marijuana Impaired Driving Program			\$950,000	0	\$0	\$950,000	\$0	\$0
Transportation Services for Vulnerable Populations	1000	General Fund - Unrestricted	\$0	0	\$0	\$0	\$0	\$0
Subtotal FY 2021-22 - Transportation Services for Vulnerable Populations			\$0	0	\$0	\$0	\$0	\$0

Schedule 4D

Long Bill Line Item	Fund	Fund Name	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
<i>*Data is rounded to the nearest dollar</i>								
Long Bill Group Totals								
	1000	General Fund - Unrestricted	\$0	0	\$0	\$0	\$0	\$0
	15RS	Marijuana Tax Cash Fund	\$950,000	0	\$0	\$950,000	\$0	\$0
	4380	First Time Drunk Driving Offender Account	\$600,000	0	\$0	\$600,000	\$0	\$0
Total For:	06. Special Purpose, A. Special Purpose, (1) Special Purpose		\$1,550,000	0	\$0	\$1,550,000	\$0	\$0
Cabinet Totals								
	1000	General Fund - Unrestricted	\$0	0	\$0	\$0	\$0	\$0
	15RS	Marijuana Tax Cash Fund	\$950,000	0	\$0	\$950,000	\$0	\$0
	1600	Aviation Fund	\$154,151	0	\$0	\$154,151	\$0	\$0
	29R0	Southwest Chief Rail Line Fund	\$100,000	2.0	\$0	\$100,000	\$0	\$0
	4000	State Highway Fund	\$1,753,032,481	3314.0	\$0	\$1,110,829,118	\$0	\$642,203,363
	4030	Law Enforcement Assistance Fund	\$120,000	0	\$0	\$120,000	\$0	\$0
	4380	First Time Drunk Driving Offender Account	\$600,000	0	\$0	\$600,000	\$0	\$0
	5360	High Performance Transportation Enterprise Fund	\$17,213,417	9.0	\$0	\$17,213,417	\$0	\$0
	5370	High Performance Transportation Enterprise Operating Fund	\$5,632,300	0	\$0	\$0	\$5,632,300	\$0
	5380	Statewide Bridge Enterprise Special Revenue Fund	\$125,414,441	1.0	\$0	\$125,414,441	\$0	\$0
	6060	Highway Fund	\$1,478,096	0	\$0	\$0	\$1,478,096	\$0
	7150	State Infrastructure Bank	\$400,000	0	\$0	\$400,000	\$0	\$0
Total FY 2021-22 - Department of Transportation			\$1,905,094,886	3326.0	\$0	\$1,255,781,127	\$7,110,396	\$642,203,363

**DEPARTMENT OF TRANSPORTATION
Administration**

**FY 2021-22
Position and Object Code Detail**

Administration - Line Item		FY 2018-19 Actuals		FY 2019-20 Estimate		FY 2020-21 Appropriation		FY 2021-22 Request	
Personal Services									
Position Code	Position Type	Expenditures	FTE	Expenditures	FTE	Expenditures	FTE	Expenditures	FTE
D6D1XX	STRUCTURAL TRADES I TOTAL	6,730	0.2	35,283	0.9				
D6D2XX	STRUCTURAL TRADES II TOTALS	44,132	0.9	11,404	0.3				
D6D3XX	STRUCTURAL TRADES III	4,450	0.1	39,994	0.8				
D6E1XX	UTILITY PLANT OP I TOTAL	262,682	4.4	222,746	7.6				
D7D2XX	TRANSPORTATION MAINTENANCE II	1,610	0.1	0	0.0				
D8B1TX	CUSTODIAN I TOTAL	20,100	0.7	1,421	0.1				
D8D1XX	GENERAL LABOR I TOTAL	80,115	2.3	79,877	2.3				
D9D1XX	LTC OPERATIONS I TOTAL	77,388	1.0	79,704	1.0				
G2D4XX	DATA SPECIALIST	0	0.0	37,841	0.9				
G3A2TX	ADMINISTRATIVE ASSISTANT I TOTAL	6,176	0.2	39,598	1.2				
G3A3XX	ADMINISTRATIVE ASSISTANT II TOTAL	163,321	4.0	81,541	2.1				
G3A4XX	ADMINISTRATIVE III TOTAL	86,959	1.9	93,216	2.0				
H1A3XX	PROGRAM MANAGEMENT II	387,408	4.0	220,371	2.3				
H1A4XX	PROGRAM MANAGEMENT III	0	0.0	177,890	1.7				
H1B3XX	ADMINISTRATOR III	46,438	0.9	39,002	0.7				
H1B4XX	ADMINISTRATOR IV	443,076	6.1	418,841	5.7				
H1B5XX	ADMINISTRATOR V	61,659	0.8	64,924	0.8				
H1C2XX	ANALYST II	58,740	1.0	60,504	1.0				
H1C3XX	ANALYST III	40,544	0.6	0	0.0				
H1C4XX	ANALYST IV	26,015	0.3	0	0.0				
H1C6XX	ANALYST VI	124,044	1.0	172,930	1.5				
H1H2XX	CONTRACT ADMINISTRATOR II	4,161	0.1	0	0.0				
H1H3XX	CONTRACT ADMINISTRATOR III	58,287	1.1	113,556	2.0				
H1H4XX	CONTRACT ADMINISTRATOR IV	70,311	1.0	0	0.0				
H1H5XX	CONTRACT ADMINISTRATOR V	46,865	0.6	0	0.0				
H1K2XX	PROJECT MANAGER I	84,732	1.0	54,005	0.7				
H1L3XX	PURCHASING AGENT III	90,177	1.6	11,720	0.2				
H1L4XX	PURCHASING AGENT IV	359,588	5.0	522,773	7.6				
H1L5XX	PURCHASING AGENT V	91,140	1.0	16,108	0.2				
H1L6XX	PURCHASING AGENT VI	0	0.0	77,281	0.8				
H1Q3XX	LIAISON III	66,552	1.0	68,544	1.0				
H1R4XX	POLICY ADVISOR IV	69,840	1.0	45,192	0.6				
H3U3XX	ARTS PROFESSIONAL I	98,388	2.0	8,445	0.2				
H3U6XX	ARTS PROFESSIONAL IV TOTAL	48,780	0.7	43,587	0.7				
H4G1XX	HUMAN RESOURCES SPECIALIST I	27,735	0.7	0	0.0				
H4G3XX	HUMAN RESOURCES SPEC III	264,203	4.5	102,965	1.8				
H4G4XX	HUMAN RESOURCES SPEC IV	444,125	6.1	541,649	7.3				
H4G5XX	HUMAN RESOURCES SPEC V	178,656	2.0	106,406	1.2				
H4G6XX	HUMAN RESOURCES SPECIALIST VI	0	0.0	51,476	0.6				
H4I4XX	TRAINING SPECIALIST IV	217,582	3.1	210,258	2.9				
H4I5XX	TRAINING SPECIALIST V	88,992	1.0	91,832	1.0				

DEPARTMENT OF TRANSPORTATION
Administration

FY 2021-22
Position and Object Code Detail

Administration - Line Item		FY 2018-19 Actuals		FY 2019-20 Estimate		FY 2020-21 Appropriation		FY 2021-22 Request	
H4K2XX	MARKETING & COMMUNICATIONS SPECIALIST II	22,722	0.5	32,465	0.7				
H4K3XX	MKTG & COMM SPEC III	62,676	1.0	62,695	1.0				
H4K5XX	MARKETING & COMMUNICATIONS SPECIALIST V	149,202	1.7	114,349	1.3				
H4M2TX	TECHNICIAN II TOTAL	10,349	0.3	0	0.0				
H4M3XX	TECHNICIAN III TOTAL	290,947	5.2	231,215	4.5				
H4M4XX	TECHNICIAN IV TOTAL	30,798	0.5	99,372	1.9				
H4M5XX	TECHNICIAN V TOTAL	42,657	0.6	101,715	1.5				
H4R1XX	PROGRAM ASSISTANT I TOTAL	295,760	5.6	240,151	4.6				
H4R2XX	PROGRAM ASSISTANT II TOTAL	483,573	8.0	623,225	10.1				
H6G8XX	MANAGEMENT TOTAL	770,088	6.3	629,136	5.0				
H8A1XX	ACCOUNTANT I TOTAL	49,092	1.0	90,635	1.8				
H8A2XX	ACCOUNTANT II TOTAL	256,768	4.3	246,840	4.0				
H8A3XX	ACCOUNTANT III TOTAL	277,176	3.5	269,248	3.3				
H8A4XX	ACCOUNTANT IV TOTAL	88,453	1.0	97,564	1.0				
H8B3XX	ACCOUNTING TECHNICIAN III TOTAL	112,825	2.4	72,425	1.6				
H8C2XX	CONTROLLER II TOTAL	101,892	1.0	85,020	0.8				
H8C3XX	CONTROLLER III TOTAL	116,244	1.0	105,329	1.0				
H8D1IX	AUDIT INTERN TOTAL	106,184	2.4	15,061	0.3				
H8D2TX	AUDITOR I TOTAL	17,977	0.3	105,403	2.0				
H8D3XX	AUDITOR II	0	0.0	24,102	0.4				
H8D4XX	AUDITOR III TOTAL	159,888	2.0	164,688	2.0				
H8D5XX	AUDITOR IV TOTAL	157,716	1.7	97,008	1.0				
H8D6XX	AUDITOR V TOTAL	111,300	1.0	69,075	0.6				
H8E1XX	BUDGET ANALYST I	40,652	0.7	61,800	1.0				
H8E3XX	BUDGET & POLICY ANALYST III TOTAL	282,951	3.8	438,837	5.6				
H8E4XX	BUDGET & POLICY ANALYST IV TOTAL	151,795	1.6	218,984	2.3				
H8E5XX	BUDGET & POLICY ANALYST V TOTAL	74,775	0.6	121,032	1.0				
I2C5*A	PROFESSIONAL ENGINEER II	106,968	1.0	105,936	1.0				
I5E3XX	ELECTRONICS SPECIALIST II	0	0.0	52,790	0.8				
P1A1XX	TEMPORARY AIDE	0	0.0	4,706	0.2				
166000	EXECUTIVE DIRECTOR TOTAL	170,753	1.0	175,104	1.0				
160CFO	CHIEF FINANCIAL OFFICER	137,764	1.0	148,776	1.0				
160DDH	DEPUTY DEPARTMENT HEAD	59,675	0.4	140,126	0.9				
160DEA	EXECUTIVE ASSISTANT	5,380	0.1	52,601	0.9				
160DLL	LEGISLATIVE LIAISON	88,784	1.0	91,320	1.0				
160HRD	HUMAN RESOURCES DIRECTOR	95,329	0.7	138,012	1.0				
160PIO	PUBLIC INFORMATION OFFICER	129,588	0.9	138,432	1.0				
160SES	SENIOR EXECUTIVE SERVICE	1,085,327	7.7	1,308,413	8.9				
Total Full and Part-time Employee Expenditures		\$10,395,729	135.8	\$10,716,473	139.8				

DEPARTMENT OF TRANSPORTATION
Administration

FY 2021-22
Position and Object Code Detail

Administration - Line Item		FY 2018-19 Actuals		FY 2019-20 Estimate		FY 2020-21 Appropriation		FY 2021-22 Request	
PERA Contributions (including AED, SAED)		\$2,056,346		\$4,819,492					
Medicare		\$148,515		\$154,517					
Overtime Wages		\$13,035		\$21,952					
Shift Differential Wages		\$6,311		\$9,741					
State Temporary Employees		\$217,071		\$154,084					
Sick and Annual Leave Payouts		\$84,706		\$780,044					
Contract Services		\$2,016,714		\$1,743,130					
Furlough Wages		\$0		\$0					
Short Term Disability		\$15,184		\$15,821					
Health, Life And Dental Insurance Premiums		\$1,292,773		\$1,380,486					
Other		\$28,949		\$14,255					
Total Temporary, Contract, and Other Expenditures		\$5,879,603		\$9,093,523					
POTS Expenditures (excluding Salary Survey and Performance-based Pay already included above)		\$0							
Roll Forwards		\$0							
Total Personal Services Expenditures for Line Item - ADMINISTRATION		\$16,275,333	135.8	\$19,809,996	139.8				
Operating Expenses									
2110	WATER/SEWER		\$200,797		\$353,502				
2150	LAUNDRY SERVICE		\$0		\$0				
2160	CUSTODIAL SERVICES PURCHASED		\$5,439		\$2,258				
2170	HAZARD MATERIALS FEE				\$0				
2180	GROUNDS MAINTENANCE SERVICES		\$12,722		\$1,113				
2210	OTHER MAINTENANCE SERVICES		\$40,712		\$46,095				
2220	BUILDING MAINTENANCE REPAIRS & ALTERS		\$44,903		\$182,299				
2230	EQUIPMENT MAINTENANCE & REPAIR - NONVEHICLE		\$47,546		\$25,052				
2231	IT EQUIPMENT MAINTENANCE		\$7,593,859		\$8,648,295				
2232	SOFTWARE MAINTENANCE/UPGRADE		\$0		\$0				
2240	SERVICE & REPAIR LABOR - INHOUSE		\$12		\$0				
2250	EQUIPMENT DEPRECIATION		\$0		\$0				
2251	MOTOR POOL VEHICLE - SURCHARGE		\$45,573		\$2,069				
2252	STATE FLEET VEHICLES		\$22,395		\$1,106				
2253	RENT OF EQUIPMENT - NOT STATE OWNED		\$86,336		\$22,892				
2254	RENT OF ROAD EQUIPMENT - NOT STATE OWNED		\$0		\$0				
2255	RENT OF BUILDINGS/GROUNDS		\$6,692		\$5,620				
2259	PARKING FEE REIMBURSEMENT		\$2,372		\$1,153				
2263	OTHER RENTAL		\$0		\$0				
2311	CONSTRUCTION CONTRACT PAYMENT		\$982		\$15,016				
2312	CONSTRUCTION PROFESSIONAL SERVICES (& ERP/PBF)		\$0		\$1,919				
2510	IN STATE TRAVEL		\$89,789		\$65,041				
2511	IN STATE TRAVEL - AIRFARE		\$10,692		\$7,872				
2512	IN STATE PER DIEM		\$25,877		\$11,346				
2513	IN STATE TRAVEL - PRIVATE VEHICLE		\$4,238		\$2,311				

DEPARTMENT OF TRANSPORTATION
Administration

FY 2021-22
Position and Object Code Detail

Administration - Line Item		FY 2018-19 Actuals	FY 2019-20 Estimate	FY 2020-21 Appropriation	FY 2021-22 Request
2514	AIRCRAFT POOL USAGE	\$0	\$0		
2520	IN STATE TRAVEL - NON EMPLOYEE	\$4,042	\$711		
2521	IN STATE NON-EMPLOYEE AIRFARE	\$0	\$0		
2522	IN STATE NON/EMPL PER DIEM	\$2,931	\$1,706		
2523	IN STATE NON/EMPL - PRIVATE VEHICLE	\$15,929	\$9,411		
2530	OUT OF STATE TRAVEL	\$39,135	\$12,601		
2531	OUT OF STATE TRAVEL - AIRFARE	\$34,317	\$8,727		
2532	OUT OF STATE PER DIEM	\$8,681	\$3,320		
2533	OUT OF STATE TRAVEL - PRIVATE VEHICLE	\$538	\$330		
2540	NON EMPLOYEE OUT-OF-STATE HOTEL EXPENSES	\$0	\$0		
2541	REIMBURSEMENT OF EXPENDITURES - TRAVEL	\$0	\$0		
2542	OUT OF STATE PER DIEM - NON EMPLOYEE	\$0	\$0		
2550	OUT OF COUNTRY TRAVEL	\$0	\$0		
2551	OUT OF COUNTRY COMMON CARRIER FARES	\$0	\$0		
2610	ADVERTISING N	\$0	\$1,965		
2611	PUBLIC RELATION N	\$0	\$0		
2630	COMM SVCS FRM DOIT N	\$114,360	\$223,732		
2631	COMM SVC OUTSIDE N	\$0	\$0		
2632	MNT PAYMENTS TO DPA	\$0	\$0		
2640	COMPUTER CNTR BILL N	\$0	\$0		
2641	OTHER AUTOMATED DATA PROCESSING BILLINGS	\$958	\$0		
2650	OIT PURCH SVCS N (was Object 2950)	\$2,727,189	\$0		
2680	COPY PRINT N & FORM REPRO N	\$116,735	\$81,064		
2660	INSURANCE FOR OTHER THAN EMPLOYEE BENEFITS	\$100	\$100		
2681	PHOTOCOPY REIMBURSEMENTS	\$0	\$45		
2690	LEGAL SERVICES	\$1,014,654	\$1,007,131		
2710	PHYSICAL EXAMS	\$35	\$0		
2810	FREIGHT & EXPRESS & STORAGE	\$3,762	\$4,890		
2820	OTHER PURCHASE OF SERVICES	\$218,340	\$308,112		
2830	OFFSITE REMOVAL AND STORAGE	\$0	\$0		
2831	PURCHASE OF STORAGE SERVICES	\$0	\$0		
2910	ADVERTISING	\$0	\$0		
2911	PUBLIC RELATIONS	\$0	\$0		
2930	TELEPHONE	\$0	\$0		
2931	CELLULAR TELEPHONE	\$0	\$0		
2940	CENTRAL ADP CHARGES	\$0	\$0		
2950	PURCHASE OF SERVICES FROM OIT - (now Obj 2650)	\$0	\$0		
2941	DATA PROCESSING SERVICES	\$0	\$0		
2960	GENERAL INSURANCE	\$0	\$0		
2980	MANUALS - SPECS. (REPRODUCTION COSTS)	\$0	\$0		
3110	SUPPLIES-Other Than Office & CREDIT CARD	\$107,564	\$138,652		
3112	PARTS & ACCESSORIES	\$1,486	\$2,752		
3113	CLOTHING/UNIFORM ALLOWANCE	\$0	\$0		

DEPARTMENT OF TRANSPORTATION
Administration

FY 2021-22
Position and Object Code Detail

Administration - Line Item		FY 2018-19 Actuals	FY 2019-20 Estimate	FY 2020-21 Appropriation	FY 2021-22 Request
3114	CUSTODIAL & LAUNDRY SUPPLIES	\$0	\$0		
3115	DATA PROCESSING SUPPLIES	\$0	\$0		
3116	PURCHASED SOFTWARE	\$0	\$0		
3117	EDUCATION & TRAINING SUPPLIES	\$0	\$0		
3119	LABORATORY & RESEARCH SUPPLIES	\$0	\$0		
3120	NEWSPAPERS & PUBLICATION PURCHASES	\$0	\$390		
3121	OFFICE SUPPLIES	\$84,542	\$52,107		
3122	PHOTOGRAPHS & PHOTO SUPPLIES	\$0	\$0		
3123	POSTAGE	\$21,030	\$20,640		
3124	PRINTING & COPY SUPPLIES	\$0	\$0		
3126	REPAIR/MTNC-SUPPLY N	\$35,572	\$36,495		
3127	INVENTORY ADJUSTMENTS or LANDSCAPE	\$7,903	\$5,903		
3128	EXPENDABLE EQUIPMENT PURCHASES	\$6,259	\$32,799		
3130	NON-MEDICAL LABORATORY SUPPLIES	\$0	\$0		
3132	NONCAP OFFICE FUNRN/OFFICE SYST	\$43,021	\$23,402		
3140	NONCAPITALIZED IT EQUIPMENT	\$144,143	\$364,700		
3141	NONCAPITALIZED IT SERVICES	\$0	\$0		
3143	OTHER NONCAPITALIZED IT EXPENSES	\$0	\$0		
3920	PROPANE FOR BUILDING HEAT	\$0	\$0		
3930	COAL	\$0	\$0		
3940	LIGHT & POWER	\$254,533	\$163,661		
3950	DIESEL FUEL	\$241	\$478		
3960	OIL - HEATING	\$0	\$0		
3970	NATURAL GAS	\$3,902	\$17,903		
4100	OTHER OPERATING EXPENSES	\$0	\$0		
4110	COURT COSTS, JUDGEMENTS, ETC.	\$0	\$0		
4117	REPORTABLE CLAIMS AGAINST THE STATE	\$0	\$0		
4119	CLAIMANT ATTORNEY FEES	\$0	\$0		
4130	DEPRECIATION OTHER EQUIPMENT - ISF	\$0	\$0		
4140	MEMBERSHIP/DUES	\$1,404	\$4,355		
4150	INTEREST	\$866	\$41		
4151	INTEREST - LATE PAYMENTS	\$329	\$711		
4170	MISC FEES/LICENSES	\$1,858	\$2,560		
4180	OFFICIAL FUNCTIONS	\$92,496	\$78,623		
4220	TUITION/REGISTRATION FEES	\$13,487	\$2,971		
4221	EDUCATION	\$3,551	\$643		
4240	PERSONNEL MOVING	\$0	\$0		
5771	GRANTS IN AID - STATE AGENCIES	\$0	\$0		
5776	INTERAGENCY (Prop/Liability Ins.+ WC Ins.)	\$0	\$0		
6213	BUILDING IMPROVEMENTS	\$0	\$0		
6220	OFFICE FURNITURE & EQUIPMENT	\$0	\$0		
8110	INDIRECT COST COVERAGE (Statewide Indirects)	\$0	\$0		
700E	OPERATING TRANSFERS TO GOVERNOR'S OFFICE	\$0	\$0		

DEPARTMENT OF TRANSPORTATION		FY 2021-22			
Administration		Position and Object Code Detail			
Administration - Line Item		FY 2018-19 Actuals	FY 2019-20 Estimate	FY 2020-21 Appropriation	FY 2021-22 Request
5180	GRANTS - SPECIAL DISTRICTS	\$5,131	\$31,614		
5775	STATE GRANT/CONTRACT	\$6,080,598	\$5,970,830		
7200	TRANSFERS OUT FOR INDIRECT COSTS	\$100,179	\$0		
Total Operating Expenditures Denoted in Object Codes - ADMINISTRATION		\$19,552,739	\$18,011,037		

**DEPARTMENT OF TRANSPORTATION
Administration**

**FY 2021-22
Position and Object Code Detail**

Administration - Line Item	FY 2018-19 Actuals		FY 2019-20 Estimate		FY 2020-21 Appropriation		FY 2021-22 Request	
Total Expenditures for Line Item	\$35,828,072	135.8	37,821,033	139.8				
GF								
CF - SHF	\$35,828,072		37,820,775					
RF - ICF	\$0		258					
Total Spending Authority for Line Item	\$35,908,390	183.5	38,281,507	183.5				
GF								
CF - SHF	\$35,845,118		38,218,284					
RF - ICF	\$63,272		63,223					
Amount Under/(Over) Expended	\$80,318	47.7	460,474	43.7				
CF - SHF	\$17,046		397,509					
RF - ICF (Recaptures Revenues against Expenses - so appears underspent)	\$63,272		62,965					

FY 2021-22 Common Policy Summary - Department of Transportation

Schedule 8

		Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
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FY 2018-19

Salary Survey

01. Administration, (A) Administration	Personal Services	\$339,690	\$0	\$0	\$339,690	\$0	\$0
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Merit Pay

01. Administration, (A) Administration	Personal Services	\$0	\$0	\$0	\$0	\$0	\$0
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Health, Life and Dental (HLD)

01. Administration, (A) Administration	Personal Services	\$1,320,728	\$0	\$0	\$1,320,728	\$0	\$0
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Amortization Equalization Disbursement (AED)

01. Administration, (A) Administration	Personal Services	\$523,742	\$0	\$0	\$523,742	\$0	\$0
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Supplemental Amortization Equalization Disbursement (SAED)

01. Administration, (A) Administration	Personal Services	\$523,742	\$0	\$0	\$523,742	\$0	\$0
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Short-term Disability (STD)

01. Administration, (A) Administration	Personal Services	\$17,765	\$0	\$0	\$17,765	\$0	\$0
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Shift Differential

01. Administration, (A) Administration	Personal Services	\$27,275	\$0	\$0	\$27,275	\$0	\$0
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FY 2021-22 Common Policy Summary - Department of Transportation

Schedule 8

		Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
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FY 2019-20

Salary Survey

01. Administration, (A) Administration	Personal Services	\$347,649	\$0	\$0	\$347,649	\$0	\$0
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Merit Pay

01. Administration, (A) Administration	Personal Services	\$0	\$0	\$0	\$0	\$0	\$0
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Health, Life and Dental (HLD)

01. Administration, (A) Administration	Personal Services	\$1,344,811	\$0	\$0	\$1,344,811	\$0	\$0
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Amortization Equalization Disbursement (AED)

01. Administration, (A) Administration	Personal Services	\$533,729	\$0	\$0	\$533,729	\$0	\$0
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Supplemental Amortization Equalization Disbursement (SAED)

01. Administration, (A) Administration	Personal Services	\$533,729	\$0	\$0	\$533,729	\$0	\$0
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Short-term Disability (STD)

01. Administration, (A) Administration	Personal Services	\$18,123	\$0	\$0	\$18,123	\$0	\$0
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Shift Differential

01. Administration, (A) Administration	Personal Services	\$15,711	\$0	\$0	\$15,711	\$0	\$0
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FY 2021-22 Common Policy Summary - Department of Transportation

Schedule 8

	Total Funds	FTE	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
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FY 2020-21

Centrally Appropriated Personal Services Line Items

01. Executive Director's Office, (A) Department Administration,	Salary Survey	\$0	\$0	\$0	\$0	\$0	\$0
01. Executive Director's Office, (A) Department Administration,	Health, Life and Dental	\$1,458,525	\$0	\$0	\$1,458,525	\$0	\$0
01. Executive Director's Office, (A) Department Administration,	Amortization Equalization Disbursement	\$555,104	\$0	\$0	\$555,104	\$0	\$0
01. Executive Director's Office, (A) Department Administration,	Supplemental Amortization Equalization Disburs	\$555,104	\$0	\$0	\$555,104	\$0	\$0
01. Executive Director's Office, (A) Department Administration,	Short-term Disability	\$18,523	\$0	\$0	\$18,523	\$0	\$0
01. Executive Director's Office, (A) Department Administration,	Shift Differential	\$30,643	\$0	\$0	\$30,643	\$0	\$0

FY 2021-22

Centrally Appropriated Personal Services Line Items

01. Executive Director's Office, (A) Department Administration,	Salary Survey	\$0	\$0	\$0	\$0	\$0	\$0
01. Executive Director's Office, (A) Department Administration,	Health, Life and Dental	\$1,737,491	\$0	\$0	\$1,737,491	\$0	\$0
01. Executive Director's Office, (A) Department Administration,	Amortization Equalization Disbursement	\$606,080	\$0	\$0	\$606,080	\$0	\$0
01. Executive Director's Office, (A) Department Administration,	Supplemental Amortization Equalization Disburs	\$606,080	\$0	\$0	\$606,080	\$0	\$0
01. Executive Director's Office, (A) Department Administration,	Short-term Disability	\$18,923	\$0	\$0	\$18,923	\$0	\$0
01. Executive Director's Office, (A) Department Administration,	Shift Differential	\$22,118	\$0	\$0	\$22,118	\$0	\$0

**COLORADO DEPARTMENT OF TRANSPORTATION
FY 2020-21 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.

(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.

(3) 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.

(4) 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.

(5) Southwest Chief and Front Range Passenger Rail Commission

Line Item Name	Line Item Description	Statutory Citation
Southwest Chief and Front Range Passenger Rail Commission	An annual appropriation from the Southwest Chief Rail Line Economic Development, Rural Tourism, and Infrastructure Repair and Maintenance Fund to be used for administration and studies by the Commission to further the goal of rail service in Colorado.	Section 43-4-1001, C.R.S.

(6) Special Purpose, 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.

(6) Special Purpose, 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.

(6) Special Purpose, Transportation Services for Vulnerable Populations, Including Seniors

Line Item Name	Line Item Description	Statutory Citation
Transportation Services for Vulnerable Populations, Including Seniors	A one-time General Fund appropriation to supplement funding for transportation services for vulnerable populations.	HB 20-1360 Long Bill

FY 2021-22 Budget Request - Department of Transportation

Schedule 06

	Total Funds	FTE	General Fund	Cash Funds	Reappropriated	Federal
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2020-21 Special Bill Line Item Appropriations (Excludes Long Bill Appropriations)

Colorado Partnership For Quality Jobs And Services Act

01. Administration - (A) Administration	Administration	\$52,980	0	\$0	\$52,980	\$0	\$0
Subtotal -- Colorado Partnership For Quality Jobs And Services Act		\$52,980	0	\$0	\$52,980	\$0	\$0

FY 2021-22 Budget Request - Department of Transportation

Schedule 07

	Total Funds	FTE	General Fund	Cash Funds	Reappropriated	Federal
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2018-19 Regular Supplemental Bill Line Item Appropriations (Excludes Regular Special Bills and Long Bill Appropriations)

SB 19-125 Suppl Approp Dept Transportation

-	\$71,750,000	0	\$0	\$71,750,000	\$0	\$0
05. Southwest Chief and Front Range Pasenger Rail Com - (A) Southwest Chief and Front Range Pasenger Rail Com						
(5) Southwest Chief and Front Range Pasenger Rail Com	\$2,500,000	2.0	\$0	\$2,500,000	\$0	\$0
Subtotal -- SB 19-125 Suppl Approp Dept Transportation	\$74,250,000	2.0	\$0	\$74,250,000	\$0	\$0

Schedule 9: Cash Funds Reports
 Department of Transportation
 FY 2021-22 Budget Request
 Fund 29R0 - Southwest Chief Rail Line Fund
 Section 43-4-1002, C.R.S. (2020)

	Actual FY 2017-18	Actual FY 2018-19	Actual FY 2019-20	Appropriated FY 2020-21	Requested FY 2021-22
Year Beginning Fund Balance (A)	\$89,000	\$75,905	\$2,580,529	\$1,203,515	\$1,354,683
Changes in Cash Assets	-\$13,095	\$2,504,911	-\$1,226,132	\$0	\$0
Changes in Non-Cash Assets	\$0	\$0	\$0	\$0	\$0
Changes in Long-Term Assets	\$0	\$0	\$0	\$0	\$0
Changes in Total Liabilities	\$0	-\$286	-\$150,882	\$151,169	\$0
TOTAL CHANGES TO FUND BALANCE	-\$13,095	\$2,504,625	-\$1,377,015	\$151,169	\$0
Assets Total	\$75,905	\$2,580,815	\$1,354,683	\$1,354,683	\$1,354,683
Cash (B)	\$75,905	\$2,580,815	\$1,354,683	\$1,354,683	\$1,354,683
Other Assets (Detail as necessary)	\$0	\$0	\$0	\$0	\$0
Receivables	\$0	\$0	\$0	\$0	\$0
Liabilities Total	\$0	\$286	\$151,169	\$0	\$0
Cash Liabilities (C)	\$0	\$286	\$151,169	\$0	\$0
Long Term Liabilities	\$0	\$0	\$0	\$0	\$0
Ending Fund Balance (D)	\$75,905	\$2,580,529	\$1,203,515	\$1,354,683	\$1,354,683
Logical Test	TRUE	TRUE	TRUE	TRUE	TRUE
Net Cash Assets - (B-C)	\$75,905	\$2,580,529	\$1,203,515	\$1,354,683	\$1,354,683
Change from Prior Year Fund Balance (D-A)	-\$13,095	\$2,504,625	-\$1,377,015	\$151,169	\$0

Cash Flow Summary

Revenue Total	\$0	\$2,569,272	-\$81,764	\$0	\$0
Fees	\$0	\$2,513,115	-\$31,508	\$0	\$0
Interest		\$56,156	-\$50,256		
Donations					
Expenses Total					
Cash Expenditures	\$13,095	\$64,647	\$1,458,779	\$100,000	\$100,000
Change Requests (If Applicable)	\$13,095	\$64,647	\$1,458,779	\$100,000	\$100,000
Net Cash Flow	-\$13,095	\$2,504,625	-\$1,540,542	-\$100,000	-\$100,000

Schedule 9: Cash Funds Reports
 Department of Transportation
 FY 2021-22 Budget Request
 Fund 160 - State Aviation Fund
 Section 43-10-109, C.R.S. (2020)

	Actual FY 2017-18	Actual FY 2018-19	Actual FY 2019-20	Appropriated FY 2020-21	Requested FY 2021-22
Year Beginning Fund Balance (A)	-\$706,277	\$6,719,490	\$14,905,343	\$14,098,939	\$14,098,939
Changes in Cash Assets	\$7,943,897	\$7,257,650	-\$1,285,938	\$0	\$0
Changes in Receivables	\$345,794	\$578,627	-\$275,334	\$0	\$0
Changes in Total Liabilities	-\$863,924	\$349,576	\$754,869	\$0	\$0
TOTAL CHANGES TO FUND BALANCE	\$7,425,766	\$8,185,853	-\$806,404	\$0	\$0
Assets Total	\$8,822,691	\$16,658,968	\$15,097,695	\$15,097,695	\$15,097,695
Cash (B)	\$5,567,941	\$12,825,591	\$11,539,653	\$11,539,653	\$11,539,653
Other Assets(Detail as necessary)					
Receivables	\$3,254,750	\$3,833,376	\$3,558,042	\$3,558,042	\$3,558,042
Liabilities Total	\$2,103,202	\$1,753,625	\$998,756	\$998,756	\$998,756
Cash Liabilities (C)	\$2,103,202	\$1,753,625	\$998,756	\$998,756	\$998,756
Long Term Liabilities					
Ending Fund Balance (D)	\$6,719,490	\$14,905,343	\$14,098,939	\$14,098,939	\$14,098,939
Logical Test	TRUE	TRUE	TRUE	TRUE	TRUE
Net Cash Assets - (B-C)	\$3,464,740	\$11,071,966	\$10,540,897	\$10,540,897	\$10,540,897
Change from Prior Year Fund Balance (D-A)	\$7,425,766	\$8,185,853	-\$806,404	\$0	\$0

Cash Flow Summary

Revenue Total	\$29,104,436	\$34,030,724	\$26,620,907	\$26,620,907	\$26,620,907
Fees	\$29,089,006	\$33,848,459	\$26,346,304	\$26,346,304	\$26,346,304
Interest	\$15,430	\$182,265	\$274,603	\$274,603	\$274,603
Federal Receipts					
Expenses Total	\$21,678,669	\$25,844,871	\$27,427,311	\$27,427,311	\$27,427,311
Cash Expenditures	\$21,678,669	\$25,844,871	\$27,427,311	\$27,427,311	\$27,427,311
Change Requests (If Applicable)					
Net Cash Flow	\$7,425,766	\$8,185,853	-\$806,404	-\$806,404	-\$806,404

Schedule 9: Cash Funds Reports
 Department of Transportation
 FY 2021-22 Budget Request
 Fund 400 - State Highway Fund
 Section 43-1-219, C.R.S. (2020)

	Actual FY 2017-18	Actual FY 2018-19	Actual FY 2019-20	Appropriated FY 2020-21	Requested FY 2021-22
Year Beginning Fund Balance (A)	\$850,070,745	\$807,036,756	\$875,758,323	\$815,384,856	\$815,384,856
Changes in Cash Assets	\$45,691,618	\$265,977,073	-\$69,874,178	\$0	\$0
Changes in Non-Cash Assets	-\$62,583,430	-\$179,714,995	\$14,653,040	\$0	\$0
Changes in Long-Term Assets	\$0	\$0	\$0	\$0	\$0
Changes in Total Liabilities	-\$26,142,177	-\$17,540,511	-\$5,152,330	\$0	\$0
TOTAL CHANGES TO FUND BALANCE	-\$43,033,989	\$68,721,567	-\$60,373,467	\$0	\$0
Assets Total	\$1,045,776,729	\$1,132,038,808	\$1,076,817,670	\$1,076,817,670	\$1,076,817,670
Cash (B)	\$504,768,384	\$770,745,457	\$700,871,279	\$700,871,279	\$700,871,279
Other Assets(Detail as necessary)					
Receivables	\$541,008,345	\$361,293,351	\$375,946,391	\$375,946,391	\$375,946,391
Liabilities Total	\$238,739,973	\$256,280,485	\$261,432,814	\$261,432,814	\$261,432,814
Cash Liabilities (C)	\$238,739,973	\$256,280,485	\$261,432,814	\$261,432,814	\$261,432,814
Long Term Liabilities					
Ending Fund Balance (D)	\$807,036,756	\$875,758,323	\$815,384,856	\$815,384,856	\$815,384,856
Logical Test	TRUE	TRUE	TRUE	TRUE	TRUE
Net Cash Assets - (B-C)	\$266,028,411	\$514,464,972	\$439,438,465	\$439,438,465	\$439,438,465
Change from Prior Year Fund Balance (D-A)	-\$43,033,989	\$68,721,567	-\$60,373,467	\$0	\$0

Cash Flow Summary

Revenue Total	\$1,565,506,823	\$1,624,357,834	\$1,785,549,456	\$1,785,549,456	\$1,785,549,456
Fees	\$1,560,511,382	\$1,608,707,084	\$1,769,922,849	\$1,769,922,849	\$1,769,922,849
Interest	\$4,995,440	\$15,650,750	\$15,626,607	\$15,626,607	\$15,626,607
Donations					
Expenses Total	\$1,664,321,273	\$1,555,636,267	\$1,845,922,923	\$1,845,922,923	\$1,845,922,923
Cash Expenditures	\$1,664,321,273	\$1,555,636,267	\$1,845,922,923	\$1,845,922,923	\$1,845,922,923
Change Requests (if Applicable)					
Net Cash Flow	-\$98,814,451	\$68,721,567	-\$60,373,467	-\$60,373,467	-\$60,373,467

Schedule 9: Cash Funds Reports
 Department of Transportation
 FY 2021-22 Budget Request
 Fund 403 - Law Enforcement Assistance Fund (LEAF)
 Section 43-4-401, C.R.S. (2020)

	Actual FY 2017-18	Actual FY 2018-19	Actual FY 2019-20	Appropriated FY 2020-21	Requested FY 2021-22
Year Beginning Fund Balance (A)	-\$186,313	-\$55,987.06	\$323,560	\$716,863	\$0
Changes in Cash Assets	\$51,451	\$364,323	\$393,302	-\$716,863	\$0
Changes in Non-Cash Assets	\$0	\$0	\$0	\$0	\$0
Changes in Long-Term Assets	\$0	\$0	\$0	\$0	\$0
Changes in Total Liabilities	\$78,874	\$15,224	\$0	\$0	\$0
TOTAL CHANGES TO FUND BALANCE	\$130,325	\$379,547.52	\$393,302	-\$716,863	\$0
Assets Total	-\$40,763	\$323,560	\$716,863	\$0	\$0
Cash (B)	-\$40,763	\$323,560	\$716,863		
Other Assets (Detail as necessary)					
Receivables					
Liabilities Total	\$15,224	\$0	\$0	\$0	\$0
Cash Liabilities (C)	\$15,224	\$0	\$0	\$0	\$0
Long Term Liabilities					
Ending Fund Balance (D)	-\$55,987	\$323,560	\$716,863	\$0	\$0
Logical Test	TRUE	TRUE	TRUE	TRUE	TRUE
Net Cash Assets - (B-C)	-\$55,987	\$323,560	\$716,863	\$0	\$0
Change from Prior Year Fund Balance (D-A)	\$130,325	\$379,548	\$393,302	-\$716,863	\$0
Cash Flow Summary					
Revenue Total	\$1,699,184	\$1,667,153	\$1,842,388	\$0	\$0
Fees	\$1,699,184	\$1,664,936	\$1,832,290		
Interest	\$0	\$2,217	\$10,098		
Expenses Total	\$1,696,688	\$1,285,388	\$1,449,086	\$0	\$0
Cash Expenditures	\$1,696,688	\$1,285,388	\$1,449,086		
Change Requests (If Applicable)					
Net Cash Flow	\$2,497	\$381,765	\$393,302	\$0	\$0

Schedule 9: Cash Funds Reports
 Department of Transportation
 FY 2021-22 Budget Request
 Fund 438 - First Time Drunk Driving Offenders Account
 Section 43-4-901, C.R.S. (2020)

	Actual FY 2017-18	Actual FY 2018-19	Actual FY 2019-20	Appropriated FY 2020-21	Requested FY 2021-22
Year Beginning Fund Balance (A)	\$3,017,107	\$3,265,129	\$2,657,138	\$1,716,199	\$1,205,026
Changes in Cash Assets	\$255,341	-\$544,031	-\$1,097,180	-\$600,000	-\$1,205,026
Changes in Non-Cash Assets	\$0	\$0	\$0	\$0	\$0
Changes in Long-Term Assets	\$0	\$0	\$0	\$0	\$0
Changes in Total Liabilities	-\$7,319	-\$63,960	\$156,241	\$88,827	\$0
TOTAL CHANGES TO FUND BALANCE	\$248,022	-\$607,991	-\$940,939	-\$511,173	-\$1,205,026
Assets Total	\$3,446,237	\$2,902,207	\$1,805,026	\$1,205,026	\$0
Cash (B)	\$3,446,237	\$2,902,207	\$1,805,026	\$1,205,026	\$0
Other Assets (Detail as necessary)					
Receivables	\$0	\$0	\$0	\$0	\$0
Liabilities Total	\$181,109	\$245,069	\$88,827	\$0	\$0
Cash Liabilities (C)	\$181,109	\$245,069	\$88,827	\$0	\$0
Long Term Liabilities					
Ending Fund Balance (D)	\$3,265,129	\$2,657,138	\$1,716,199	\$1,205,026	\$0
Logical Test	TRUE	TRUE	TRUE	TRUE	TRUE
Net Cash Assets - (B-C)	\$3,265,129	\$2,657,138	\$1,716,199	\$1,205,026	\$0
Change from Prior Year Fund Balance (D-A)	\$248,022	-\$607,991	-\$940,939	-\$511,173	-\$1,205,026

Cash Flow Summary

Revenue Total	\$1,500,000	\$1,500,000	\$200	\$0	\$0
Fees	\$1,500,000	\$1,500,000	\$200	\$0	\$0
Interest					
Expenses Total	\$1,251,978	\$1,363,157	\$941,139	\$600,000	\$0
Cash Expenditures	\$1,251,978	\$1,363,157	\$941,139	\$600,000	\$0
Change Requests (if Applicable)					
Net Cash Flow	\$248,022	\$136,843	-\$940,939	-\$600,000	\$0

Schedule 9: Cash Funds Reports
 Department of Transportation
 FY 2021-22 Budget Request
 Fund 536 - Statewide Transportation Enterprise Special Revenue Fund
 Section 43-4-806 (3) (a), C.R.S. (2020)

	Actual FY 2017-18	Actual FY 2018-19	Actual FY 2019-20	Appropriated FY 2020-21	Requested FY 2021-22
Year Beginning Fund Balance (A)	\$154,610,258	\$152,355,849	\$154,483,936	\$231,116,850	\$231,116,850
Changes in Cash Assets	-\$4,064,429	\$3,609,479	-\$665,354	\$0	\$0
Changes in Non-Cash Assets	-\$41,445	\$188,094	-\$265,726	\$0	\$0
Changes in Long-Term Assets	\$25,659,484	\$42,173,136	\$72,020,064	\$0	\$0
Changes in Total Liabilities	-\$23,808,019	-\$43,842,622	\$4,943,929	\$0	\$0
TOTAL CHANGES TO FUND BALANCE	-\$2,254,408	\$2,128,087	\$76,632,913	\$0	\$0
Assets Total	\$555,354,031	\$601,324,740	\$673,013,724	\$673,013,724	\$673,013,724
Cash (B)	\$26,716,495	\$30,325,973	\$29,660,620	\$29,660,620	\$29,660,620
Other Assets (Detail as necessary)					
Receivables	\$318,336	\$506,430	\$240,704	\$240,704	\$240,704
Infrastructure	\$528,319,201	\$570,492,337	\$643,112,400	\$643,112,400	\$643,112,400
Liabilities Total	\$402,998,182	\$446,840,803	\$441,896,874	\$441,896,874	\$441,896,874
Cash Liabilities (C)					
Long Term Liabilities	\$402,998,182	\$446,840,803	\$441,896,874	\$441,896,874	\$441,896,874
Ending Fund Balance (D)	\$152,355,849	\$154,483,936	\$231,116,850	\$231,116,850	\$231,116,850
Logical Test	TRUE	TRUE	TRUE	TRUE	TRUE
Net Cash Assets - (B-C)	\$26,716,495	\$30,325,973	\$29,660,620	\$29,660,620	\$29,660,620
Change from Prior Year Fund Balance (D-A)	-\$2,254,408	\$2,128,087	\$76,632,913	\$0	\$0

Cash Flow Summary

Revenue Total	\$15,902,655	\$17,760,695	\$94,376,637	\$94,376,637	\$94,376,637
Fees	\$14,420,661	\$16,270,710	\$93,430,922	\$93,430,922	\$93,430,922
Interest	\$1,481,994	\$1,489,986	\$945,715	\$945,715	\$945,715
Federal Receipts					
Project Contributions					
Expenses Total	\$18,117,792	\$15,632,608	\$17,743,724	\$17,743,724	\$17,743,724
Cash Expenditures	\$18,117,792	\$15,632,608	\$17,743,724	\$17,743,724	\$17,743,724
Change Requests (if Applicable)	\$0	\$0			
Net Cash Flow	-\$2,215,137	\$2,128,087	\$76,632,913	\$76,632,913	\$76,632,913

Schedule 9: Cash Funds Reports
 Department of Transportation
 FY 2021-22 Budget Request
 Fund 537 - Statewide Transportation Enterprise Operating Fund
 Section 43-4-806 (4), C.R.S. (2020)

	Actual FY 2017-18	Actual FY 2018-19	Actual FY 2019-20	Appropriated FY 2020-21	Requested FY 2021-22
Year Beginning Fund Balance (A)	-\$3,391,708	-\$2,015,184	-\$1,473,975	\$1,982,049	\$1,982,049
Changes in Cash Assets	\$1,082,006	\$1,091,875	\$132,294	\$0	\$0
Changes in Non-Cash Assets	\$1,938	-\$520	\$582,857	\$0	\$0
Changes in Long-Term Assets					
Changes in Total Liabilities	\$292,579	-\$550,145	\$2,740,873	\$0	\$0
TOTAL CHANGES TO FUND BALANCE	\$1,376,523	\$541,210	\$3,456,024	\$0	\$0
Assets Total	\$3,750,820	\$4,842,175	\$5,557,326	\$5,557,326	\$5,557,326
Cash (B)	\$3,748,882	\$4,840,757	\$4,973,051	\$4,973,051	\$4,973,051
Other Assets (Detail as necessary)					
Receivables	\$1,938	\$1,418	\$584,274	\$584,274	\$584,274
Liabilities Total	\$5,766,004	\$6,316,150	\$3,575,277	\$3,575,277	\$3,575,277
Cash Liabilities (C)	\$3,723,075	\$4,326,824	\$3,575,277	\$3,575,277	\$3,575,277
Long Term Liabilities	\$2,042,930	\$1,989,326	\$0	\$0	\$0
Ending Fund Balance (D)	-\$2,015,184	-\$1,473,975	\$1,982,049	\$1,982,049	\$1,982,049
Logical Test	TRUE	TRUE	TRUE	TRUE	TRUE
Net Cash Assets - (B-C)	\$25,807	\$513,933	\$1,397,774	\$1,397,774	\$1,397,774
Change from Prior Year Fund Balance (D-A)	\$1,376,523	\$541,210	\$3,456,024	\$0	\$0

Cash Flow Summary

Revenue Total	\$5,219,765	\$5,424,451	\$9,307,712	\$9,307,712	\$9,307,712
Fees	\$5,157,941	\$5,293,881	\$9,162,591	\$9,162,591	\$9,162,591
Interest	\$61,823	\$130,570	\$145,120	\$145,120	\$145,120
Expenses Total	\$3,773,077	\$4,883,241	\$5,851,688	\$5,851,688	\$5,851,688
Cash Expenditures	\$3,773,077	\$4,883,241	\$5,851,688	\$5,851,688	\$5,851,688
Change Requests (if Applicable)	\$0				
Net Cash Flow	\$1,446,688	\$541,210	\$3,456,024	\$3,456,024	\$3,456,024

Schedule 9: Cash Funds Reports
 Department of Transportation
 FY 2021-22 Budget Request
 Fund 538 - Bridge Special Fund
 Section 43-4-805 (3) (a), C.R.S. (2020)

	Actual FY 2017-18	Actual FY 2018-19	Actual FY 2019-20	Appropriated FY 2020-21	Requested FY 2021-22
Year Beginning Fund Balance (A)	\$743,640,037	\$871,269,693	\$1,000,138,870	\$1,127,744,607	\$1,127,744,607
Changes in Cash Assets	\$4,920,697	\$37,052,675	\$59,637,982	\$0	\$0
Changes in Non-Cash Assets	\$123,684,111	\$104,267,844	\$70,804,589	\$0	\$0
Changes in Receivables	-\$1,466,975	-\$796,852	\$948,658	\$0	\$0
Changes in Depreciation	-\$8,172,908	-\$9,284,227	-\$10,520,169	\$0	\$0
Changes in Total Liabilities	\$8,664,731	-\$2,370,264	\$6,734,677	\$0	\$0
TOTAL CHANGES TO FUND BALANCE	\$127,629,656	\$128,869,176	\$127,605,737	\$0	\$0
Assets Total	\$1,191,834,171	\$1,323,073,612	\$1,443,944,672	\$1,443,944,672	\$1,443,944,672
Cash (B)	\$211,740,987	\$248,793,662	\$308,431,644	\$308,431,644	\$308,431,644
Other Assets					
Infrastructure	\$999,801,877	\$1,104,069,721	\$1,174,874,310	\$1,174,874,310	\$1,174,874,310
Receivables	\$10,749,822	\$9,952,970	\$10,901,629	\$10,901,629	\$10,901,629
Depreciation - Bridges & Tunnels	-\$30,458,515	-\$39,742,742	-\$50,262,911	-\$50,262,911	-\$50,262,911
Liabilities Total	\$320,564,477	\$322,934,742	\$316,200,065	\$316,200,065	\$316,200,065
Cash Liabilities (C)	\$2,160,984	\$6,428,341	\$2,210,987	\$2,210,987	\$2,210,987
Long Term Liabilities	\$318,403,493	\$316,506,401	\$313,989,078	\$313,989,078	\$313,989,078
Ending Fund Balance (D)	\$871,269,693	\$1,000,138,870	\$1,127,744,607	\$1,127,744,607	\$1,127,744,607
Logical Test	TRUE	TRUE	TRUE	TRUE	TRUE
Net Cash Assets - (B-C)	\$209,580,003	\$242,365,321	\$306,220,657	\$306,220,657	\$306,220,657
Change from Prior Year Fund Balance (D-A)	\$127,629,656	\$128,869,176	\$127,605,737	\$0	\$0

Cash Flow Summary

Revenue Total	\$148,505,824	\$134,112,467	\$142,150,261	\$142,150,261	\$142,150,261
Fees	\$144,781,751	\$128,621,647	\$135,644,761	\$135,644,761	\$135,644,761
Interest	\$3,724,073	\$5,490,820	\$6,505,501	\$6,505,501	\$6,505,501
Federal					
Expenses Total	\$20,201,311	\$12,605,239	\$14,544,524	\$14,544,524	\$14,544,524
Cash Expenditures	\$20,201,311	\$12,605,239	\$14,544,524	\$14,544,524	\$14,544,524
Change Requests (if Applicable)					
Net Cash Flow	\$128,304,514	\$121,507,228	\$127,605,737	\$127,605,737	\$127,605,737

Schedule 9: Cash Funds Reports
 Department of Transportation
 FY 2021-22 Budget Request
 Fund 715 - Transportation Infrastructure Revolving Fund
 Section 43-1-113.5, C.R.S. (2020)

	Actual FY 2017-18	Actual FY 2018-19	Actual FY 2019-20	Appropriated FY 2020-21	Requested FY 2021-22
Year Beginning Fund Balance (A)	\$27,265,578	\$27,654,322	\$28,534,325	\$29,459,142	\$29,459,142
Changes in Cash Assets	-\$4,959,170	\$977,381	-\$5,083,226	\$0	\$0
Changes in Non-Cash Assets	\$5,347,914	-\$97,378	\$6,008,043	\$0	\$0
Changes in Long-Term Assets	\$0	\$0	\$0	\$0	\$0
Changes in Total Liabilities	\$0	\$0	\$0	\$0	\$0
TOTAL CHANGES TO FUND BALANCE	\$388,744	\$880,003	\$924,817	\$0	\$0
Assets Total	\$27,654,322	\$28,534,325	\$29,459,142	\$29,459,142	\$29,459,142
Cash (B)	\$12,499,926	\$13,477,307	\$8,394,081	\$8,394,081	\$8,394,081
Other Assets (Detail as necessary)					
Receivables	\$15,154,396	\$15,057,018	\$21,065,061	\$21,065,061	\$21,065,061
Liabilities Total	\$0	\$0	\$0	\$0	\$0
Cash Liabilities (C)	\$0	\$0	\$0	\$0	\$0
Long Term Liabilities					
Ending Fund Balance (D)	\$27,654,322	\$28,534,325	\$29,459,142	\$29,459,142	\$29,459,142
Logical Test	TRUE	TRUE	TRUE	TRUE	TRUE
Net Cash Assets - (B-C)	\$12,499,926	\$13,477,307	\$8,394,081	\$8,394,081	\$8,394,081
Change from Prior Year Fund Balance (D-A)	\$388,744	\$880,003	\$924,817	\$0	\$0

Cash Flow Summary

Revenue Total	\$388,744	\$880,003	\$924,817	\$924,817	\$924,817
Fees					
Interest	\$388,744	\$880,003	\$924,817	\$924,817	\$924,817
Expenses Total	\$0	\$0	\$0	\$0	\$0
Cash Expenditures	\$0	\$0	\$0	\$0	\$0
Change Requests (If Applicable)	\$0	\$0	\$0	\$0	\$0
Net Cash Flow	\$388,744	\$880,003	\$924,817	\$924,817	\$924,817

Schedule 9: Cash Funds Reports
 Department of Transportation
 FY 2021-22 Budget Request
 Fund MTF - Multimodal Transportation Options Fund
 Section 43-4-1103, C.R.S. (2020)

	Actual FY 2017-18	Actual FY 2018-19	Actual FY 2019-20	Appropriated FY 2020-21	Requested FY 2021-22
Year Beginning Fund Balance (A)	\$0	\$0	\$73,343,643	\$90,688,924	\$90,688,924
Changes in Cash Assets	\$0	\$73,343,643	\$17,345,281	\$0	\$0
Changes in Non-Cash Assets	\$0	\$0	\$0	\$0	\$0
Changes in Long-Term Assets	\$0	\$0	\$0	\$0	\$0
Changes in Total Liabilities	\$0	\$0	\$0	\$0	\$0
TOTAL CHANGES TO FUND BALANCE	\$0	\$73,343,643	\$17,345,281	\$0	\$0
Assets Total	\$0	\$73,343,643	\$90,688,924	\$90,688,924	\$90,688,924
Cash (B)		\$73,343,643	\$90,688,924	\$90,688,924	\$90,688,924
Other Assets (Detail as necessary)					
Receivables	\$0	\$0	\$0	\$0	\$0
Liabilities Total	\$0	\$0	\$0	\$0	\$0
Cash Liabilities (C)	\$0	\$0	\$0	\$0	\$0
Long Term Liabilities	\$0	\$0	\$0	\$0	\$0
Ending Fund Balance (D)	\$0	\$73,343,643	\$90,688,924	\$90,688,924	\$90,688,924
Logical Test	TRUE	TRUE	TRUE	TRUE	TRUE
Net Cash Assets - (B-C)	\$0	\$73,343,643	\$90,688,924	\$90,688,924	\$90,688,924
Change from Prior Year Fund Balance (D-A)	\$0	\$73,343,643	\$17,345,281	\$0	\$0

Cash Flow Summary

Revenue Total	\$0	\$75,843,643	\$27,349,173	\$0	\$0
Transfers in from General Fund Surplus	\$0	\$74,250,000	\$22,500,000	\$0	\$0
Interest		\$1,593,643	\$4,849,173	\$0	\$0
Expenses Total	\$0	\$2,500,000	\$10,003,892	\$0	\$0
Cash Expenditures		\$2,500,000	\$10,003,892	\$0	\$0
Change Requests (if Applicable)					
Net Cash Flow	\$0	\$73,343,643	\$17,345,281	\$0	\$0

FY 2021-22 Revenue Allocation Plan

Line	Budget Category / Program	Rollforward from FY20-21 Estimated	FY 2021-22 Proposed Allocation Plan	Total FY22 Program Budget Available including Changes (Proposed)	Directed By	Funding Source
* 1 COLORADO DEPARTMENT OF TRANSPORTATION						
2	Capital Construction		\$966.8 M	\$966.8 M		
3	Asset Management		\$330.6 M	\$330.6 M		
4	Surface Treatment		\$223.3 M	\$223.3 M	TC	FHWA / SH / SB 09-108
5	Structures		\$61.9 M	\$61.9 M	TC	FHWA / SH / SB 09-108
6	System Operations		\$28.8 M	\$28.8 M	TC	FHWA / SH
7	Geohazards Mitigation		\$10.1 M	\$10.1 M	TC	SB 09-108
8	Permanent Water Quality Mitigation		\$6.5 M	\$6.5 M	TC	FHWA / SH
9	Emergency Relief		\$0.0 M	\$0.0 M	FR	FHWA
10	Safety		\$115.3 M	\$115.3 M		
11	Highway Safety Improvement Program		\$33.1 M	\$33.1 M	FR	FHWA / SH
12	Railway-Highway Crossings Program		\$3.6 M	\$3.6 M	FR	FHWA / SH
13	Hot Spots		\$2.2 M	\$2.2 M	TC	FHWA / SH
14	FASTER Safety		\$69.2 M	\$69.2 M	TC	SB 09-108
15	ADA Compliance		\$7.2 M	\$7.2 M	TC	FHWA / SH
16	Mobility		\$520.9 M	\$520.9 M		
17	Regional Priority Program		\$48.4 M	\$48.4 M	TC	FHWA / SH
18	Strategic Projects		\$450.0 M	\$450.0 M	SL	SB 17-267 / SB 19-262
19	National Highway Freight Program		\$22.5 M	\$22.5 M	FR	FHWA / SH
20	Maintenance and Operations		\$345.6 M	\$345.6 M		
21	Asset Management		\$310.2 M	\$310.2 M		
22	Maintenance Program Areas		\$263.5 M	\$263.5 M		
23	Roadway Surface		\$40.4 M	\$40.4 M	TC	SH
24	Roadside Facilities		\$21.4 M	\$21.4 M	TC	SH
25	Roadside Appearance		\$9.8 M	\$9.8 M	TC	SH
26	Structure Maintenance		\$5.4 M	\$5.4 M	TC	SH
27	Tunnel Activities		\$4.0 M	\$4.0 M	TC	SH
28	Snow and Ice Control		\$79.1 M	\$79.1 M	TC	SH
29	Traffic Services		\$69.0 M	\$69.0 M	TC	SH
30	Materials, Equipment, and Buildings		\$17.5 M	\$17.5 M	TC	SH
31	Planning and Scheduling		\$16.8 M	\$16.8 M	TC	SH
32	Toll Corridor General Purpose Lanes		\$2.9 M	\$2.9 M	TC	SH
33	Property		\$19.9 M	\$19.9 M	TC	SH
34	Capital Equipment		\$23.9 M	\$23.9 M	TC	SH
**35	Maintenance Reserve Fund		\$0.0 M	\$0.0 M	TC	SH
36	Safety		\$11.4 M	\$11.4 M		
37	Strategic Safety Program		\$11.4 M	\$11.4 M	TC	FHWA / SH
38	Mobility		\$24.0 M	\$24.0 M		
39	Real-Time Traffic Operations		\$14.0 M	\$14.0 M	TC	SH
40	ITS Investments		\$10.0 M	\$10.0 M	TC	FHWA / SH
41	Multimodal Services		\$69.5 M	\$69.5 M		
42	Mobility		\$69.5 M	\$69.5 M		
43	Innovative Mobility Programs		\$11.1 M	\$11.1 M	TC	FHWA / SH
44	Strategic Transit and Multimodal Projects		\$50.0 M	\$50.0 M	SL	SB 17-267
45	Rail Commission		\$0.1 M	\$0.1 M	SL	SL
46	Bustang		\$8.3 M	\$8.3 M	TC	SB 09-108 / Fare Rev.
47	Suballocated Programs		\$229.6 M	\$229.6 M		
48	Aeronautics		\$24.8 M	\$24.8 M		
49	Aviation System Program		\$24.8 M	\$24.8 M	AB	SA
50	Highway		\$126.5 M	\$126.5 M		
51	STP-Metro		\$56.0 M	\$56.0 M	FR	FHWA / LOC
52	Congestion Mitigation and Air Quality		\$50.7 M	\$50.7 M	FR	FHWA / LOC
53	Metropolitan Planning		\$9.2 M	\$9.2 M	FR	FHWA / FTA / LOC
54	Off-System Bridge Program		\$10.6 M	\$10.6 M	TC / FR	FHWA / SH / LOC
55	Transit and Multimodal		\$78.4 M	\$78.4 M		
56	Recreational Trails		\$1.6 M	\$1.6 M	FR	FHWA
57	Safe Routes to School		\$3.1 M	\$3.1 M	TC	FHWA
58	Transportation Alternatives Program		\$12.0 M	\$12.0 M	FR	FHWA / LOC
59	Transit Grant Programs		\$61.7 M	\$61.7 M	FR / SL / TC	FTA / LOC / SB 09-108
60	Multimodal Options Program		\$0.0 M	\$0.0 M	SL	SH
61	Administration & Agency Operations		\$99.8 M	\$99.8 M		
62	Agency Operations		\$59.9 M	\$59.9 M	TC / AB	FHWA / SH / SA / SB 09-108
63	Administration		\$37.3 M	\$37.3 M	SL	SH
64	Project Initiatives		\$2.6 M	\$2.6 M	TC	SH
65	Debt Service		\$12.4 M	\$12.4 M		
***66	Debt Service		\$12.4 M	\$12.4 M	DS	FHWA / SH
67	Contingency Reserve		\$0.0 M	\$0.0 M		
****68	Contingency Fund		\$0.0 M	\$0.0 M	TC	FHWA / SH
69	Reserve Fund		\$0.0 M	\$0.0 M	TC	FHWA / SH
70	Other Programs		\$27.5 M	\$27.5 M		
71	Safety Education		\$12.6 M	\$12.6 M	TC/FR	NHTSA / SSE
72	Planning and Research		\$14.7 M	\$14.7 M	FR	FHWA / SH
73	State Infrastructure Bank		\$0.2 M	\$0.2 M	TC	SIB
74	TOTAL - CDOT		\$1,751.2 M	\$1,751.2 M		

Key to Acronyms:
 TC = Transportation Commission
 FR = Federal
 SL = State Legislature
 AB = Aeronautics Board
 SH = State Highway
 SIB = State Infrastructure Bank
 LOC = Local
 SB = Senate Bill
 SA = State Aviation

75	COLORADO BRIDGE ENTERPRISE					
76	Capital Construction		\$105.8 M	\$105.8 M		
77	Asset Management		\$105.8 M	\$105.8 M		
78	Bridge Enterprise Projects		\$105.8 M	\$105.8 M	BEB	SB 09-108
79	Maintenance and Operations		\$0.5 M	\$0.5 M		
80	Asset Management		\$0.5 M	\$0.5 M		
81	Maintenance and Preservation		\$0.5 M	\$0.5 M	BEB	SB 09-108
82	Administration & Agency Operations		\$2.0 M	\$2.0 M		
83	Agency Operations-CBE		\$2.0 M	\$2.0 M	BEB	SB 09-108
84	Debt Service		\$17.2 M	\$17.2 M		
85	Debt Service-CBE		\$17.2 M	\$17.2 M	BEB	FHWA / SH
86	TOTAL - BRIDGE ENTERPRISE		\$125.4 M	\$125.4 M		

87	HIGH PERFORMANCE TRANSPORTATION ENTERPRISE					
88	Maintenance and Operations		\$17.2 M	\$17.2 M		
89	Express Lanes Operations		\$17.2 M	\$17.2 M	HPTEB	Tolls / Managed Lanes Revenue
90	Administration & Agency Operations		\$5.6 M	\$5.6 M		
91	Agency Operations - HPTE		\$5.6 M	\$5.6 M	HPTEB	Fee for Service
92	Debt Service		\$0.0 M	\$0.0 M		
93	Debt Service- HPTE		\$0.0 M	\$0.0 M	HPTEB	Fee for Service
94	TOTAL - HIGH PERFORMANCE TRANSPORTATION ENTERPRISE		\$22.8 M	\$22.8 M		
95	TOTAL - CDOT AND ENTERPRISES		\$1,899.5 M	\$1,899.5 M		

* For more background on the Revenue Allocation Plan, please refer to the Long Range Financial Plan.

** The Department is not immediately allocating additional revenue to the Maintenance Reserve Fund for FY 2021-22. The Department plans to preserve existing balances in the TC Program Reserve Fund to address any emergencies or other contingencies that occur during the course of the fiscal year.

*** The Department will use roll forward budget from FY2020-21 to pay for debt services obligations associated with SB267 COPs for the FY 2021-22 budget.

**** The Department is not immediately allocating additional revenue to the TC Contingency Reserve Fund for FY 2021-22. The Department plans to preserve existing balances in the TC Program Reserve Fund to address any emergencies or other contingencies that occur during the course of the fiscal year.

(1) Total Common Policy Allocations

	FY 2019-20 Final	FY 2020-21 Final	FY 2021-22 November 2 Request	Difference
TA-04 FY Statewide Operating Common Policy Adjustments	\$11,213,468	\$9,084,431	\$10,780,004	\$1,695,573
Administrative Law Judge	\$5,278	\$672	\$16,017	\$15,345
Capitol Complex Leased Space	\$105,251	\$124,420	\$138,971	\$14,551
CORE Operations	\$120,791	\$168,188	\$150,374	(\$17,814)
Risk Management	\$5,576,327	\$3,901,191	\$5,621,001	\$1,719,810
Workers' Comp	\$5,405,821	\$4,889,960	\$4,853,641	(\$36,319)
TA-05 OIT Common Policy Adjustment	\$19,791,489	\$19,163,155	\$20,232,149	\$1,068,994
Total OIT Common Policy Adjustment	\$19,791,489	\$19,163,155	\$20,232,149	\$1,068,994
TA-06 FY 2021-22 Total Compensation Request	\$8,296,959	\$7,815,099	\$8,410,444	\$595,345
Salary Survey	\$347,649	\$0	\$0	\$0
Merit Pay	\$0	\$0	\$0	\$0
PERA Direct Distribution	\$5,503,207	\$5,197,200	\$5,419,752	\$222,552
Shift	\$15,711	\$30,643	\$22,118	(\$8,525)
AED	\$533,729	\$555,104	\$606,080	\$50,976
SAED	\$533,729	\$555,104	\$606,080	\$50,976
Short-term Disability	\$18,123	\$18,523	\$18,923	\$400
Health, Life and Dental	\$1,344,811	\$1,458,525	\$1,737,491	\$278,966
TA-07 Statewide Indirect Cost Recoveries Common Policy Adjus	\$1,659,418	\$1,500,681	\$1,645,176	\$144,495
Statewide Indirects	\$1,659,418	\$1,500,681	\$1,645,176	\$144,495
TA-10 Legal Services Allocation	\$1,678,551	\$1,783,282	\$1,638,012	(\$145,270)
Legal Services	\$1,678,551	\$1,783,282	\$1,638,012	(\$145,270)
Total Request	\$42,639,885	\$39,346,648	\$42,705,785	\$3,359,137
Total Personal Services	\$8,296,959	\$7,815,099	\$8,410,444	\$595,345
Total Operating	\$34,342,926	\$31,531,549	\$34,295,341	\$2,763,792

(2) Administration Division (Appropriated)

	FY 2019-20 Final	FY 2020-21 Final	FY 2021-22 November 2 Request	Difference
TA-04 FY Statewide Operating Common Policy Adjustments	\$6,104,967	\$4,463,419	\$6,193,313	\$1,729,894
Administrative Law Judge	\$5,278	\$672	\$16,017	\$15,345
Capitol Complex Leased Space	\$105,251	\$124,420	\$138,971	\$14,551
CORE Operations	\$120,791	\$168,188	\$150,374	(\$17,814)
Risk Management	\$5,576,327	\$3,901,191	\$5,621,001	\$1,719,810
Workers' Comp - 5.5% of total allocation	\$297,320	\$268,948	\$266,950	(\$1,998)
TA-05 OIT Common Policy Adjustment	\$8,528,152	\$7,083,044	\$7,593,962	\$510,918
OIT Administration Adjustment -37.5% of total allocation	\$8,528,152	\$7,083,044	\$7,593,962	\$510,918
TA-06 FY 2021-22 Total Compensation Request	\$3,098,305	\$2,905,517	\$3,290,627	\$385,110
Salary Survey	\$347,649	\$0	\$0	\$0
Merit Pay	\$0	\$0	\$0	\$0
PERA Direct Distribution - 5.5% of total allocation	\$304,553	\$287,619	\$299,935	\$12,316
Shift	\$15,711	\$30,643	\$22,118	(\$8,525)
AED	\$533,729	\$555,104	\$606,080	\$50,976
SAED	\$533,729	\$555,104	\$606,080	\$50,976
Short-term Disability	\$18,123	\$18,523	\$18,923	\$400
Health, Life and Dental	\$1,344,811	\$1,458,525	\$1,737,491	\$278,966
TA-07 Statewide Indirect Cost Recoveries Common Policy Adjus	\$91,268	\$82,537	\$90,485	\$7,947
Statewide Indirects -5.5% of total allocation	\$91,268	\$82,537	\$90,485	\$7,947
TA-10 Legal Services Allocation	\$1,007,131	\$1,058,882	\$982,807	(\$76,074)
Legal Services - 60% of total allocation	\$1,007,131	\$1,058,882	\$982,807	(\$76,074)
Annualization of SB 18-200*	\$0	\$59,974	\$5,118	
*Included within FY 2021-22 Total Compensation Request in Budget Schedules				
Total Request	\$18,829,824	\$15,593,399	\$18,151,195	\$2,557,795
Total Personal Services	\$3,098,305	\$2,905,517	\$3,290,627	\$385,110
Total Operating	\$15,731,518	\$12,687,882	\$14,860,568	\$2,172,686

(3) Construction, Maintenance, and Operations Division (Non-Appropriated)

	FY 2019-20 Total	FY 2020-21 Total - Final Approved	FY 2021-22 Total - September	Difference
TA-04 FY Statewide Operating Common Policy Adjustments	\$5,108,501	\$4,621,012	\$4,586,691	(\$34,321)
Workers' Comp - CM&O	\$5,105,424	\$4,617,935	\$4,583,614	(\$34,321)
Workers' Comp - Aeronautics Allocation	\$3,077	\$3,077	\$3,077	\$0
TA-05 OIT Common Policy Adjustment	\$3,713,218	\$3,830,767	\$3,793,796	(\$36,971)
OIT TC Directed State Highway Fund	\$1,213,218	\$1,016,138	\$1,089,435	\$73,297
Digital Trunk Radio	\$2,500,000	\$2,814,629	\$2,704,361	(\$110,268)
TA-06 FY 2021-22 Total Compensation Request	\$3,318,377	\$3,133,858	\$3,268,055	\$134,197
PERA Direct Distribution - 60.3% of total allocation	\$3,318,377	\$3,133,858	\$3,268,055	\$134,197
TA-07 Statewide Indirect Cost Recoveries Common Policy Adjus	\$1,568,150	\$1,418,144	\$1,554,691	\$136,548
SWICAP - CM&O TC - SHF -94.5% of total allocation	\$1,568,150	\$1,418,144	\$1,554,691	\$136,548
TA-10 Legal Services Allocation	\$2,704	\$0	\$0	\$0
Legal Services - Aeronautics Allocation	\$2,704	\$0	\$0	\$0
Total Request	\$13,710,951	\$13,003,781	\$13,203,233	\$199,452
Total Personal Services	\$3,318,377	\$3,133,858	\$3,268,055	\$134,197
Total Operating	\$10,392,573	\$9,869,923	\$9,935,178	\$65,255

(4) Construction, Maintenance, and Operations Division - Indirect Expenditures (Non-Appropriated)

	FY 2019-20 Total	FY 2020-21 Total - Final Approved	FY 2021-22 Total - September	Difference
TA-05 OIT Common Policy Adjustment	\$7,550,118	\$8,249,344	\$8,844,391	\$595,047
OIT Indirect	\$7,550,118	\$8,249,344	\$8,844,391	\$595,047
TA-06 FY 2021-22 Total Compensation Request	\$1,880,276	\$1,775,723	\$1,851,762	\$76,039
PERA Direct Distribution - 34.2% of total allocation	\$1,880,276	\$1,775,723	\$1,851,762	\$76,039
TA-10 Legal Services Allocation	\$668,716	\$724,400	\$655,205	(\$69,195)
Legal Services - Indirects - 40% of total allocation	\$668,716	\$724,400	\$655,205	(\$69,195)
Total Request	\$10,099,110	\$10,749,467	\$11,351,358	\$601,891
Total Personal Services	\$1,880,276	\$1,775,723	\$1,851,762	\$76,039
Total Operating	\$8,218,834	\$8,973,744	\$9,499,596	\$525,852



COLORADO
Department of Transportation



FY 2020-21 Long Range Financial Plan

November 2, 2020

Pursuant to HB18-1430 (§2-3-209, C.R.S.), each State agency is required to submit an annual long-range financial plan beginning November 1, 2019. The statutory elements required in these plans include:

- Statement of the agency’s mission
- Description of the agency’s major functions
- Description of the agency’s performance goals
- Performance evaluation of the agency’s major programs with recommendations to improve performance
- Description of anticipated trends, conditions, or events affecting the agency
- Description of any programs funded by federal funds or gifts, grants, and donations that may decrease in the future.

This long-range financial plan covers the five-year period beginning in the current fiscal year (from FY 2020-21 through FY 2024-25). The plan is not a policy document but rather a management tool to support effective planning and resource allocation. As such, it does not reflect the impact of policy proposals. In addition, given the November 1 statutory deadline for the plans, they were developed prior to the finalization of the Governor’s FY 2021-22 budget request, and thus may not reflect all technical changes prepared for the budget.

The information gathered and presented in the plan aligns with the Governor's Office of State Planning and Budgeting's instructions for submission and does not represent the totality of information included in the Department's November 1 Budget Submission and material differences between the two documents are intentional and not due to mistakes or omissions.

The Office of State Planning and Budgeting (OSPB) has developed a statewide overview of the long-range plan submissions, which can be viewed on OSPB’s website at: <https://www.colorado.gov/ospb>

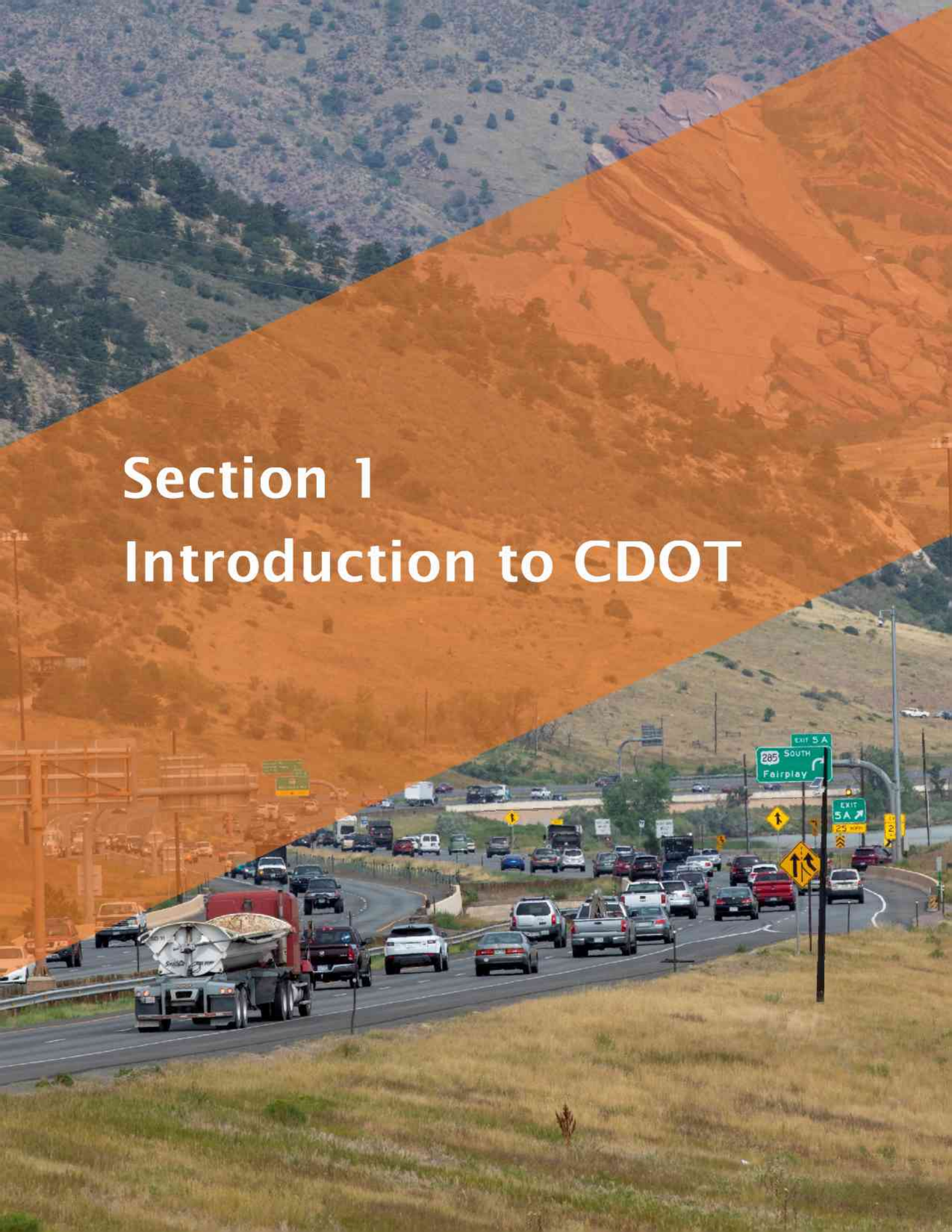
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Section 1

Introduction to CDOT



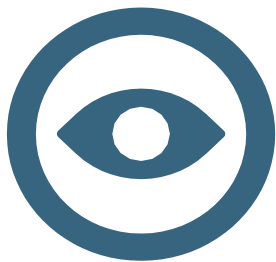
Department Description

The Colorado Department of Transportation is the cabinet level department that plans for, operates, maintains, and constructs the state-owned multimodal transportation system.

The Department's statutory authority resides within Title 43 of the Colorado Revised Statutes (2019). Section 43-1-106 C.R.S. vests the Colorado Transportation Commission with authority to formulate general policy with respect to the management, construction, and maintenance of public highways and other transportation systems in the state.

CDOT is responsible for a state highway system that encompasses 9,074 centerline miles (22,996 total lane miles) and includes 3,460 bridges and major structures. This system handles around 33 billion vehicle miles of travel each year. Additionally, CDOT operates the state's interregional bus network, provides funding for local multimodal projects, and distributes grants to the 74 public-use airports (including one sea-plane base) in Colorado to support the state's aviation network.

Our Vision and Mission



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

CDOT's **mission** is to provide the best multimodal transportation system for Colorado that most effectively and safely moves people, goods, and information.



CDOT Values



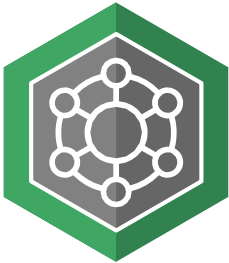
We work together to achieve a high-performing safety culture

We promote and apply consistent and sustainable work behaviors in everything we do.



We value our employees

We acknowledge and recognize the skills and abilities of our coworkers and draw strength from diversity and commitment to equal opportunity.



We earn Colorado's trust

We are honest and responsible in all that we do and hold ourselves to the highest moral and ethical standards.



We strive to provide the highest level of customer satisfaction

With a can-do attitude, we work together with others to respond effectively to our customers' needs.



We are committed to quality

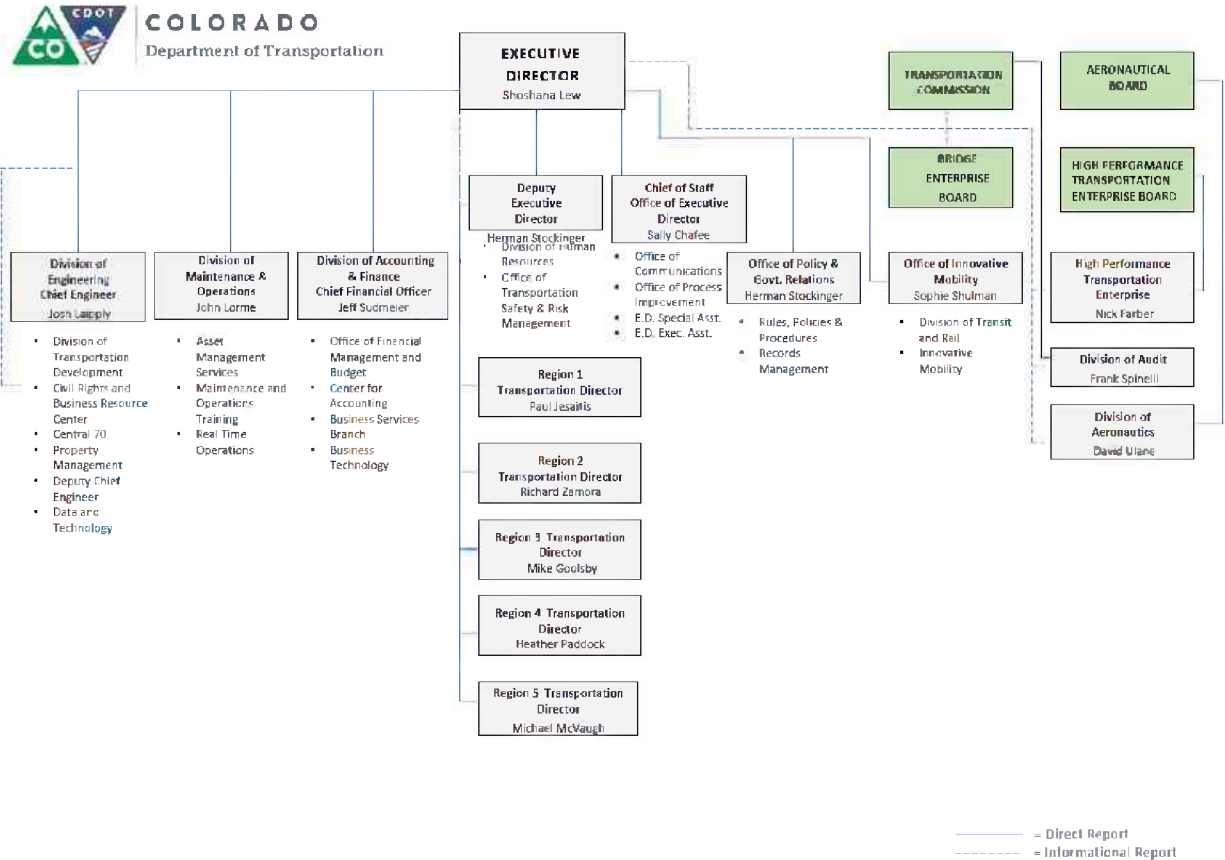
We are leaders and problem solvers, continuously improving our products and services in support of our commitment to provide the best transportation systems for Colorado.



We treat everyone with respect

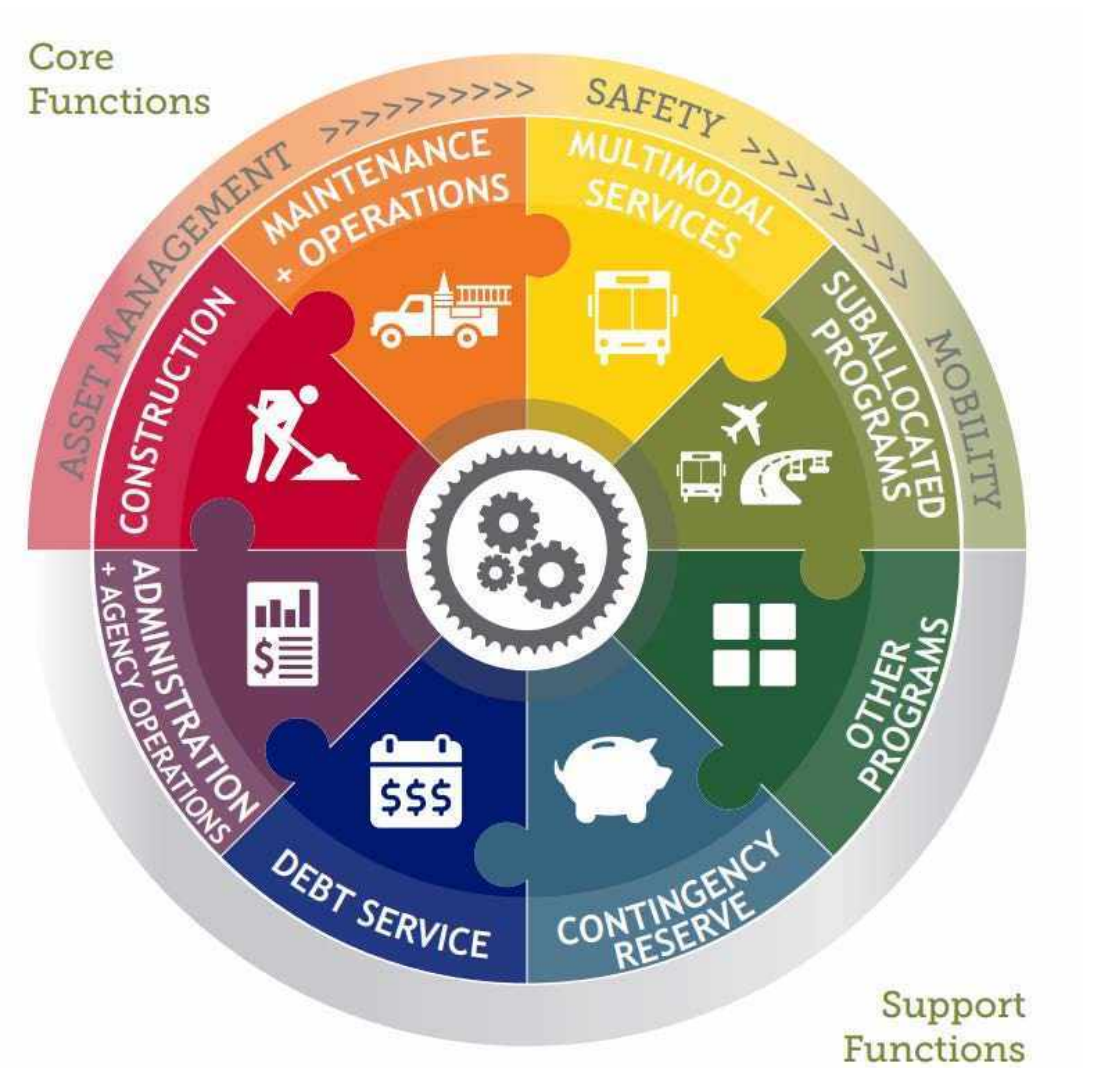
We are kind and civil with everyone, and we act with courage and humility.

Organizational Chart



CDOT Programs and Functions

CDOT’s programs are split into four major core functions: construction, maintenance and operations, multimodal services, and suballocated programs. which incorporate safety, mobility, and asset management in each area. These core functions are supported by four support functions: administration and agency operations, debt service, contingency reserve, and other Department programs.



Core Functions



Construction

Supported by construction contractors, CDOT delivers an annual construction program focused on maintaining the condition of existing assets, improving the safety of the system, and enhancing mobility through major upgrades and expansion of the system. CDOT’s construction program includes 13 construction programs organized into three categories: Asset Management, Safety, and Mobility. Funding for construction includes not only the work performed on the road by contractors, but also design, right of way acquisition, and related support costs.

Maintenance and Operations

CDOT maintenance and operations staff are responsible for the daily maintenance and operation of the state transportation system. This includes 13 Maintenance Program Areas focused on activities such as snow and ice removal and pavement repair. This also includes programs focused on ensuring the system operates efficiently, such as Courtesy Patrol and Heavy Tow services to remove inoperable vehicles from traffic, real-time travel information provided to travelers via Variable Message Signs, and the COTRIP website.



Multimodal Services

CDOT works to reduce air pollution and congestion by providing multimodal transportation options through its Office of Innovative Mobility and Division of Transit and Rail. This includes Bustang and Bustang Outrider interregional bus service, strategic investment in multimodal infrastructure such as Mobility Hubs, support for transit and light duty vehicle electrification, and other innovative programs focused on providing more choices to Coloradans.

Suballocated Programs

CDOT administers several suballocated programs, passing funds through to local agencies to prioritize and deliver transportation improvements. This includes transit and aeronautics grant programs, as well as flexible programs, such as STP-Metro and CMAQ, used for a variety of highway and multimodal improvements. Suballocated programs are organized into three categories: Highways, Transit, and Aeronautics.



Support Functions



Administration and Agency Operations

Administration and Agency Operations programs support the Department’s core functions through support services, such as contracting and procurement, development of specifications and standards, materials testing, finance and accounting, and human resources, among others. Salaries and benefits make up the largest portion of Administration and Agency Operations costs. Other examples include software and IT infrastructure, and legal expenses.

Debt Service

CDOT and the Enterprises periodically issue debt and are responsible for annual debt service payments. The majority of this debt is associated with Certificates of Participation (COPs) issued under SB 17-267 for “strategic transportation projects,” bonds issued under the federal Build America Bonds program to advance the replacement of poor bridges under the FASTER Bridge program, and debt held by the High Performance Transportation Enterprise (HPTE) on major toll corridor projects.

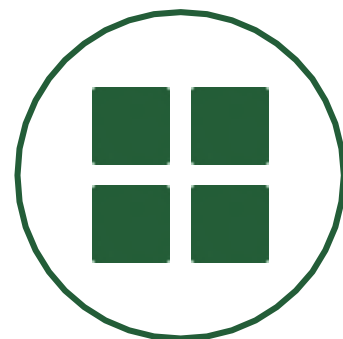


Contingency Reserve

CDOT maintains a contingency fund to provide a source of funding for emergencies (such as major rockfall events or flooding), and for other unplanned or unanticipated needs, such as the need to commit matching funds for grant opportunities. Ultimately, most contingency funds are allocated to Construction or Maintenance and Operations programs.

Other Programs

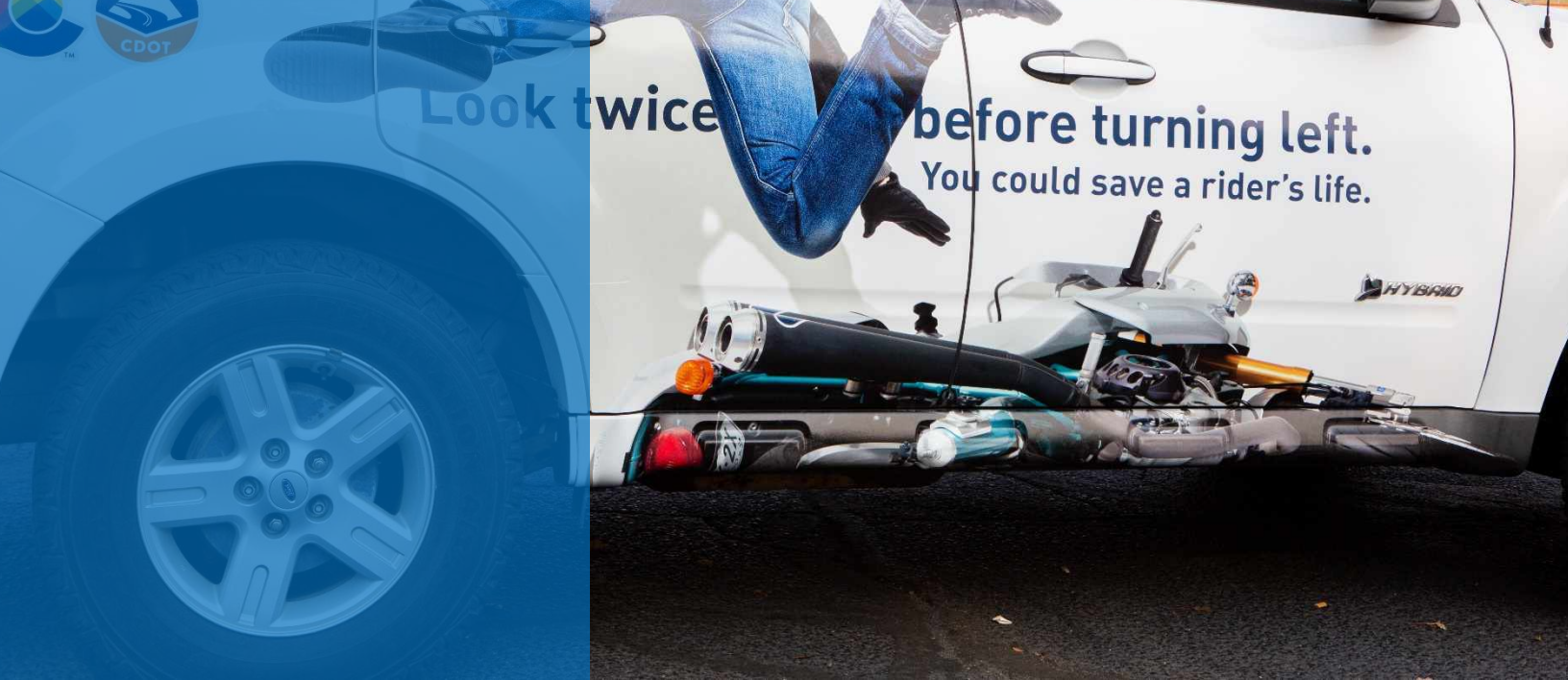
CDOT administers several other programs that support its core functions and the achievement of the Department’s mission to provide the best multi-modal transportation system for Colorado. This includes the Department’s planning and research programs, and safety education programs focused on driver education and enforcement activities.



A front-view photograph of a white and blue snowplow truck. The truck features a large blue graphic overlay on the left side. The word "SNOWSAVER" is printed in large, blue, stylized letters across the front of the truck. A Colorado license plate with the number "DIN-160" is visible at the bottom left. The truck is parked in front of a brick building with arched windows.

Section 2

Strategic Policy Initiatives



The Bold Four

Governor Jared Polis has set out four key priority areas, also known as the “The Bold Four,” focused on reducing the high cost of living in our state and creating a Colorado where everyone has an opportunity to succeed.



Tax Reform & Economic Development

Fiscal reform that serves hard-working Coloradans



Energy & Renewables

Set Colorado on a path to 100% renewable energy by 2040



Health

Reduce the cost of healthcare



Education & Workforce

Implement free full-day kindergarten for all and expand preschool

Strategic Policy Initiative Update

Transportation is an integral part of these key priority areas, ensuring that all Coloradans have equitable access to multimodal transportation options that help drive the economy and give citizens access to jobs, healthcare, and education, while reducing the transportation sector's impact on the environment.

This section provides an update on CDOT's FY 2019-20 Strategic Policy Initiatives (SPIs), followed by an outline of the departments FY 2020-21 initiatives.

CDOT identified three Strategic Policy Initiatives (SPIs) for FY 2019-20: Whole System Whole Safety, Expanding Modal Options, and Planning and Execution.

For this performance evaluation, the Department has updated progress on initiatives from its FY 2019-20 Performance Plan that capture the Department's strategic and operational priorities, and reflect the overall direction as identified by Department leadership. The update reflects available data for January, February, and March of 2020. Additional details on these initiatives are available in the Department's FY 2019-20 Performance Plan, which may be accessed from the Department's external website (www.codot.gov).

Whole System Whole Safety



Improve the safety of Colorado's Transportation System, reducing the overall vehicle crash rate per 100 million vehicle miles traveled by 2% by June 30, 2021 and by 6% by June 30, 2023, from the estimated calendar year 2018 baseline of 228.66 crashes per 100 million vehicle miles traveled.

Major Functional Areas: Construction Programs, Maintenance & Operations, Suballocated Programs, Other Programs

DESCRIPTION	METRIC	BASELINE	Q1 FY20	Q2 FY20	Q3 FY20	Q4 FY20	2020 Goal	2022 GOAL
Reduce the number of vehicle crashes by 2,500 by 6/30/20 and 7,500 by 6/30/22.		122,774 (CY2018)	321,851	652,991	N/A		120,274	115,274
Reduce the vehicle crash rate per 100 million VMT by 2% by 6/30/20 and by 6% by 6/30/22.		228.66 (FY2018)	224.471	240.861	N/A		224.09	214.94
Increase the use of 6" reflective striping on Colorado roadways to 7,657 striped miles by 6/30/20 and 9,000 miles by 6/30/20.		114 (FY2018)	32,072	41,482	47,082		7,657	9,000
Perform 20 school visits on driver education, emerging technologies, and safe usage by 6/30/20 and 60 visits by 6/30/20.		0 (FY2019)	6	22	22		20	60
Increase Strategic Safety Program funding for safety related roadway assets to \$11.3M by 12/31/19 and \$34M by 12/31/21.		\$0 (FY2018)	\$11.3M	\$11.3M	\$11.3M		\$11.3M	\$34M
Increase the number of lane miles covered by TIM Coalitions from 5,846 to 8,928 by 6/30/20 and 9,000 by 6/30/20.		5,846 (FY2019)	7,235	8,796	8,982		8,928	10,000

Increase the use of 6-inch reflective striping

Lines with a wider edge are more effective at reducing run-off-the-road crashes. Implementing six-inch reflective striping on the roadways will reduce the total number of vehicle crashes and help to achieve the Department's goal of "Vision Zero."

Studies show that implementing wider edge lines on Colorado's roadways can provide up to a 5:1 benefit-cost return on investment. Wider edge lines make the road more visible to drivers at night, as well as during inclement weather events such as snow, rain, and fog. This strategy will also prepare the state for future transportation technologies, ensuring autonomous vehicles can "see" roadway markings and adapt appropriately.

Perform school visits on driver education and emerging technologies

In 2019, preliminary data indicates that there were 595 traffic fatalities in Colorado. Of those fatalities, 77, or 12 percent, involved a driver under the age of 21 years. While fatal crashes involving young drivers decreased 19 percent between 2017 and 2019, drivers under the age of 21 have the highest likelihood of being involved in a vehicle crash during their first six months of licensure. Providing outreach to Colorado's future drivers on driver education, emerging technologies, and safe usage of the transportation system is critical to continued reductions in young driver crashes and fatalities.

Increase Strategic Safety Program Funding to enhance the safety of vulnerable road users

Vulnerable users make up approximately 20 percent of traffic-related fatalities and serious injuries, particularly in urban areas. The Department plans to make improvements for transit connectivity, multimodal access, and safety for all modes on heavily traveled urban roadways; roadways that typically have a high volume of pedestrian, bicyclist, and other vulnerable users; through the Safer Main Streets Initiative, ensuring all users of the transportation system have safe and equitable access.

Continue to improve incident response and real-time operations with CDOT's Traffic Incident Management (TIM) coalition partners.

Last Year, the Department worked with local and statewide partners to expand coverage of the highway system within a TIM coalition, first responders from different fields working to coordinate incident response. These "teams" come together to share traffic incident management best practices and improve multidisciplinary incident mitigation. Increasing capability maturity of these teams is the first step in developing proactive, mutually supportive plans for incident response that will clear incidents from roadways safely and quickly. Ensuring efficient traffic flows decreases the overall risk for crashes.



Expanding Modal Options



Reduce pollution in our air and congestion on our roads by reducing vehicle miles traveled (VMT), greenhouse gas emissions, and ozone-causing emissions from the transportation sector, through multimodal options, by 1% per capita by June 30, 2020 and by 3% per capita by June 30, 2022

Major Functional Areas: Multimodal Services, Suballocated Programs, Construction Programs, Administration and Agency Operations, Suballocated Programs

METRIC DESCRIPTION	BASELINE	Q1 FY20	Q2 FY20	Q3 FY20	Q4 FY20	2020 GOAL	2022 GOAL
Reduce annual vehicle miles traveled (VMT) per capita by 1% annually.	9,527 VMT per cap. (CY 2017)	2,479.76	4,685.53	6,964.54		120,274	115,274
Reduce GHG emissions (CO ₂ e) from the transportation sector by 1% per capita annually.	4.75 tons per cap. (CY 2016)	1.15 tons	2.17 tons	3.22 tons		4.7 tons	4.6 tons
Reduce Volatile Organic Compounds (VOC) emitted from the transportation sector by 1% per capita annually.	2.45 lbs per cap. (CY 2016)	0.55 lbs	1.04 lbs	1.55 lbs		2.43 lbs	2.38 lbs
Reduce nitrogen oxides (NO _x) emitted from the transportation sector by 1% per capita annually.	15.29 lbs per cap. (CY 2017)	2.52 lbs	4.75 lbs	7.07 lbs		15.14 lbs	14.83 lbs
Increase Bustang bus service ridership by 10% in fiscal year 2020 and 30% in fiscal year 2022.	238,135 (FY 2019)	66,192	130,553	1,886,506		251,000	296,000
Increase funding for comprehensive "Mobility Hubs" from \$0 in 2018 to \$50 million by June 30, 2020 and \$80 million by June 30, 2022.	\$0 (FY 2019)	\$16.1 M	\$78.9 M	\$78.9 M		\$50 M	\$80 M
Increase the number of Colorado citizens commuting to work using multimodal options to 25 percent in 2020 and 26 percent in 2022.	25.07% (CY 2018)	Annual Metric	Annual Metric	Annual Metric		25%	26%
Increase electric vehicles sold in the state from 7,051 in 2018 to 10,000 by June 30, 2020 and 21,000 by June 30, 2022.	9,353 (CY 2018)	22,867 registered vehicles	25,720 registered vehicles	28,722 registered vehicles		10,000	21,000

Restore Bustang bus service ridership to pre-COVID-19 levels

Bustang, Bustang Outrider, and Snowstang ridership is critical to reduce congestion on our major corridors.

Increase funding for comprehensive "Mobility Hubs"

To support Front Range mobility options, develop and begin constructing comprehensive "Mobility Hubs," with at least 23 percent of locations completed by June 30, 2021 and 70 percent of locations completed by June 30, 2023. Connecting multiple modes and transit services makes riding transit more accessible and convenient for all Coloradans

Increase the percent of Coloradoans commuting to work using multimodal options

Helping the traveling public identify options for multimodal travel, including telecommuting options, will help the Department continue to achieve the goals of a cleaner transportation system, with better reliability for the traveling public.

Increase departmental funding for electric vehicle adoption

The State of Colorado's goal is to have 940,000 EVs on the road by 2030, which will require significant yearly increase in new vehicle registrations over the course of the coming decade. EVs have significant air quality and economic benefits and will contribute to the de-carbonization of the transportation sector, currently one of the largest sources of greenhouse gas emissions in the state.



Planning and Execution



Develop a 10-year, achievable, strategic pipeline of projects that maximizes safety and mobility, based on a data-driven project selection process and public stakeholder involvement, with the 10-year STIP adopted by the Transportation Commission by June 30, 2020 and the first STIP update, informed by the Department’s public stakeholder involvement, 100% complete and adopted by the Transportation Commission by June 30, 2022.

Major Functional Areas: Administration & Agency Operations, Suballocated Programs, Multimodal Services, Construction

METRIC DESCRIPTION	BASELINE	Q1 FY20	Q2 FY20	Q3 FY20	Q4 FY20	2020 GOAL	2022 GOAL
Develop a 10-year, strategic pipeline of projects, with the 10-year STIP adopted by the Transportation Commission by 6/30/20 with the first STIP update 100% complete and adopted by the Transportation Commission by 6/30/20.	0% (FY 2019)	50%	70%	90%		100%	100%
Use geospatial analysis to map every county in the state least five key transportation drivers by 9/30/19 and display the maps prominently on the Department’s web- site, ensuring 10M media impressions by 6/30/22.	0 (FY 2019)	64 Counties Mapped	64 Counties Mapped	64 Counties Mapped		64 Counties Mapped	10 M media impressions
Engage 64,000 Coloradans, from all counties focused on the planning process and “Your Transportation Plan” by 9/30/19.	0 (FY 2019)	1,261,085 engagements	1,261,085 engagements	1,261,085 engagements		64,000 engagements	10 M media impressions
Identify a data-driven project selection framework that is 100% completed and implemented by 9/30/19.	0% (FY 2019)	100%	100%	100%		100%	N/A

Use geospatial analysis to map every county in the state

By overlaying the current transportation system with factors that will affect how people will use the system in the future, smarter decisions can be made on what kind of infrastructure investments are needed and where specific investments can provide the best impact towards a sustainable and equitable transportation network.

Engage Coloradans across the state in the new transportation planning effort


The Department will rely on stakeholders across the state to provide information on their specific transportation challenges, and what communities believe are the best solutions for a multimodal transportation system.

Identify a data-driven project selection framework

Future selection of projects will be based on a data-driven approach, and will account for transportation factors such as population distribution, safety factors, tourism and affects to the environment to ensure that projects selected meet the needs of Coloradans statewide.


FY 2020-21 Strategic Policy Initiatives

This section provides a description of CDOT's FY 2020-21 SPIs. These SPIs are outlined below, and described in more detail in the following sections. More information on the Department's FY 2020-21 SPIs can be found in the Department's [Performance Plan](#)¹.




Whole System Whole Safety

Improve the safety of Colorado's Transportation System, reducing the overall vehicle crash rate per 100 million vehicle miles traveled by two percent by June 30, 2020 and by six percent by June 30, 2022, from the estimated calendar year 2018 baseline of 228.6 crashes per 100 million vehicle miles traveled.



Clean Transportation

Reduce pollution in our air and congestion on our roads by reducing vehicle miles traveled (VMT), greenhouse gas (GHG), and ozone causing emissions from the transportation sector, using multimodal options, by one percent per capita by June 30, 2020 and by three percent per capita by June 30, 2022.



Accountability & Transparency

Ensure that pre-construction (excluding right-of-way acquisitions) and construction-engineering costs for Senate Bill 17-267 construction projects account for no more than 20 percent of total project costs in fiscal year 2021, and throughout fiscal years 2022 and 2023, down from the current 24 percent

¹ <https://www.codot.gov/performance/assets/cdotperformanceplan.pdf>



WHOLE SYSTEM WHOLE SAFETY

Improve the safety of
Colorado's
transportation system

Through the Whole System, Whole Safety program, the Department works to ensure the safety of everyone on state's multimodal transportation system.

While traffic fatalities and serious injuries have declined since 2017, the total number of vehicle crashes on all public roadways continues to increase. The Department will continue implementation of Whole System, Whole Safety program to reduce the incidence and severity of crashes on the transportation network.

CDOT's goals of reducing the total number of vehicle crashes and the severity of vehicle crashes will help the Department to move towards "Vision Zero," with an ambitious goal of zero fatalities and serious injuries for all users of the transportation system, regardless of mode.

This program focuses on human factors, physical assets, and organization culture to fully integrate safety in everything CDOT does.



Clean Transportation

Reduce pollution in
our air and congestion
on our roads

With Colorado’s population estimated to increase by 35 percent by 2045, vehicle congestion and pollution from the transportation sector will continue to increase without intervention. Today, many parts of Colorado are in serious nonattainment of federal ozone pollution standards, with the transportation sector being one of the largest contributors to greenhouse gas pollution. By decreasing the amount of travel on Colorado’s roadways and shifting to multi-modal options, total greenhouse gas emissions and ozone-causing emissions from the transportation sector can be reduced.

The Department looks to expand multimodal options through our popular intercity bus service, Bustang, as well as the continued development and construction of mobility hubs, transportation centers which emphasize multi-modal options, and other tools to make clean transportation more convenient.

Additionally, the Department supports **Executive Order B2019-002: Supporting a Transition to Zero Emission Vehicles**, by developing a CDOT Clean Transportation Plan, helping to electrify transit fleets, and supporting zero emission adoption throughout the state through consumer education and investment in charging infrastructure programs.

Successful completion of this goal will provide a foundation towards achieving the vision of a transportation system that is cleaner, more reliable, and safer, while still creating multimodal options that will support Colorado’s economy. In conjunction with the Colorado Energy Office and the Colorado Department of Public Health and Environment, strategies within this goal will help work towards the achievement of the objectives of Executive Order B2019-002, and help fulfill the policy objectives within the “Bold Four” goal areas of Health, Economic Development, and Environment/Renewables.



ACCOUNTABILITY & TRANSPARENCY

Limit pre-
construction costs to
no more than 20% of
total construction
costs

As the State of Colorado and its citizens continue to navigate this unprecedented time, efficient allocation of limited resources continues to be a top priority of the Department. With uncertain revenue streams due the current crisis and economic situation, the Department looks to maximize the amount of dollars spent on maintaining the State’s transportation assets, expanding mobility for all Coloradans, and ensuring the efficient movement of freight.

To fulfill these goals, the Department must continue to implement project and program management best practices to ensure accountability, ensuring limited revenues are spent on the transportation system and that the Department is transparent with its revenue allocation and capital construction program.

Successful completion of this goal will lead towards an efficient and effective construction program that will maximize dollars spent on the transportation system, especially during times of diminished revenues, positively impacting all Coloradans as they travel throughout the state and continuing to support the backbone of the state’s economy.

The Department prioritized and streamlined construction projects for 2020, after conducting a statewide listening tour and review in 2019. The result is a statewide project pipeline that gets the most of available funding and sets a plan for future dollars.



Section 3 Financial Structure



CDOT Funding

Under the State Constitution (Article X Section 18), the revenue collected from state motor vehicle fuel taxes and license and registration fees must be used for the construction, maintenance, and supervision of the state's public highways. The revenues from these sources are deposited in the Highway Users Tax Fund (HUTF), where they are distributed to CDOT, counties, and municipalities based on formulas in state statute.

In addition to HUTF revenue, CDOT also receives funding from the state's General Fund, federal funding, and revenue from other smaller sources. Almost all the Department's funding is deposited in the State Highway Fund (SHF), which is CDOT's primary cash fund. Most of the funding in the SHF is continuously appropriated and allocated at the discretion of the Transportation Commission.

This section includes CDOT's:

- Historical Long Bill Appropriations
- Capital Construction Fund Projects
- Ongoing Debt Obligations

Historical Long Bill Appropriations

Summary of Appropriations

This section provides a breakout of Long Bill appropriations for the Department. CDOT is composed of six divisions. All appropriations with an (I) notation are continuously appropriated are provided for informational purposes only.

Table 1
Summary of CDOT Appropriations

	Total Funds	General Fund	Cash Funds	Reappropriated Funds	Federal Funds	FTE
FY 2016-17	\$1,404,724,871	\$0	\$747,975,934	\$5,866,138	\$650,882,799	3326.8
FY 2017-18	\$1,578,506,823	\$0	\$851,844,882	\$8,552,189	\$718,109,752	3326.8
FY 2018-19	\$1,899,538,544	\$0	\$1,280,947,195	\$6,672,645	\$611,918,704	3328.8
FY 2019-20	\$2,134,521,087	\$0	\$1,505,976,167	\$7,078,096	\$621,466,824	3328.8
FY 2020-21	\$1,984,439,402	\$1,000,000	\$1,346,783,625	\$7,078,096	\$629,577,681	3326.0

- The \$1.0 million General Fund increase in FY 2020-21 was a one-time General Fund appropriation to the department. Additional information on this appropriation can be found in the Special Purpose line description below.

Summary by Line Item

(1) Administration - The General Assembly annually appropriates funding from the State Highway Fund for the Department's administrative expenses. By statute, this line cannot exceed 5 percent of the Department's total budget

	Total Funds	General Fund	Cash Funds	Reappropriated Funds	Federal Funds	FTE
FY 2016-17	\$31,748,583	\$0	\$29,863,386	\$1,885,197	\$0	183.5
FY 2017-18	\$33,057,657	\$0	\$31,194,630	\$1,863,027	\$0	183.5
FY 2018-19	\$35,908,390	\$0	\$35,845,118	\$63,272	\$0	183.5
FY 2019-20	\$38,281,507	\$0	\$38,218,284	\$63,223	\$0	183.5
FY 2020-21*	\$35,657,005	\$0	\$35,593,818	\$63,187	\$0	158.0

- Reappropriated funding in CDOT's Administration line decreased in FY 2018-19 when CDOT closed its in-house print shop.

- The FTE amount for FY 2020-21 was adjusted in the Long Bill to reflect the actual FTE amount more accurately in the Long Bill. This does not represent a decrease in the number of FTE in the Department, rather, it reflects positions that were moved to the Construction, Maintenance, and Operations line over time.

(2) Construction, Maintenance, and Operations (I) - This line is composed of the non-appropriated portion of the State Highway Fund revenue, and the allocation of these funds is directed by the Transportation Commission.

	Total Funds	General Fund	Cash Funds	Reappropriated Funds	Federal Funds	FTE
FY 2016-17	\$1,236,114,586	\$0	\$598,339,646	\$1,892,141	\$635,882,799	3137.3
FY 2017-18	\$1,419,531,001	\$0	\$699,506,587	\$1,914,662	\$718,109,752	3136.3
FY 2018-19	\$1,579,691,304	\$0	\$966,357,727	\$1,414,873	\$611,918,704	3132.3
FY 2019-20	\$1,912,606,932	\$0	\$1,289,725,235	\$1,414,873	\$621,466,824	3132.3
FY 2020-21	\$1,802,173,507	\$0	\$1,171,180,917	\$1,414,909	\$629,577,681	3156.0

- The FTE amount for FY 2020-21 was adjusted in the Long Bill to reflect the actual FTE amount more accurately in the Long Bill. This does not represent an increase in the number of FTE in the Department, rather, it reflects positions that were moved to the Construction, Maintenance, and Operations line over time.

(3) Statewide Bridge Enterprise (I) - This funding originates from the Bridge Safety Surcharge, and is directed by the Colorado Bridge Enterprise, which is a TABOR Enterprise.

	Total Funds	General Fund	Cash Funds	Reappropriated Funds	Federal Funds	FTE
FY 2016-17	\$126,600,000	\$0	\$111,600,000	\$0	\$15,000,000	2.0
FY 2017-18	\$112,241,665	\$0	\$112,241,665	\$0	\$0	2.0
FY 2018-19	\$116,240,000	\$0	\$116,240,000	\$0	\$0	2.0
FY 2019-20	\$118,140,000	\$0	\$118,140,000	\$0	\$0	2.0
FY 2020-21	\$120,910,162	\$0	\$120,910,162	\$0	\$0	1.0

- The federal funding received by the Colorado Bridge Enterprise in FY 2016-17 represents the Federal Highway Administration's (FHWA) prorata share of the net debt service payments on a Build America Bond.

(4) High Performance Transportation Enterprise (HPTE) (I) - This funding originates from tolling, managed lane revenue, and services performed for CDOT. The allocation of this funding is directed by HPTE, which is a TABOR Enterprise

	Total Funds	General Fund	Cash Funds	Reappropriated Funds	Federal Funds	FTE
FY 2016-17	\$7,716,702	\$0	\$5,627,902	\$2,088,800	\$0	4.0
FY 2017-18	\$11,162,500	\$0	\$6,388,000	\$4,774,500	\$0	5.0
FY 2018-19	\$19,148,850	\$0	\$13,954,350	\$5,194,500	\$0	9.0
FY 2019-20	\$16,942,648	\$0	\$11,342,648	\$5,600,000	\$0	9.0
FY 2020-21	\$22,648,728	\$0	\$17,048,728	\$5,600,000	\$0	9.0

- In FY 2018-19, CDOT’s Office of Major Project Development was dissolved, and the FTE in that program were merged with HPTE.

(5) Southwest Chief and Front Range Passenger Rail Commission - This funding is appropriated from the Southwest Chief Rail Line Economic Development, Rural Tourism, and Infrastructure Repair and Maintenance Fund and supports the Southwest Chief and Front Range Passenger Rail Commission.

	Total Funds	General Fund	Cash Funds	Reappropriated Funds	Federal Funds	FTE
FY 2016-17	\$95,000	\$0	\$95,000	\$0	\$0	0.0
FY 2017-18	\$64,000	\$0	\$64,000	\$0	\$0	0.0
FY 2018-19	\$2,600,000	\$0	\$2,600,000	\$0	\$0	2.0
FY 2019-20	\$100,000	\$0	\$100,000	\$0	\$0	2.0
FY 2020-21	\$100,000	\$0	\$100,000	\$0	\$0	2.0

- The Southwest Chief Rail Line Economic Development, Rural Tourism, and Infrastructure Repair and Maintenance Commission was replaced by the Front Range Passenger Rail Commission by Senate Bill 17-153. In addition to assuming the mission of the previous commission, the FRPR Commission was tasked with facilitating the future of Front Range passenger rail in Colorado.
- Pursuant to SB 19-125, \$2.5 million of the FY 2018-19 appropriation remains available for expenditure until the close of the FY 2020-21 state fiscal year.

(6) Special Purpose - This line is composed of the First Time Drunk Driving Offender Account, the Marijuana Impaired Driving Program, and Transportation Services for Vulnerable Populations, including Seniors:

- **First Time Drunk Driving Offender Account** - This funding originates from driver license reinstatement fees and is used for High Visibility Enforcement periods required by statute.
- **Marijuana Impaired Driving Program** - This funding originates from the Marijuana Tax Cash Fund, and is used to fund outreach and education on marijuana impaired driving.
- **Transportation Services for Vulnerable Populations, including Seniors** - This funding is appropriated from the General fund and is used to support transit agencies that serve vulnerable populations.

	Total Funds	General Fund	Cash Funds	Reappropriated Funds	Federal Funds	FTE
FY 2016-17	\$2,450,000	\$0	\$2,450,000	\$0	\$0	0.0
FY 2017-18	\$2,450,000	\$0	\$2,450,000	\$0	\$0	0.0
FY 2018-19	\$74,200,000	\$0	\$74,200,000	\$0	\$0	0.0
FY 2019-20	\$25,950,000	\$0	\$25,950,000	\$0	\$0	0.0
FY 2020-21	\$2,950,000	\$1,000,000	\$1,950,000	\$0	\$0	0.0

Multimodal Transportation Projects - The department received one-time appropriations of funding from the Multimodal Transportation Options Fund. The funding appropriated in FY 2018-19 is available until the close of FY 2022-23, and the funding appropriated in FY 2019-20 is available until the close of FY 2023-2

	Total Funds	General Fund	Cash Funds	Reappropriated Funds	Federal Funds	FTE
FY 2016-17	\$0	\$0	\$0	\$0	\$0	0.0
FY 2017-18	\$0	\$0	\$0	\$0	\$0	0.0
FY 2018-19	\$71,750,000	\$0	\$71,750,000	\$0	\$0	0.0
FY 2019-20	\$22,500,000	\$0	\$22,500,000	\$0	\$0	0.0
FY 2020-21	\$0	\$0	\$0	\$0	\$0	0.0

- Pursuant to SB 19-125, the FY 2018-19 appropriation remains available for expenditure until the close of the FY 2022-23 state fiscal year
- Pursuant to SB 19-207 (FY 2019-20 Long Bill), the FY 2019-20 appropriation remains available for expenditure until the close of the FY 2023-24 state fiscal year.

CDOT Budget Allocation

The department’s section of the Long Bill only shows the department’s budget at the highest level. Within this budget, the department has created several categories to provide increased transparency into the department’s spending. The department’s budget categories are split between Core Functions and Support Functions.

Figure 1 below summarizes how funding is distributed between each program for FY 2020-21. More detailed information on the department’s core and support functions can be found in the department’s FY 2020-21 Budget Allocation Plan, which can be found [here](#)².

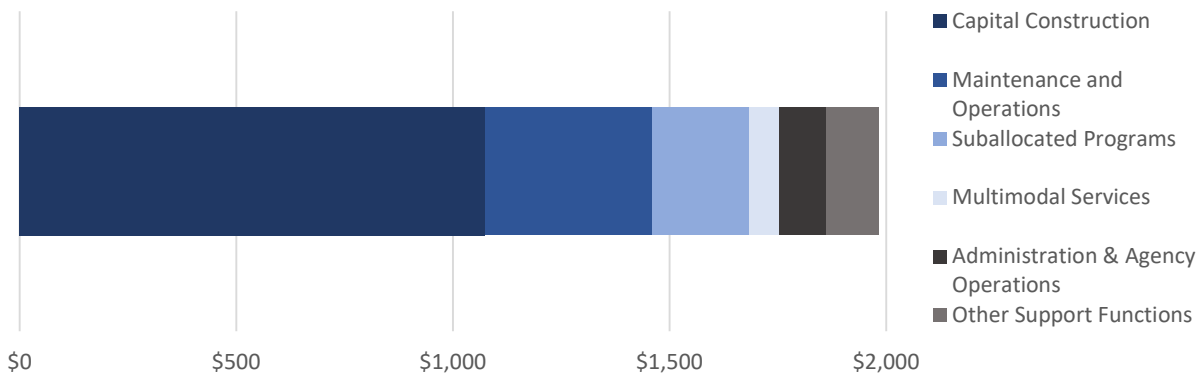
Core Functions

Capital Construction
 Maintenance and Operations
 Suballocated Programs
 Multimodal Services

Support Functions

Administration and Agency Operations
 Debt Service
 Contingency Reserve
 Other Programs

Figure 1
 CDOT FY 2020-21 Budget - Core and Support Functions
Millions



² <https://www.codot.gov/business/budget/cdot-budget/fy-2020-21-annual-budget-allocation-plan>

Capital Construction Fund and Projects

Each year, the Department is required to submit a request for funding to the Capital Development Committee (CDC) of the General Assembly (43-1-113 (2.5) C.R.S.). In recent years, the CDC has allocated \$500,000 to CDOT for capital development projects.

Table 2
CDOT Funding from the Capital Construction Fund

	Controlled Maintenance	Capital Renewal & Recapitalization	Capital Expansion	Capital IT Projects
FY 2016-17	\$0	\$500,000	\$0	\$0
FY 2017-18	\$0	\$500,000	\$0	\$0
FY 2018-19	\$0	\$500,000	\$902,000	\$0
FY 2019-20	\$0	\$500,000	\$0	\$0
FY 2020-21	\$0	\$500,000	\$0	\$0

Referendums C and D went to voters in 2005, which together would have allowed the state to borrow up to \$1.7 billion for transportation projects, with Referendum C providing the funding to repay the debt. When C passed and D failed, the General Assembly began appropriating Capital Development Funds to CDOT. These appropriations have provided \$500,000 annually to CDOT since FY 2010-11. CDOT received additional funding from the CDC in FY 2018-19 for a San Luis Valley Doppler Weather Radar partnership.

Ongoing Debt Obligations

The Department has ongoing debt service obligations resulting from the passage of Senate Bill (SB) 17-267 Sustainability of Rural Colorado, which was recently modified by House Bill (HB) 20-1376, and from the building of its new Headquarters in Denver and renovations or replacements of other properties. The amount of debt service that the state will be responsible for will depend upon the outcome of a ballot measure that will be referred to voters in November 2021, pursuant to HB 20-1376. This ballot measure is discussed in more detail in the sections below.

Additionally, the Bridge Enterprise has ongoing debt service obligations related to the accelerated replacement of the state's worst bridges upon the create of the Bridge Enterprise, and the High Performance Transportation Enterprise maintains ongoing debt service obligations associated with specific toll corridor projects. Each of these is discussed in more detail below.

Table 3
Ongoing Debt Obligations

Purpose	Issue	Original Principal	Outstanding Principal
<u>Certificates of Participation</u>			
Region Headquarters Buildings	Series 2017	\$58,665,000	\$58,665,000
Headquarters Building	Series 2016	\$70,000,000	\$70,000,000
Refunding COPS	Series 2012	\$21,075,000	\$8,980,000
	Subtotal	\$149,740,000	\$137,645,000
<u>Rural Colorado Certificates of Participation</u>			
Series 2018A*	Series 2018A	\$500,000,000	\$500,000,000
Series 2020A	Series 2020A	\$500,000,000	\$500,000,000
	Subtotal	\$1,000,000,000	\$1,000,000,000
<u>Bridge Enterprise Revenue Bonds</u>			
Build America Taxable	Series 2010A	\$300,000,000	\$300,000,000
	Subtotal	\$300,000,000	\$300,000,000
<u>High Performance Transportation Enterprise Obligations</u>			
C-470 TIFIA Loan	Series 2017B	\$106,950,231	\$106,950,231
C-470 Toll Revenue Bonds	Series 2017A	\$161,795,000	\$161,795,000
I-25 North Express Lane Note	Series 2016	\$23,630,000	\$23,630,000
I-70 West MEXL Note	Series 2014	\$25,000,000	\$25,000,000
	Subtotal	\$317,375,231	\$317,375,231
	TOTAL	\$1,767,115,231	\$1,755,020,231
<u>Public Private Partnerships</u>			
Central 70	Series 2017	\$114,660,000	\$114,660,000
	Subtotal	\$114,660,000	\$114,660,000

SB 17-267 Debt Service

SB 17-267 directed the State Treasurer to execute lease-purchase agreements on existing state facilities to generate revenue for priority transportation projects. These agreements function as sales of state property to private investors, and they require investors to immediately lease the buildings back to the state. Leases are renewed annually for up to 20 years, after which the state resumes ownerships of the buildings.

SB 17-267 is expected to raise up to \$2.0 billion in revenue for priority transportation projects

SB 17-267 required the State Architect to select a list of state facilities with a net present value of at least \$2.0 billion. Between FY 2018-19 and FY 2021-22, the bill directs the State Treasurer to execute lease-purchase agreements on these facilities in amounts of up to \$500 million annually. The state's obligation for lease payments may not exceed \$150 million annually, or \$3.0 billion over 20 years.

Pursuant to this bill, the debt service is paid as follows:

General Fund: first \$9 million

State Highway Fund: next \$50 million

General Fund: anything remaining after the first \$59 million, up to \$150 million

Since its passage in 2017, SB 17-267 has been modified by several subsequent bills, which are described below. Under current law, the issuance of FY 2021-22 tranche is contingent on a ballot measure scheduled to go to the voters in the November 2021 election.

SB 18-001 - This bill included provisions based on the outcome of two 2018 ballot initiatives, Propositions 109 and 110. With the defeat of both measures, SB 18-001 directed the General Assembly to refer a ballot measure to voters in the November 2019 election to approve a \$2.34 billion Transportation Revenue Anticipation Note (TRANS) issuance. The passage of this ballot measure would have repealed the lease purchase agreements for FY 2019-20, FY 2020-21, and FY 2021-22.

SB 19-263 - This bill repealed the 2019 ballot measure that would have been referred to voters under SB 18-001 and created a similar ballot measure for the November 2020 election. This ballot measure would have asked voters to approve the sale of \$1.837 billion in TRANS, and the lease-purchase agreements for FY 2020-21 and FY 2021-22 would have been repealed upon passage of the ballot measure.

Additionally, this bill requires annual transfers from the General Fund to the State Highway Fund until FY 2039-40. The amount of the transfer is contingent on the passage of the ballot measure; the transfers are \$50 million annually if the ballot measure fails, and \$92.5 million annually if the ballot measure passes. These transfers were modified in HB 20-1376, as described below.

HB 20-1376 - This bill repealed the ballot measure that would have gone to voters under SB 19-263 and creates a similar ballot measure for the November 2021 election. This ballot measure will ask voters to approve the sale of \$1.337 billion in TRANS. If passed by voters, this ballot measure will repeal the FY 2021-22 issuance of SB 17-267 lease-purchase agreements.

Additionally, this bill requires annual transfers from the General Fund to the State Highway Fund between FY 2022-23 to FY 2039-40. The amount of the transfer is contingent on the passage of the ballot measure; the transfers are \$50 million annually if the ballot measure fails, and \$79.5 million annually if the ballot measure passes. This bill repealed planned General Fund transfers to the State Highway Fund for FY 2020-21 and FY 2021-22.

Further, this bill altered the SB 17-267 debt service formula and increased CDOT's portion of debt service by \$12 million for FY 2020-21 and FY 2021-22:

General Fund: first \$9 million

State Highway Fund: next \$62 million

General Fund: anything remaining after the first \$71 million, up to \$150 million

Beginning in FY 2022-23, CDOT annual SB 17-267 debt service will return to \$50 million and annual General Fund transfers will resume.

HB 20-1377 - This bill diverted \$49 million from the second SB 17-267 issuance to the Capital Construction Fund for controlled maintenance projects in the state. Due to favorable interest rates, the state received \$608.8 million from the FY 2019-20 SB 17-267 issuance. After \$49 million is transferred to the Capital Construction Fund, the department received \$559.8 million.

**A ballot measure
will be referred to
voters in the
November 2021
election to approve
\$1.337 billion
in TRANS Bonds**

November 2021 Ballot Measure

The department's revenue and debt service expenditures that are attributable to SB 17-267 (as modified by subsequent bills) are described in the tables below. These debt service expenditures are contingent on the passage of the ballot measure, and the debt service amounts were outlined in HB 20-1376.

Table 4
CDOT Revenue under HB 20-1376
In Millions

	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24
Ballot Measure Passes	\$500.00	\$445.7	\$445.7	\$445.7
SB 17-267 Revenue	\$500.0	\$0.0	\$0.0	\$0.0
2021 Ballot Measure Revenue	\$0.0	\$445.7	\$445.7	\$445.7
Ballot Measure Fails	\$500.00	\$500.00	\$0.00	\$0.00
SB 17-267 Revenue	\$500.00	\$500.00	\$0.00	\$0.00
2021 Ballot Measure Revenue	\$0.00	\$0.00	\$0.00	\$0.00

Table 5
CDOT Debt Service Expenditures under HB 20-1376
In Millions

	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24
Ballot Measure Passes				
Total State Highway Fund Obligation	\$62.0	\$79.6	\$98.6	\$129.5
SB 17-267 Obligation	\$62.0	\$48.7	\$36.7	\$36.7
HB 20-1376 TRAns Obligation	\$0.0	\$30.9	\$61.9	\$92.8
Less General Fund (GF) Transfer	\$0.0	\$0.0	(\$79.5)	(\$79.5)
Net SHF Debt Payment after GF Transfer	\$62.0	\$79.6	\$19.1	\$50.0
Ballot Measure Fails				
Total State Highway Fund Obligation	\$62.0	\$62.0	\$50.0	\$50.0
SB 17-267 Obligation	\$62.0	\$62.0	\$50.0	\$50.0
HB 20-1376 TRAns Obligation	N/A	N/A	N/A	N/A
Less GF Transfer	\$0.00	\$0.00	(\$50.00)	(\$50.00)
Net SHF Debt Payment after GF Transfer	\$62.0	\$62.0	\$0.0	\$0.0

Other Outstanding Debt

The Department makes lease payments on a series of COPs issued to renovate or replace CDOT properties. In recent years, CDOT has completed several projects to consolidate buildings for region and department headquarters. A summary of the current outstanding COP debt related to CDOT headquarters buildings can be found in Table 3 above.



CDOT Region 4 Building - This project was completed in CDOT Engineering Region 4. It was completed on time and on budget in November 2016, and it consolidated 13 buildings into 4.

CDOT Region 2 Building - This project was completed in CDOT Engineering Region 2. It was completed on time and on budget in April 2018, and it consolidated 13 buildings into 3.

CDOT Headquarters/Region 1 - This project was completed in May 2018. It was completed under budget and consolidated 32 buildings into 12. It serves as the main headquarters for the department and Engineering Region 1.

Bridge Enterprise - To accelerate the repair or replacement of Colorado's bridges that are in poor condition, FASTER created a new enterprise, the Bridge Enterprise (BE), and designated the Transportation Commission to serve as the Bridge Enterprise Board of Directors (Board). The business purpose of the Enterprise is to "finance, repair, reconstruct, and replace any designated bridge in the state" per C.R.S. 43-4-805 (2)(b). Because it was constituted as a government-owned business, the Enterprise may issue revenue bonds to accelerate construction of Colorado's poor bridges. In 2010, the Bridge Enterprise issued \$300 million in revenue bonds under the Build America Bonds Program.

High Performance Transportation Enterprise - The High Performance Transportation Enterprise (HPTE) board supervises and advises the Enterprise's Director, and is authorized to enter into agreements with the Transportation Commission and private industry to finance, build, operate, and maintain transportation infrastructure using innovative financing and contracting methods. The board is also authorized to issue revenue bonds that are payable from user fees generated on corridors owned by the Enterprise.

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Section 4 Financial Forecast





Financial Forecast

This section outlines CDOT's current revenue forecast, and includes a discussion of the budget drivers and trends that impact the department's budget.

The recent COVID-19 pandemic, and the related economic recession, have created a great deal of uncertainty regarding the department's revenue sources. Travel patterns across all modes of transportation have been disrupted, and the pandemic may have long-term impacts on commuting and travel in the state.

This section includes the following:

- Baseline budget forecast
- Budget drivers
- Scenario Evaluation: Economic Downturn
- Scenario Evaluation: Department-specific contingency
- Emerging Trends in Transportation Finance

Baseline Forecast

This section outlines CDOT's financial forecast. The Office of Financial Management and Budget (OFMB) maintains an annual revenue model that is used to guide CDOT's budget-setting process. OFMB's revenue team updates the model each quarter to monitor the course of a current year's fiscal performance, as well as inform the budget for future years. Some of the data used by the model includes, but is not limited to:

- national economic performance indicators (e.g. U.S. GDP and U.S. Federal Reserve interest rates).
- state population data such as net immigration, annual vehicle miles traveled (VMT) in Colorado, and the historical performance of the Highway User Tax Fund.
- Bureau of Labor Statistics & Bureau of Economic Analysis data, such as historical and forecasted year-over-year percent changes in personal income and the consumer price index.
- the forecasted, aggregated interest rates on new car loans annually, and retail gasoline prices from the Energy Information Administration.
- estimated vehicle costs, including federal or state rebates for certain vehicles, as well as vehicle fuel efficiency, and annual vehicle scrappage rates.

The model also includes federally or state-appropriated funding from grants or other sources, such as the Federal Highway and Federal Transit Administrations (FHWA & FTA), and the National Highway Traffic Safety Administration (NHTSA).

The outputs from this model are used to develop the Annual Revenue Allocation Plan. During the annual budget development process, CDOT staff reconcile annual projected revenues with the expenditure requests from the Department's divisions and executive management and update the Revenue Allocation Plan as decisions are made. OFMB staff provides draft and final versions of the Revenue Allocation Plan for formal review and approval by the Transportation Commission, which then becomes CDOT's official budget for the next fiscal year.

The Long Bill is a consolidated version of the Department's budget, and it reflects how transportation revenue will be allocated during the fiscal year. While both the Long Bill and the Revenue Allocation Plan outline how revenue will be allocated during the fiscal year, most CDOT capital expenditures occur over multiple fiscal years. As such, most of the Department's budget is continuously appropriated and included as informational-only in the Long Bill. Certain lines, such as the department's Administration budget, are annually appropriated by the General Assembly.

The revenue forecast used to develop the annual Long Bill is formulated months in advance of the Long Bill's passage. As such, the portions of the budget that are allocated by the Transportation Commission may vary from the final Long Bill. Table 6 below outlines CDOT's forecast by Long Bill appropriation, and Table 7 outlines CDOT's revenue forecast by fund type. This forecast assumes that Administration appropriations will increase by 3.5 percent annually.

CDOT funding is expected to decrease in FY 2022-23 due to the end of SB 17-267 lease-purchase agreements, as discussed in the section above. This forecast will depend on the passage of a transportation ballot measure in November 2021.

Table 6
CDOT Forecast - Revenue Sources
In Millions \$

Budget Category	FY 2021-22 Forecast	FY 2022-23 Forecast	FY 2023-24 Forecast	FY 2024-25 Forecast
Highway Users Tax Fund – CDOT	\$546,832,557	\$543,899,151	\$539,966,776	\$536,343,213
General Fund	\$0	\$50,000,000	\$50,000,000	\$50,000,000
SB 17-267	\$500,000,000	\$0	\$0	\$0
Federal Programs	\$642,203,363	\$651,213,838	\$654,379,764	\$657,564,986
Aeronautics	\$25,999,999	\$19,082,467	\$19,082,467	\$19,082,467
Miscellaneous	\$31,856,809	\$31,856,809	\$28,019,000	\$28,962,000
State Multimodal Funding	\$7,300,000	\$7,415,000	\$7,535,750	\$7,662,538
State Safety Education Funding	\$1,874,000	\$1,335,000	\$1,340,000	\$1,345,000
State Infrastructure Bank	\$168,000	\$167,000	\$168,000	\$195,000
Capital Construction Fund	\$500,000	\$500,000	\$500,000	\$500,000
Southwest Chief Fund	\$100,000	\$100,000	\$100,000	\$100,000
Total	\$1,756,834,728	\$1,305,569,265	\$1,301,091,757	\$1,301,755,204
HPTE	\$22,845,717	\$23,161,966	\$23,520,205	\$19,931,990
Bridge Enterprise	\$125,414,441	\$127,444,441	\$129,554,441	\$131,694,441
CDOT Total	\$1,905,094,886	\$1,456,175,672	\$1,454,166,403	\$1,453,381,635

Table 7
CDOT Forecast - Line Item Appropriation

FY 2021-22 (Forecast)

CDOT Long Bill Divisions	Total Appropriation	General Fund Appropriation	Cash Funds	Reappropriated Funds	Federal Funds
Administration	\$37,255,201	\$0	\$37,192,311	\$62,890	\$0
CM&O	\$1,717,929,527	\$0	\$1,074,310,958	\$1,415,206	\$642,203,363
Bridge Enterprise	\$125,414,441	\$0	\$125,414,441	\$0	\$0
HPTE	\$22,845,717	\$0	\$17,213,417	\$5,632,300	\$0
Southwest Chief Commission	\$100,000	\$0	\$100,000	\$0	\$0
Special Purpose					
<i>FTDD</i>	\$600,000	\$0	\$600,000	\$0	\$0
<i>Marijuana Impaired Driving</i>	\$950,000	\$0	\$950,000	\$0	\$0
Total	\$1,905,094,886	\$0	\$1,255,781,127	\$7,110,396	\$642,203,363

FY 2022-23 (Forecast)

CDOT Long Bill Divisions	Total Appropriation	General Fund Appropriation	Cash Funds	Reappropriated Funds	Federal Funds
Administration	\$37,255,201	\$0	\$37,192,311	\$62,890	\$0
CM&O	\$1,267,264,064	\$0	\$614,635,020	\$1,415,206	\$651,213,838
Bridge Enterprise	\$127,444,441	\$0	\$127,444,441	\$0	\$0
HPTE	\$23,161,966	\$0	\$17,561,966	\$5,600,000	\$0
Southwest Chief Commission	\$100,000	\$0	\$100,000	\$0	\$0
Special Purpose					
<i>FTDD</i>	\$0	\$0	\$0	\$0	\$0
<i>Marijuana Impaired Driving</i>	\$950,000	\$0	\$950,000	\$0	\$0
Total	\$1,456,175,672	\$0	\$797,883,738	\$7,078,096	\$651,213,838

FY 2023-24 (Forecast)

CDOT Long Bill Divisions	Total Appropriation	General Fund Appropriation	Cash Funds	Reappropriated Funds	Federal Funds
Administration	\$37,255,201	\$0	\$37,192,311	\$62,890	\$0
CM&O	\$1,262,786,556	\$0	\$606,991,586	\$1,415,206	\$654,379,764
Bridge Enterprise	\$129,554,441	\$0	\$129,554,441	\$0	\$0
HPTE	\$23,520,205	\$0	\$17,920,205	\$5,600,000	\$0
Southwest Chief Commission	\$100,000	\$0	\$100,000	\$0	\$0
Special Purpose					
<i>FTDD</i>	\$0	\$0	\$0	\$0	\$0
<i>Marijuana Impaired Driving</i>	\$950,000	\$0	\$950,000	\$0	\$0
Total	\$1,454,166,403	\$0	\$792,708,543	\$7,078,096	\$654,379,764

FY 2024-25 (Forecast)

CDOT Long Bill Divisions	Total Appropriation	General Fund Appropriation	Cash Funds	Reappropriated Funds	Federal Funds
Administration	\$37,255,201	\$0	\$37,192,311	\$62,890	\$0
CM&O	\$1,263,450,003	\$0	\$604,469,811	\$1,415,206	\$657,564,986
Bridge Enterprise	\$131,694,441	\$0	\$131,694,441	\$0	\$0
HPTE	\$19,931,990	\$0	\$14,331,990	\$5,600,000	\$0
Southwest Chief Commission	\$100,000	\$0	\$100,000	\$0	\$0
Special Purpose					
<i>FTDD</i>	\$0	\$0	\$0	\$0	\$0
<i>Marijuana Impaired Driving</i>	\$950,000	\$0	\$950,000	\$0	\$0
Total	\$1,453,381,635	\$0	\$788,738,553	\$7,078,096	\$657,564,986

Monthly Cash Model

OFMB also produces a monthly cash report for the Transportation Commission using a short-range model that forecasts the Department's projected cash balance over a 48-month timespan. The model incorporates the latest state revenues, FHWA reimbursements, General Fund transfers, and other sources of revenue that are received for a given month, alongside projected expenditures for costs such as staff, debt service, and payments to contractors. Working in concert with estimates from the Program Management Office for anticipated project expenditures, the Office of Financial Management and Budget forecasts CDOT's future cash flow to ensure the efficient allocation of funds for current and future projects.

The outputs of the cash model are then used to produce that month's update to the Transportation Commission on CDOT's projected cash balance over the next four years.

Cash Revenues

The cash forecast reflects the Department's anticipated cash balance based on the current budget allocation plan and associated planned project expenditures.

Due to recent events in response to the global COVID-19 pandemic, including statewide safer-at-home orders, the Department is anticipating a significant immediate impact to revenue collections, followed by a longer downturn. Reduced motor fuel tax collections, due to decreased travel along with corresponding reductions in other sources, will negatively impact the short-term revenue and associated cash forecast. The preliminary forecast estimates revenue losses of approximately \$50 million between March 2020 and February 2021.

The projected closing cash balance in September 2020 (some final figures were unavailable at the time of writing on October 6th) was \$1.31 billion; \$1.12 billion above that month's cash balance target of \$190 million. The large cash balance results from the additional revenues listed below.

The forecast of revenues and capital proceeds includes:

- Senate Bill 17-267: \$425 million in November 2018, \$560 million in June 2020, and then \$0 thereafter.
- Senate Bill 18-001: \$346.5 million in July 2018, and \$105 million in July 2019.
- Senate Bill 19-262: \$60 million in July 2019.

The forecast does not include \$500 million of revenues in each of FY21 and FY22 from SB 17-267 COP proceeds. Cash balances will be drawn down closer to the target balances over the course of fiscal years 2021, 2022, and 2023 as projects funded with SB 18-001, SB 17-267, SB 19-262 progress through construction.

Cash Payments to Construction Contractors

The current forecast of payments to construction contractors under state contracts (grants paid out under inter-government agreements for construction are accounted for elsewhere in the expenditure forecast) from the State Highway Fund is shown below.

Payments in the forecast include open projects from prior fiscal years, and projects anticipated to be funded through the current and future year annual budget.

Figure 3

Forecasted State Highway Fund Payments to Contractors

Calendar Year(CY), In Millions \$

CY 2017 <i>(actual)</i>	CY 2018 <i>(actual)</i>	CY 2019 <i>(actual)</i>	CY 2020 <i>(forecast)</i>	CY 2021 <i>(forecast)</i>	CY 2022 <i>(forecast)</i>	CY 2023 <i>(forecast)</i>	CY 2024 <i>(forecast)</i>
\$642.0	\$578.0	\$669.0	\$821.0	\$798.0	\$709.0	\$524.0	\$441.0

Agency Budget Drivers

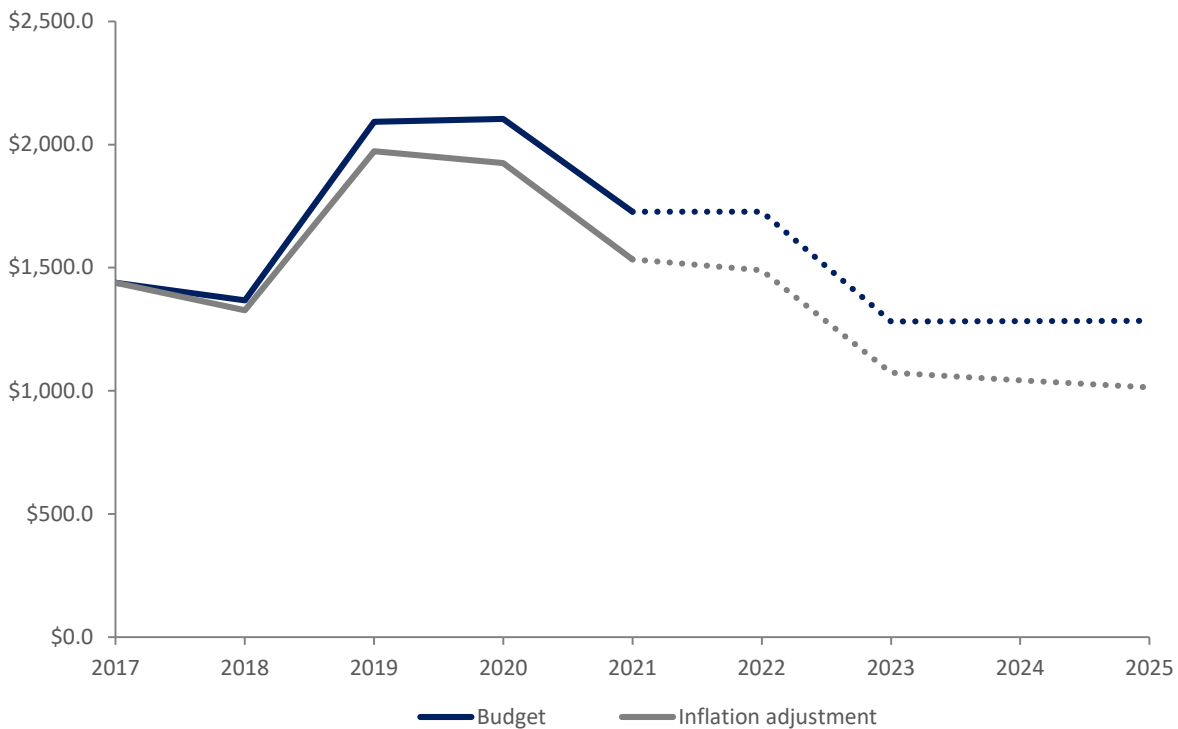
CDOT relies primarily on state (\$0.22 per gallon) and federal (\$0.184 per gallon) fuel taxes for long term funding, which have not been increased since 1991 and 1993, respectively. Stagnant long-term revenue sources, the declining purchasing power of the current excise tax rate, and increasing vehicle fuel efficiency have gradually diminished the department’s ability to fund the maintenance and improvement of the state transportation system.

While recent transfers from the state’s General Fund and the issuance of SB 17-267 COPs have helped advance important transportation projects across the state, the Department still faces long term challenges expanding and maintaining the state’s transportation system.

Inflation is gradually decreasing the purchasing power of the existing fuel taxes

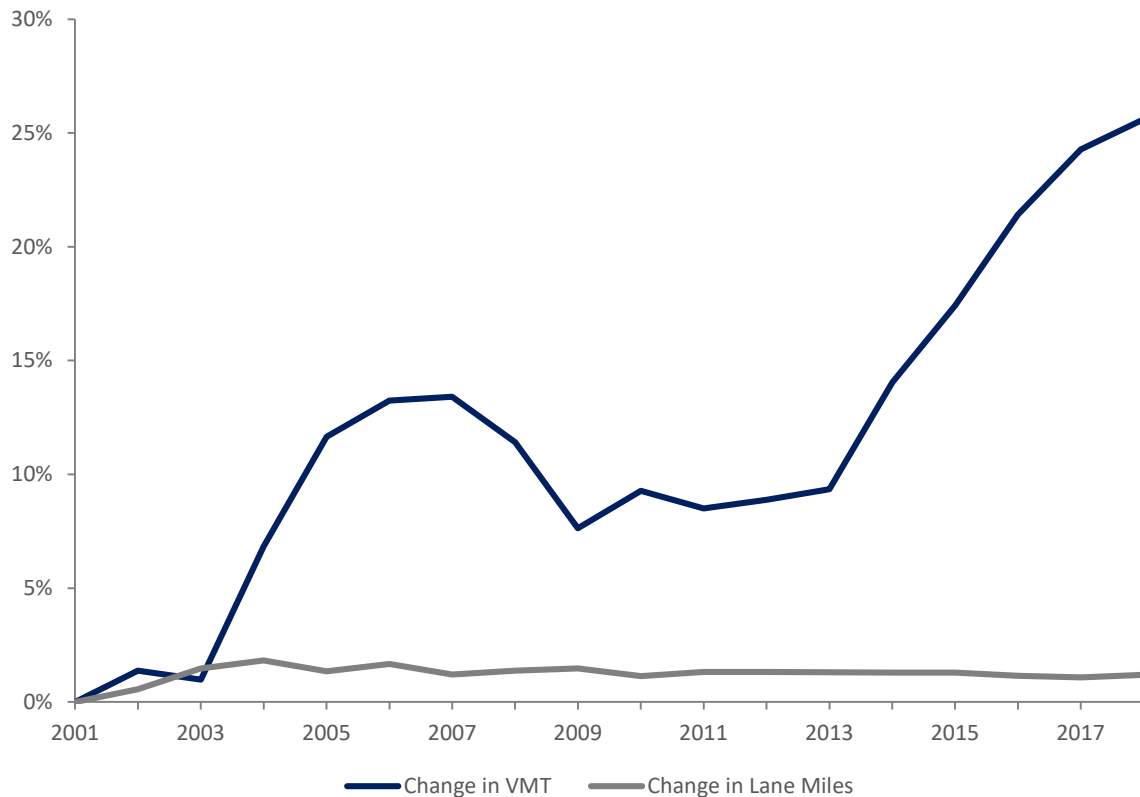
Figure 4 below shows CDOT revenue since 2009, projected out to 2025. This revenue is adjusted to account for inflation.

Figure 4
CDOT Revenue - 2017 to 2025
In Millions \$



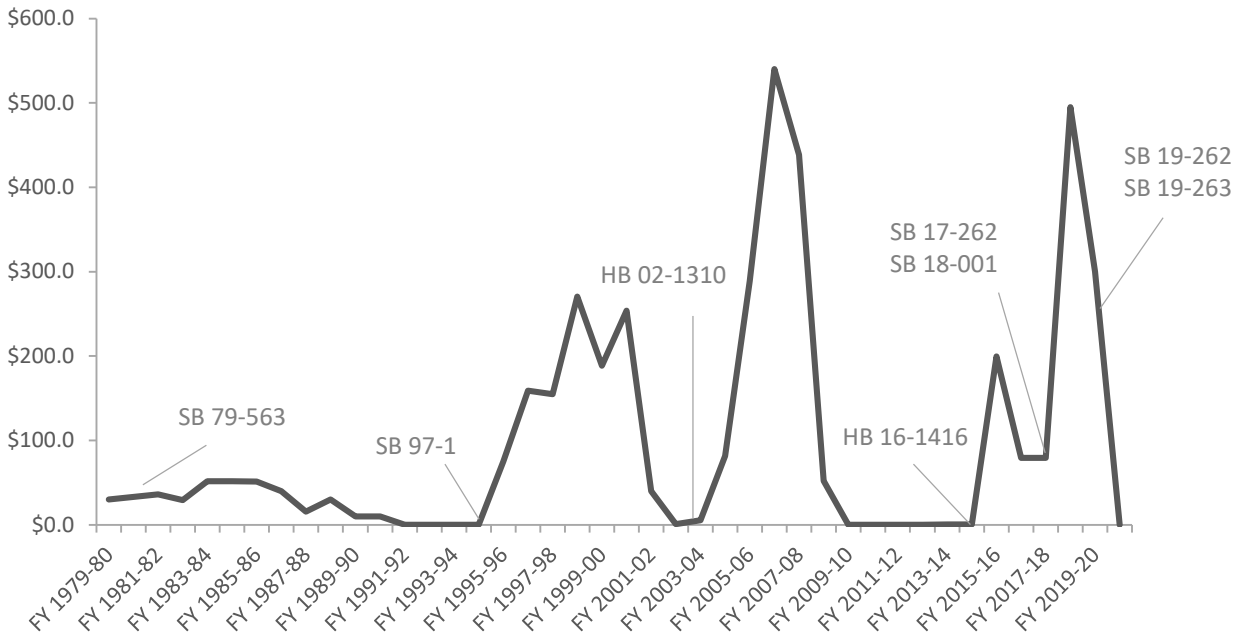
Colorado has one of the fastest growing economies in the country, and the total population of the state has increased by an estimated 13% since the last census. During this period of growth, the capacity of the state highway system has remained relatively constant. This has led to more congestion and increasing wear and tear on the existing system.

Figure 5
Change in State VMT and Lane Miles Compared to 2001
2001 to 2018



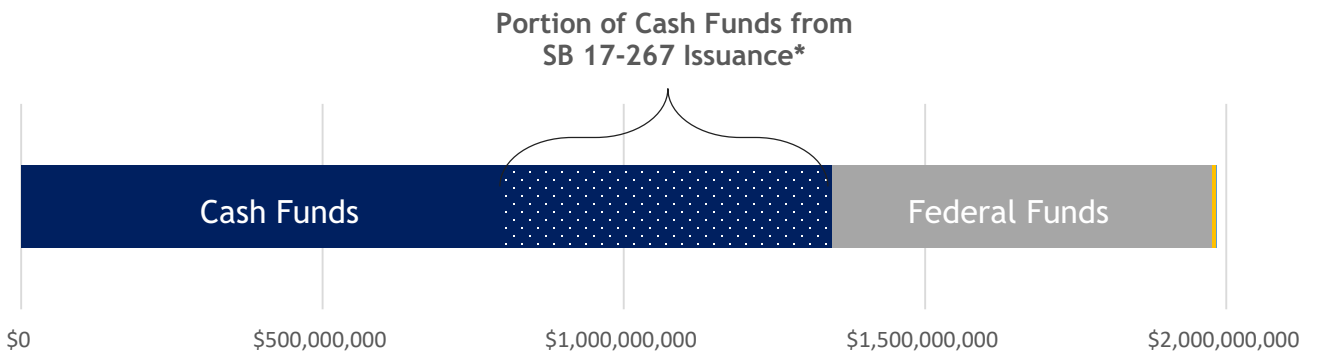
In recent years, the General Assembly has augmented CDOT’s HUTF revenue with funding from the General Fund. While this funding has helped the department funnel significant funding toward priority transportation projects, many of the recent General Fund transfers were one-time infusions of funding. For context on recent transfers from the General Fund, the figure below shows General Fund transfers to transportation since FY 1979-80.

Figure 6
General Fund Transfers to Transportation
 FY 1979-80 to FY 2020-21



In addition to recent General Fund transfers, the department has received funding from the SB 17-267 lease-purchase agreements. For the current FY 2020-21, funding from SB 17-267 makes up about 41 percent of CDOT’s total Cash Fund revenue, as shown below. This funding represents approximately \$500 million in revenue expected from the FY 2020-21 issuance of SB 17-267 lease-purchase agreements. Future transfers from the General Fund and SB 17-267 lease-purchase agreements will depend on the outcome of the TRAns ballot measure going to voters in November 2021.

Figure 7
Breakout of FY 2020-21 CDOT Appropriations by Fund Type



*The Long Bill assumes a \$50 million transfer from the General Fund to the State Highway Fund. Since this transfer was repealed under HB 20-1376, it was not included in this figure

COVID-19 Impact

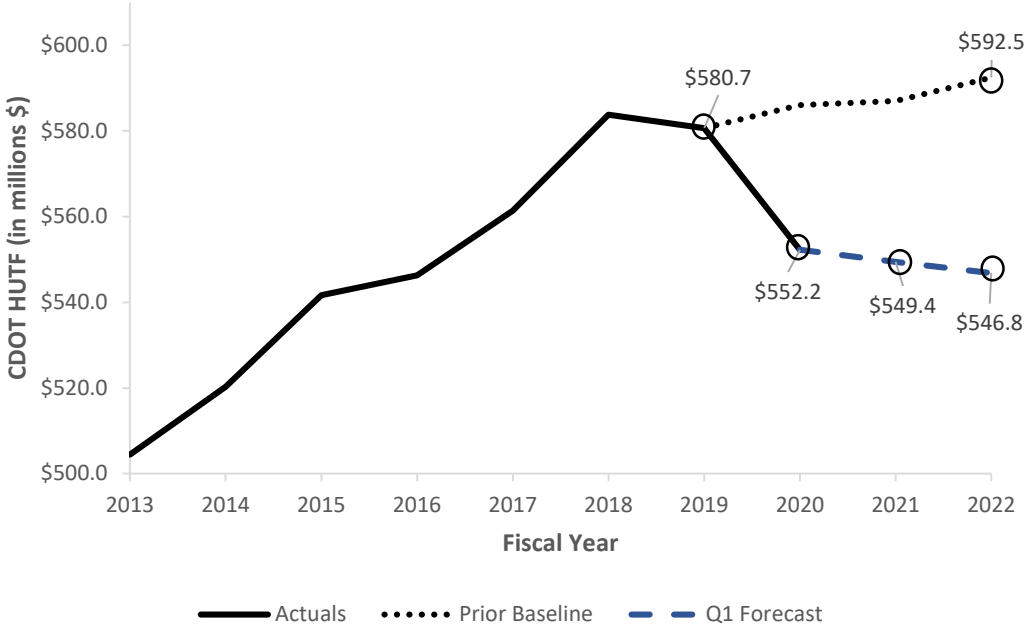
This section outlines the impacts of the COVID-19 pandemic on the department’s budget and discusses the possible impacts of a prolonged economic downturn. Overall, fuel tax revenue has decreased in recent months due to disrupted driving patterns, and it is uncertain how the pandemic will impact travel and commuting patterns over the next few years. At the same time, declining income and sales tax revenue at the state level, and uncertainty at the Federal level, may have additional impacts on the department in future years. These impacts are described in more detail below.

In Colorado, Vehicle Miles Traveled decreased by **42 percent** in April and **23.5 percent** in May due to COVID-19

Highway Users Tax Fund

In September, the department updated its annual revenue forecast to incorporate the downturn impacts associated with COVID-19 and the related economic recession. These impacts are shown in Figure 8 below and explained below.

Figure 8
CDOT HUTF Forecast
In Millions \$



When compared to the forecast used for the Transportation Commission approved FY 2020-21 budget, forecasted HUTF revenue will decrease by \$71.3million in FY 2019-20 and FY 2020-21 combined, and \$45.7 million in FY 2021-22.

The primary driver of lost revenue is the anticipated shortfall in motor fuel collections due to disrupted driving patterns. Considerable uncertainty remains regarding how the pandemic will impact travel and commuting patterns over the next few years. For example, a prolonged economic recession or changes to commuting patterns (such as an increase in the number of people working from home) may have long-term impacts on the state’s VMT and fuel tax revenue.

Table 8
CDOT Revised September Forecast
In Millions \$

	Initial Forecast	September – 1st Quarter Forecast	Shortfall
FY 2019-20	\$586.0	\$552.3	(\$33.7)
FY 2020-21	\$587.00	\$549.4	(\$37.6)
FY 2021-22	\$592.5	\$546.8	(\$45.7)

General Fund Support

Under current law, the department is obligated to use funding from the State Highway Fund (SHF) for debt service related to SB 17-267 lease-purchase agreements. To assist this debt burden, SB 19-263 required annual transfers from the General Fund to the State Highway Fund until FY 2039-40.

The impacts of the COVID-19 pandemic and related economic recession will result in a significant decline in General Fund revenue over the next fiscal year. To help offset this revenue decline, the General Assembly passed HB 20-1367, which modified the department’s annual General Fund transfers and the amount of debt service due from the State Highway Fund for two fiscal years.

For FY 2020-21 and FY 2021-22 only, the planned General Fund transfers of \$50 million were repealed and the amount of SHF debt service related to the SB 17-267 lease-purchase agreements was increased by \$12 million. Additional information on these impacts can be found in Section 3 - Ongoing Debt Obligations.

CDOT Budget Response

For FY 2020-21, the department is pursuing several strategies to address the shortfall created by declining HUTF and General Fund revenues. These strategies are outlined below.

General Fund Revenue Reductions

As discussed above, CDOT is expecting a \$50 million decrease in General Fund revenue and a \$12 million increase to its debt service expenditures for FY 2020-21. To address this impact, the budget for the department's Strategic Projects was decreased by \$62.0 million for the current FY 2020-21.

CDOT staff engaged with the Transportation Commission through multiple workshops beginning in April 2020 to re-examine the \$1.6 billion capital investment program that was initially approved by the Commission in November 2019. The projects in this program are part of a larger 10-year vision, known as [Your Transportation Plan](#)³, which was built over a year-long statewide outreach process.

The resulting process is a multiple-phase analysis that positions the Department to absorb immediate cuts while still ensuring progress toward the original goals of the \$1.6 billion capital program. Projects were prioritized to ensure that transportation investments contribute to Colorado's economic recovery while achieving equity across the state. The department will honor awarded projects and projects that received Federal Grant Funding.

HUTF Reductions

Of the \$71.3 million HUTF revenue shortfall anticipated by the department, approximately \$8.6 million of this funding is related to the Department's FASTER Safety program. The remaining \$62.7 million shortfall must be addressed with various budget reductions, as outlined below.

Table 9
CDOT FY 2020-21 Budget Reductions
In Millions \$

Item Description	Amount
Surplus Debt Service	\$21.5
Cancelled Defeasance of Building COPs	\$20.8
Roll Forward Reversions	\$16.2
Program Review – Discretionary Programs	\$4.4
Division Reductions	\$2.2
TOTAL	\$65.1 million

- **Surplus Debt Service (\$21.5 million)** - Utilize surplus FY 2019-20 debt service budget to offset a significant portion of the FY 2020-21 budget shortfall. Since the second tranche of SB267 COPs were issued in June 2020, the debt service for the second tranche was structured to not include a debt service payment for FY 2019-20. This resulted in a budget surplus of \$21.5 million.
- **2016 Building COPs (\$20.8 million)** - Delay/cancel the planned defeasance of 2016 Building COPs, and instead refinance the amount callable to realize historically low interest rates. Although this increases long-term borrowing costs, this will close a significant portion of the FY 2020-21 budget shortfall.

³ <https://www.codot.gov/programs/your-transportation-priorities/assets/statewidetransportationplan.pdf>

- **Roll Forward Reversions (\$16.2 million)** - This funding represents remaining funding from the previous fiscal year. This funding can be used to offset the FY 2020-21 budget shortfall, with any unused portion returning to the Transportation Program Reserve Budget.
- **Program Review - Discretionary Programs (\$4.4 million)** - The CDOT budget is composed of many programs that are inflexible in nature because they are tied to a funding source or they are legislative in nature. Staff has been working with these program managers to review operational plans for the upcoming fiscal year and have successfully identified budget within a few programs that exceeds what is needed to accomplish their primary objectives for FY 2020-21. Due to COVID-19, several planned initiatives have been slowed or deferred. As such, staff anticipates that some amount of funds will be reverted from Fiscal Year 2019-20. None of these proposed reductions are anticipated to adversely impact the traveling public.
- **Division Reductions (\$2.2 million)** - At the request of executive leadership, division directors and regional transportation directors extensively reviewed all key spending decisions within Region and Division work plans for FY 2020-21 to find potential budget reductions wherever feasible. Staff will continue to review the FY 2020-21 budget for additional reduction opportunities and bring any additional items to the Commission next month for inclusion in a subsequent amendment.

Federal Funding

Federal funding to the department is provided through multi-year transportation reauthorization bills. The current authorization act, the FAST Act, was signed into law in 2015. It authorized \$305 billion over federal fiscal years 2016 through 2020 for the US Department of Transportation's (USDOT) highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research programs. In addition to the multiyear Authorization Act mentioned above, federal revenues depend on the passage an annual Appropriations Act, or the extension of an act via "Continuing Resolution," to obligate federal resources and receive subsequent cash reimbursement. Colorado receives approximately 1.35 percent of the national total of "formula" funds distributed by the Federal Highway Administration (FHWA).

The FAST Act expires after federal fiscal year 2020. As of this writing, Congress has passed a Continuing Resolution, which will keep transportation funding levels at Federal Fiscal Year 2020 funding levels.

Due to declining fuel tax revenue, Congress has elected to supplement the gas tax with General Fund revenue over the last several years. It is uncertain how the current economic recession will impact funding in the next reauthorization bill.

CARES Act

The Coronavirus Aid, Relief, and Economic Security (CARES) Act was passed by Congress, and signed into law by President Trump on March 27, 2020. The Federal Transit Administration (FTA) subsequently announced the apportionments for \$25 Billion of those funds on April 2nd, 2020, across urban, rural, and tribal programs. Colorado received \$325 Million of those funds, with CDOT responsible for distributing nearly \$40 Million to rural transit agencies across Colorado. The

remainder was allocated directly to urban and tribal organizations by FTA. CDOT is distributing the nearly \$40 Million as follows (rounded numbers): 10% (\$4 M) for administrative & statewide efforts, 15% (\$6 M) to intercity & interregional bus network providers per 5311(f) rules, and 75% (\$30 M) to rural transit agencies around Colorado (primarily 5311 recipients). Of the \$30 Million, \$18 Million was released rapidly in May, with time to allow for adjustments on the “phase 2” release of the remaining \$12 Million.

In late June, CDOT released a survey to take a snapshot of the financial status and expectations of transit agencies around Colorado. The survey results were presented at the July meeting. To the positive, transit agencies reported that CARES Act funds have helped sustain employee payrolls (prevent/reduce layoffs or furloughs), maintain service to customers (most at reduced levels, but operating nevertheless), and to be able to pay for personal protective equipment (PPE) for transit operators.

The “average” agency is experiencing approximately a 35% budget impact from COVID, a combination of an average of 12% increase in costs due to sanitization and protective equipment, and a 23% decrease in annual revenues. For rural agencies, the CARES Act funds will cover an average of 28.5%, leaving a deficit of 6.5% not covered by the CARES Act.

In addition to the CARES ACT, Congress has considered several stimulus proposals that could increase funding for transportation infrastructure and operations. To the extent that the federal government provides additional funding to states for highway and transit operations or infrastructure, Colorado’s federal revenue may increase.

Scenario Evaluation – Department Specific Contingency

This section details potential future contingencies that would have a major impact on the department’s long-range forecast or ability to meet performance goals.

November 2021 Ballot Measure

As discussed in Section 3 above, HB 20-1376 repealed a ballot measure that would have been referred to voters in November 2020 and created a similar ballot measure for the November 2021 election. If approved by voters, this bill will require the sale of \$1.337 billion in TRANS and repeal the fourth year of SB 17-267 lease-purchase agreements (\$500 million total).

The department’s current forecast assumes that the ballot measure will not be passed by voters. Under this scenario, all four years of SB 17-267 Lease-Purchase agreements will be completed, and the department will receive a total of up to \$1.0 billion in additional revenue in FY 2020-21 and FY 2021-22. If the ballot measure is passed by voters, overall department revenue would increase. The department’s 10-year [Your Transportation Plan](#)⁴ summarizes the extensive new planning process the department has undertaken over the last few years. Any additional revenue may increase the number of projects in this plan that the department is able to complete.

Transportation Revenue

Federal Revenue

As discussed above, federal revenues depend on the passage an annual Appropriations Act, or the extension of an act via Continuing Resolution, to obligate federal resources and receive subsequent cash reimbursement.

Congress has passed a Continuing Resolution, which will keep transportation funding at the Fiscal Year 2020 levels. Due to declining fuel tax revenue, Congress has elected to supplement the gas tax with General Fund revenue over the last several years. It is uncertain how the current economic recession will impact funding in the next reauthorization bill.

⁴ <https://www.codot.gov/programs/your-transportation-priorities/assets/statewidetransportationplan.pdf>

State HUTF Revenue

As discussed above, the department is anticipating decreased revenues of \$71.3 million in FY 2019-20 and FY 2020-21 combined, and \$45.7 million in FY 2021-22. The primary driver of lost revenue is the anticipated shortfall in motor fuel collections due to disrupted driving patterns. The most pronounced impact is forecasted to occur in FY 2020-21.

Considerable uncertainty remains around how the pandemic will impact travel and commuting patterns over the next few years. The only comparable historical data available is from the period of the Great Recession. Colorado saw a sharp drop in annual Vehicle Miles Traveled (VMT) at the start of the economic disruption between 2008 and 2009. Staff has used this historical data to help forecast future travel behaviors over the next 12 months.

Although VMT is expected to start growing again by FY 2021-22, it is likely to be modest and offset by increasingly fuel-efficient vehicles. The Department's model predicts this will result in a FY 2021-22 revenue shortfall of \$50.3 million.

SB 19-263 Report

Pursuant to SB 19-239, the Department convened a stakeholder group to examine the economic, environmental, and transportation system impact of new and emerging transportation technologies and business models. The stakeholder group was comprised of representatives of specified industries, workers, governmental entities, planning organizations, and other interest groups that will be affected by the transportation changes.

The legislation required significant modeling tasks and identification of potential fees that could be collected to encourage shared and electric rides. Examples of modeling tasks include:

- Quantification of the amount of carbon emissions that can be eliminated through different means of incentivizing and supporting the use of zero emission vehicles.
- Examination of different means of incentivizing multiple occupant trips in motor vehicles used for commercial purposes.
- Identification of the additional or improved transportation infrastructure, including multi-modal infrastructure and infrastructure needed to support the adoption of and use of zero emission vehicles, that is required to accommodate the impacts on transportation infrastructure resulting from utilization of motor vehicles used for commercial purposes.

The stakeholder group's report can be found on the department's website [here](#)⁵. House Bill 20-1376 repealed the requirement that CDOT promulgate rules and issue a final report on the stakeholder group's work, and no further action will be taken on this report under current law. To the extent that recommendations in the report are introduced and passed in a future legislative session, the department's revenue may be impacted. Any impact would depend on the policy recommended.

⁵ <https://www.codot.gov/library/studies/emerging-mobility-impact-study>

Emerging Trends

This section provides an overview of the emerging trends and challenges related to transportation in Colorado.

Eroding Gas Tax Revenue

Colorado's gas tax has been 22 cents per gallon (20.5 cents for diesel) for almost 30 years - since 1991. Current state fuel taxes are not indexed to inflation, which has resulted in the declining purchasing power of the gas tax. The current gas tax has about one-third of the buying power it had in 1991. Similarly, Federal gas taxes have stood at 18 cents per gallon (24 cents for diesel) since 1993. More fuel-efficient vehicles are contributing to the erosion of the amount of funding received from the gas tax, as fuel tax is calculated based on gallons purchased and not on percentage of sale.

Aging Population

With an aging population across the United States, older adults (65+) are putting more emphasis on how and where they choose to age. While many older adults want to "age in place", many are also now making purposeful decisions about where they want to spend their retirement years based on the availability of public transportation. When older adults are able to easily and safely access public transportation, they are able to continue to meet their basic needs such as medical appointments, shopping, and recreation without having to drive or rely on others. Based on demographic projections, the number of older adults (65+) in Colorado is expected to increase by 120% by 2040. Colorado needs to be ready for the impact the aging baby boomers will have on the larger transportation system and be ready for the shift in how and where this population is choosing to live.

Changing Preferences

Recent trends suggest a generational shift is occurring across the United States, with growing preferences for modes of transportation other than the private automobile, including transit, carpools, vanpools, ridesharing, biking, and walking. Associated with this is the growing popularity of walkable communities closer to jobs, recreation, and amenities. This is impacting the typical travel patterns that have been seen in the United States since the coming of age of the automobile in the 1950s. Transit agencies must consider not only the transit dependent users, but also the impact that demand for transit services and improved first and last mile connections to transit will have on their transit system.

New Modes of Transportation

New modes of transportation, or variations on old modes, are emerging. Recently, e-bikes and scooters have spread through cities across the U.S. as a new form of “micro-mobility.” Additionally, ridesharing continues to grow in popularity. Ridesharing matches passengers with vehicles and may include carpools, vanpools and transportation network companies, such as Uber and Lyft, where individuals use personal motor vehicles to provide passenger transportation services. The economic, environmental and transportation system impacts of ridesharing is still being assessed, but there are likely environmental benefits associated with multiple passenger rideshares (e.g. carpools and vanpools) and the increased use of public transit when a rideshare is used as a first and last mile solution.

Vehicle Technology

Connected and autonomous vehicles will turn roads into information freeways that need to be planned, built, managed, and maintained much differently than asphalt or concrete. In a world where vehicle decisions and movements are communicated wirelessly to humans or automated vehicles (AV), CDOT will have new tools to systematically improve safety and efficiency, while providing robust and timely information to both humans and vehicles.

Major Expenses Anticipated

The majority of annual expenditures are associated with the delivery of the core Department functions of construction, maintenance and operations, multimodal services, and suballocated programs (i.e. funds passed-through to local agencies for transportation projects). The most significant anticipated expenses are those expenses associated with planned capital construction projects and maintenance and operations activities.

Every four years, CDOT takes a fresh look at Colorado's transportation investment priorities and builds a Statewide Transportation Plan that helps deliver those priorities. While CDOT has delivered many of these plans over the years, for this plan - Your Transportation Plan - CDOT embarked on an effort to refresh transportation priorities based on firsthand input from residents across the state, creating a multimodal plan that is meaningful to every region of the state. Your Transportation Plan is a vision document that outlines what we want to achieve across our transportation system over the next 25 years. The current draft of the Statewide Transportation Plan can be found on CDOT's website [here](#)⁶.

The Plan was built around CDOT's 10-year vision to help address the critical multimodal transportation needs of Colorado residents and businesses. More information on projects in this plan can be found at CDOT's website [here](#)⁷.

⁶ <https://www.codot.gov/programs/your-transportation-priorities/statewide-plan>

⁷ <https://www.codot.gov/programs/your-transportation-priorities/vision>

Anticipated Funding Decreases

As discussed in previous sections, the department anticipates decreased funding due to the COVID-19 pandemic and the related economic recession. While decreasing General Fund and fuel tax revenue will decrease the department's budget over the next few fiscal years, there is considerable uncertainty regarding the long-term impact of the pandemic on the state's budget. Overall, it will take years to reach pre-recessionary levels of economic activity as the state continues to face challenges posted by COVID-19 and the related health and economic uncertainty. Current statewide forecasts assume that an effective vaccine will not be available for 8 to 12 months, necessitating ongoing social distancing restrictions until a vaccine or other effective treatment can be widely distributed.

Additionally, there is considerable uncertainty regarding federal revenues. Due to declining fuel tax revenue, Congress has elected to supplement the gas tax with General Fund revenue over the last several years. It is uncertain how the current economic recession will impact funding in the next reauthorization bill.

CDOT Highway Users Tax Fund Forecast

Highway Users Tax Fund Revenue	FY 2020-21 Quarter 1 Forecast
Motor Fuel Tax	\$620,000,000
Motor Vehicle Registrations	\$227,000,000
Other Miscellaneous HUTF	\$29,876,000
FASTER Collections	\$194,400,100
<i>SB 09-108: Road Safety Surcharge (on Vehicle Registration)</i>	<i>\$136,000,000</i>
<i>SB 09-108: Vehicle Registration Late Fee</i>	<i>\$20,400,000</i>
<i>SB 09-108: Vehicle Rentals</i>	<i>\$36,000,000</i>
<i>SB 09-108: Surcharge on Oversize Vehicle Permits</i>	<i>\$2,000,000</i>
<i>SB 09-108: Unregistered Vehicle Fine</i>	<i>\$100</i>
Total	\$1,071,276,100

Highway Users Tax Fund Distribution	FY 2020-21 Quarter 1 Forecast
Off the Top Deductions	\$177,789,887
Department of Transportation	\$549,444,963
Counties	\$203,361,555
Municipalities	\$140,679,695
Total	\$1,071,276,100

CDOT Revenue Forecast

Budget Category	FY 2018-19 Actual	FY 2019-20 Actual	FY 2020-21 Forecast	FY 2021-22 Forecast	FY 2022-23 Forecast
Highway Users Tax Fund – CDOT Portion	\$580,688,185	\$552,247,132	\$549,444,963	\$546,832,557	\$543,899,151
<i>Regular HUTF</i>	\$464,925,231	\$438,548,645	\$432,804,903	\$427,612,497	\$422,099,091
<i>Faster Safety HUTF</i>	\$115,762,954	\$113,698,487	\$116,640,060	\$119,220,060	\$121,800,060
General Fund	\$346,500,000	\$215,000,000	\$0	\$0	\$50,000,000
<i>General Fund Transfer</i>	\$346,500,000	\$215,000,000	\$0	\$0	\$50,000,000
SB 17-267 Lease-Purchase Agreements	\$424,154,455	\$559,809,594	\$500,000,000	\$500,000,000	\$0
Federal Programs	\$625,592,998	\$690,407,311	\$629,577,681	\$642,203,363	\$651,213,838
<i>Federal Highway Administration - Apportionments</i>	\$563,635,600	\$611,046,422	\$553,498,800	\$556,260,900	\$559,041,600
<i>Federal Highway Administration -Local Match</i>	\$21,155,266	\$22,587,495	\$22,596,409	\$22,706,106	\$22,816,499
<i>Federal Transit Administration</i>	\$20,016,951	\$38,364,678	\$29,579,805	\$37,861,607	\$39,010,000
<i>Federal Transit Administration - Local Match</i>	\$12,102,557	\$10,984,448	\$14,217,667	\$18,034,750	\$22,975,739
<i>National Highway Traffic Safety Administration</i>	\$8,682,624	\$7,424,268	\$9,685,000	\$7,340,000	\$7,370,000
Aeronautics	\$33,887,169	\$26,620,907	\$32,999,999	\$25,999,999	\$19,082,467
Miscellaneous	\$47,367,293	\$50,580,787	\$28,967,000	\$31,856,809	\$31,856,809
State Multimodal Funding	\$81,072,626	\$29,821,374	\$7,900,000	\$7,300,000	\$7,415,000
<i>Rail and Transit - (FASTER)</i>	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000
<i>Bustang</i>	\$2,728,983	\$2,321,374	\$2,900,000	\$2,300,000	\$2,415,000
<i>SB 18-001 Multimodal Transfers</i>	\$73,343,643	\$22,500,000	\$0	\$0	\$0
State Safety Education Funding	\$2,780,349	\$2,810,279	\$2,325,000	\$1,874,000	\$1,335,000
<i>MOST - Motorcycle Operator Safety Training</i>	\$0	\$0	\$0	\$0	\$0
<i>First Time Drunk Driving Fund*</i>	\$1,500,000	\$1,500,000	\$1,500,000	\$600,000	\$0
<i>LEAF - Law Enforcement Assistance Fund</i>	\$330,349	\$360,279	\$375,000	\$324,000	\$385,000
<i>Marijuana Impaired Driving Program*</i>	\$950,000	\$950,000	\$450,000	\$950,000	\$950,000
State Infrastructure Bank	\$664,716	\$684,989	\$409,000	\$168,000	\$167,000
Capital Construction Fund	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Southwest Chief Fund*	\$2,600,000	\$100,000	\$100,000	\$100,000	\$100,000
Total	\$2,145,807,790	\$2,128,582,375	\$1,752,223,643	\$1,756,834,728	\$1,305,569,266
HPTE	\$18,571,954	\$22,433,690	\$22,273,728	\$22,845,717	\$23,161,966
Bridge Enterprise	\$127,248,138	\$133,683,596	\$120,158,364	\$125,414,441	\$127,444,441
CDOT Total	\$2,291,627,882	\$2,284,699,661	\$1,894,655,735	\$1,905,094,886	\$1,456,175,673

*Cells in blue represent annual appropriations to CDOT

CDOT Actuals by Long Bill Lines

FY 2018-19 (Actual)

CDOT Long Lines	Total	General Fund	Cash Funds	Reappropriated	Federal Funds
	Appropriation	Appropriation		Funds	
Administration	\$35,908,390	\$0	\$35,845,118	\$63,272	\$0
CM&O	\$2,031,005,757	\$0	\$1,403,997,886	\$1,414,873	\$625,592,998
Bridge Enterprise	\$127,248,138	\$0	\$127,248,138	\$0	\$0
High Performance Transportation Enterprise	\$18,571,954	\$0	\$13,402,454	\$5,169,500	\$0
Southwest Chief Commission	\$2,600,000	\$0	\$2,600,000	\$0	\$0
Special Purpose					
<i>FTDD</i>	\$1,500,000	\$0	\$1,500,000	\$0	\$0
<i>Marijuana Impaired Driving</i>	\$950,000	\$0	\$950,000	\$0	\$0
Multimodal Transportation Options Fund*	\$73,343,643	\$0	\$73,343,643	\$0	\$0
Total**	\$2,291,127,882	\$0	\$888,232,785	\$6,647,645	\$625,592,998

*Includes interest earned on fund balance

**Total Adjusted to account for \$500,000 in the Capital Construction portion of the Long Bill

FY 2019-20 (Actual)

CDOT Long Bill Lines	Total	General Fund	Cash Funds	Reappropriated	Federal Funds
	Appropriation	Appropriation		Funds	
Administration	\$38,281,507	\$0	\$38,218,284	\$63,223	\$0
CM&O	\$2,064,750,868	\$0	\$1,372,928,684	\$1,414,873	\$690,407,311
Bridge Enterprise	\$133,683,596	\$0	\$133,683,596	\$0	\$0
High Performance Transportation Enterprise	\$22,433,690	\$0	\$16,833,690	\$5,600,000	\$0
Southwest Chief Commission	\$100,000	\$0	\$100,000	\$0	\$0
Special Purpose					
<i>FTDD</i>	\$1,500,000	\$0	\$1,500,000	\$0	\$0
<i>Marijuana Impaired Driving</i>	\$950,000	\$0	\$950,000	\$0	\$0
Multimodal Transportation Options Fund	\$22,500,000	\$0	\$22,500,000	\$0	\$0
Total*	\$2,284,199,661	\$0	\$811,904,660	\$7,078,096	\$690,407,311

*Total Adjusted to account for \$500,000 in the Capital Construction portion of the Long Bill