



**COLORADO**

**Department of Transportation**



## **PROPOSED LEGISLATIVELY APPROPRIATED BUDGET**

**FISCAL YEAR 2022-23**

**Shoshana Lew  
Executive Director**

**November 1, 2021**

**DEPARTMENT OF TRANSPORTATION  
FY 2022-23 BUDGET REQUEST**

**TABLE OF CONTENTS**

|                |  |
|----------------|--|
| <b>Tab 1:</b>  | <b>Change Request Summary – Schedule 10</b>          |
| <b>Tab 2:</b>  | <b>Line Item Description</b>                         |
| <b>Tab 3:</b>  | <b>Change Requests</b>                               |
| <b>Tab 4:</b>  | <b>Reconciliation</b>                                |
| <b>Tab 5:</b>  | <b>Summary by Long Bill Group – Schedule 2</b>       |
| <b>Tab 6:</b>  | <b>Line Item by Year – Schedule 3</b>                |
| <b>Tab 7:</b>  | <b>Position and Object Code Detail – Schedule 14</b> |
| <b>Tab 8:</b>  | <b>Line Item to Statute – Schedule 5</b>             |
| <b>Tab 9:</b>  | <b>Special Bills Summary – Schedule 6</b>            |
| <b>Tab 10:</b> | <b>Supplemental Bills Summary – Schedule 7</b>       |
| <b>Tab 11:</b> | <b>Common Policy Summary – Schedule 8</b>            |
| <b>Tab 12:</b> | <b>Cash Funds Reports – Schedule 9</b>               |



## **Department of Transportation**

### **FY 2022-23 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 proposed revenue allocation, which typically occurs at the November 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 AND TUNNEL 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.

Senate Bill 21-260 renamed the Enterprise to the Statewide Bridge and Tunnel Enterprise and authorized it to complete surface transportation projects for tunnels.

### **(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 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 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. The fund may be used 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.

Pursuant to Senate Bill 21-238, the Front Range Passenger Rail Commission will be repealed on May 15, 2022. The State Treasurer will transfer any unencumbered funds remaining in the Southwest Chief Rail Line Economic Development, Rural Tourism, and Infrastructure Repair and Maintenance Fund to the newly created Front Range Passenger Rail District on July 1, 2022.

## **(6) SPECIAL PURPOSE**

This section consists of three 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.

### ***Multimodal Transportation and Mitigation Options Fund***

Senate Bill 18-001, Section 43-4-1103 C.R.S, created the Multimodal Transportation Options Fund and transferred a total of \$94.25 million in one-time funding from the General Fund to this fund. Pursuant to Section 43-4-1103 (2)(a)(I), 85 percent must be granted to local governments, and 15 percent is retained by CDOT for statewide multimodal projects.

Senate Bill 21-260 renamed the Multimodal Transportation Options Fund to the Multimodal Transportation and Mitigation Options Fund. In addition to the multimodal projects that could previously be funded from this cash fund, this bill also allows the Department to fund greenhouse gas mitigation projects with this funding.

Additionally, this fund will receive ongoing funding from the newly created Retail Delivery Fee and dedicated General Fund transfers. This fund receives 28.9 percent of the state portion of the retail delivery fees.

### **(7) Nonattainment Area Air Pollution Mitigation Enterprise**

Senate Bill 21-260, Section 43-4-1303 C.R.S, created the Nonattainment Area Air Pollution Mitigation Enterprise within CDOT to mitigate the environmental and health impacts of increased air pollution for motor vehicle emissions in nonattainment areas resulting from the growth in TNC rides and retail deliveries.

The Transportation Commission is authorized to loan money to the Nonattainment Area Air Pollution Mitigation Enterprise to defray expenses incurred by the enterprise before it receives fee revenue or bond proceeds. This funding is credited to the Nonattainment Area Air Pollution Mitigation Enterprise Initial Expenses Fund, which is continuously appropriated to the enterprise.

Additionally, the Enterprise will receive ongoing funding from the newly created Air Pollution Mitigation Per Ride Fee and the Air Pollution Mitigation Retail Delivery Fee.

### **(8) Clean Transit Enterprise**

Senate Bill 21-260, Section 43-4-1203 C.R.S., created the Clean Transit Enterprise within CDOT to reduce and mitigate the adverse environmental impacts and health impacts of air pollution and greenhouse gas emissions by supporting the replacement of existing gasoline and diesel transit vehicles with electric motor vehicles.

The Transportation Commission is authorized to loan money to the Clean Fleet Enterprise to defray expenses incurred by the enterprise before it receives fee revenue or bond proceeds. This funding is credited to the Clean Transit Enterprise Initial Expenses Fund, which is continuously appropriated to the enterprise.

Additionally, the Enterprise will receive ongoing funding from the newly created Clean Transit Retail Delivery Fee.



**FY 2022-23 Summary of Change Requests**

**Schedule 10**

| Request Name   | Interagency Review     | Requires Legislation | Total Funds        | FTE        | General Fund | Cash Funds         | Reappropriated | Federal    |
|--|------------------------|----------------------|--------------------|------------|--------------|--------------------|----------------|------------|
| <b>Non-Prioritized Request</b>                             |                        |                      |                    |            |              |                    |                |            |
| NP-01 Paid Family Medical Leave Funding                    | Impacts DPA            | Yes                  | \$0                | 0.0        | \$0          | \$0                | \$0            | \$0        |
| NP-02 CSEAP Resources                                      | Impacts DPA            | Yes                  | \$0                | 0.0        | \$0          | \$0                | \$0            | \$0        |
| NP-03 Annual Fleet Vehicle Request                         | Impacts DPA            | Yes                  | \$0                | 0.0        | \$0          | \$0                | \$0            | \$0        |
| NP-04 OIT_FY22 Budget Request Package                      | Requires OIT Approval  | No                   | \$0                | 0.0        | \$0          | \$0                | \$0            | \$0        |
| <b>Subtotal Non-Prioritized Request</b>                    |                        |                      | <b>\$0</b>         | <b>0.0</b> | <b>\$0</b>   | <b>\$0</b>         | <b>\$0</b>     | <b>\$0</b> |
| <b>Prioritized Request</b>                                 |                        |                      |                    |            |              |                    |                |            |
| R-01 Temporary Fuel Products Fee Reduction                 | Impacts Other Agency   | Yes                  | (\$1,849,809)      | 0.0        | \$0          | (\$1,849,809)      | \$0            | \$0        |
| R-02 Multimodal Transportation and Mitigation Options Fund | No Other Agency Impact | Yes                  | \$0                | 0.0        | \$0          | \$0                | \$0            | \$0        |
| R-03 FTDD Account Appropriation                            | No Other Agency Impact | No                   | \$900,000          | 0.0        | \$0          | \$900,000          | \$0            | \$0        |
| <b>Subtotal Prioritized Request</b>                        |                        |                      | <b>(\$949,809)</b> | <b>0.0</b> | <b>\$0</b>   | <b>(\$949,809)</b> | <b>\$0</b>     | <b>\$0</b> |
| <b>Total for Department of Transportation</b>              |                        |                      | <b>(\$949,809)</b> | <b>0.0</b> | <b>\$0</b>   | <b>(\$949,809)</b> | <b>\$0</b>     | <b>\$0</b> |

# Department of Transportation

## Funding Request for the FY 2022-23 Budget Cycle

Request Title

**NP-01 Paid Family Medical Leave Funding**

Dept. Approval By: \_\_\_\_\_ Supplemental FY 2021-22

OSPB Approval By: \_\_\_\_\_ Budget Amendment FY 2022-23

\_\_\_\_\_ X \_\_\_\_\_

Change Request FY 2022-23

| Summary Information                                       | Fund         | FY 2021-22             |              | FY 2022-23             |                | FY 2023-24   |            |
|---|--------------|------------------------|--------------|------------------------|----------------|--------------|------------|
|   |              | Initial Appropriation  | Supplemental | Base Request           | Change Request | Continuation |            |
|   |              |                        | Request      |                        |                |              |            |
|   | <b>Total</b> | <b>\$1,748,944,686</b> | <b>\$0</b>   | <b>\$1,282,608,883</b> | <b>\$0</b>     | <b>\$0</b>   | <b>\$0</b> |
| <b>Total of All Line Items Impacted by Change Request</b> | FTE          | 3,317.0                | 0.0          | 3,317.0                | 0.0            | 0.0          | 0.0        |
|   | GF           | \$0                    | \$0          | \$0                    | \$0            | \$0          | \$0        |
|   | CF           | \$1,105,263,227        | \$0          | \$636,255,932          | \$0            | \$0          | \$0        |
|   | RF           | \$1,478,096            | \$0          | \$1,478,096            | \$0            | \$0          | \$0        |
|   | FF           | \$642,203,363          | \$0          | \$644,874,855          | \$0            | \$0          | \$0        |

| Line Item Information           | Fund         | FY 2021-22            |              | FY 2022-23          |                 | FY 2023-24   |            |
|---------------------------------|--------------|-----------------------|--------------|---------------------|-----------------|--------------|------------|
|                                 |              | Initial Appropriation | Supplemental | Base Request        | Change Request  | Continuation |            |
|                                 |              |                       | Request      |                     |                 |              |            |
|                                 | <b>Total</b> | <b>\$37,960,903</b>   | <b>\$0</b>   | <b>\$42,937,506</b> | <b>\$31,381</b> | <b>\$0</b>   | <b>\$0</b> |
|                                 | FTE          | 161.0                 | 0.0          | 161.0               | 0.0             | 0.0          | 0.0        |
| 01. Administration, (A)         | GF           | \$0                   | \$0          | \$0                 | \$0             | \$0          | \$0        |
| Administration, (1)             | CF           | \$37,898,013          | \$0          | \$42,874,611        | \$31,381        | \$0          | \$0        |
| Administration - Administration | RF           | \$62,890              | \$0          | \$62,895            | \$0             | \$0          | \$0        |
|                                 | FF           | \$0                   | \$0          | \$0                 | \$0             | \$0          | \$0        |

|  |              |                        |            |                        |                   |            |            |
|--|--------------|------------------------|------------|------------------------|-------------------|------------|------------|
|  | <b>Total</b> | <b>\$1,710,983,783</b> | <b>\$0</b> | <b>\$1,239,671,377</b> | <b>(\$31,381)</b> | <b>\$0</b> | <b>\$0</b> |
| 02. Construction, Maintenance, and Operations, (A)       | FTE          | 3,156.0                | 0.0        | 3,156.0                | 0.0               | 0.0        | 0.0        |
| Construction, Maintenance, and Operations, (1)           | GF           | \$0                    | \$0        | \$0                    | \$0               | \$0        | \$0        |
| Construction, Maintenance, and Operations - Construction | CF           | \$1,067,365,214        | \$0        | \$593,381,321          | (\$31,381)        | \$0        | \$0        |
| Maintenance, And Operations                              | RF           | \$1,415,206            | \$0        | \$1,415,201            | \$0               | \$0        | \$0        |
|  | FF           | \$642,203,363          | \$0        | \$644,874,855          | \$0               | \$0        | \$0        |

### Auxiliary Data

Requires Legislation? YES

Type of Request?

Transportation Non-Prioritized Request

Interagency Approval or Related Schedule 13s:

Impacts DPA

**Department of Transportation**

**Funding Request for the FY 2022-23 Budget Cycle**

Request Title

**NP-02 CSEAP Resources**

Dept. Approval By: \_\_\_\_\_ Supplemental FY 2021-22  
 OSPB Approval By: \_\_\_\_\_ Budget Amendment FY 2022-23  
 \_\_\_\_\_ X \_\_\_\_\_ Change Request FY 2022-23

| Summary Information | Fund | FY 2021-22             |                      | FY 2022-23             |                | FY 2023-24   |
|---------------------|------|------------------------|----------------------|------------------------|----------------|--------------|
|                     |      | Initial Appropriation  | Supplemental Request | Base Request           | Change Request | Continuation |
| <b>Total</b>        |      | <b>\$1,748,944,686</b> | <b>\$0</b>           | <b>\$1,282,608,883</b> | <b>\$0</b>     | <b>\$0</b>   |
| FTE                 |      | 3,317.0                | 0.0                  | 3,317.0                | 0.0            | 0.0          |
| GF                  |      | \$0                    | \$0                  | \$0                    | \$0            | \$0          |
| CF                  |      | \$1,105,263,227        | \$0                  | \$636,255,932          | \$0            | \$0          |
| RF                  |      | \$1,478,096            | \$0                  | \$1,478,096            | \$0            | \$0          |
| FF                  |      | \$642,203,363          | \$0                  | \$644,874,855          | \$0            | \$0          |

| Line Item Information           | Fund | FY 2021-22            |                      | FY 2022-23          |                 | FY 2023-24   |
|---------------------------------|------|-----------------------|----------------------|---------------------|-----------------|--------------|
|                                 |      | Initial Appropriation | Supplemental Request | Base Request        | Change Request  | Continuation |
| <b>Total</b>                    |      | <b>\$37,960,903</b>   | <b>\$0</b>           | <b>\$42,937,506</b> | <b>\$35,741</b> | <b>\$0</b>   |
| FTE                             |      | 161.0                 | 0.0                  | 161.0               | 0.0             | 0.0          |
| 01. Administration, (A)         | GF   | \$0                   | \$0                  | \$0                 | \$0             | \$0          |
| Administration, (1)             | CF   | \$37,898,013          | \$0                  | \$42,874,611        | \$35,741        | \$0          |
| Administration - Administration | RF   | \$62,890              | \$0                  | \$62,895            | \$0             | \$0          |
|                                 | FF   | \$0                   | \$0                  | \$0                 | \$0             | \$0          |

|  |     |                        |            |                        |                   |            |
|--|-----|------------------------|------------|------------------------|-------------------|------------|
| <b>Total</b>   |     | <b>\$1,710,983,783</b> | <b>\$0</b> | <b>\$1,239,671,377</b> | <b>(\$35,741)</b> | <b>\$0</b> |
| 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, (1)           | CF  | \$1,067,365,214        | \$0        | \$593,381,321          | (\$35,741)        | \$0        |
| Construction, Maintenance, and Operations - Construction | RF  | \$1,415,206            | \$0        | \$1,415,201            | \$0               | \$0        |
| Maintenance, And Operations                              | FF  | \$642,203,363          | \$0        | \$644,874,855          | \$0               | \$0        |

**Auxiliary Data**

Requires Legislation? YES

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

Department of Transportation

Funding Request for the FY 2022-23 Budget Cycle

Request Title **NP-03 Annual Fleet Vehicle Request**

Dept. Approval By: \_\_\_\_\_ Supplemental FY 2021-22  
 OSPB Approval By: \_\_\_\_\_ Budget Amendment FY 2022-23  
 \_\_\_\_\_ X \_\_\_\_\_ Change Request FY 2022-23

| Summary Information                                       | Fund         | FY 2021-22             |                      | FY 2022-23             |                | FY 2023-24   |
|---|--------------|------------------------|----------------------|------------------------|----------------|--------------|
|   |              | Initial Appropriation  | Supplemental Request | Base Request           | Change Request | Continuation |
|   | <b>Total</b> | <b>\$1,710,983,783</b> | <b>\$0</b>           | <b>\$1,239,671,377</b> | <b>\$0</b>     | <b>\$0</b>   |
|   | FTE          | 3,156.0                | 0.0                  | 3,156.0                | 0.0            | 0.0          |
| <b>Total of All Line Items Impacted by Change Request</b> | GF           | \$0                    | \$0                  | \$0                    | \$0            | \$0          |
|   | CF           | \$1,067,365,214        | \$0                  | \$593,381,321          | \$0            | \$0          |
|   | RF           | \$1,415,206            | \$0                  | \$1,415,201            | \$0            | \$0          |
|   | FF           | \$642,203,363          | \$0                  | \$644,874,855          | \$0            | \$0          |

| Line Item Information                                    | Fund         | FY 2021-22             |                      | FY 2022-23             |                | FY 2023-24   |
|--|--------------|------------------------|----------------------|------------------------|----------------|--------------|
|  |              | Initial Appropriation  | Supplemental Request | Base Request           | Change Request | Continuation |
|  | <b>Total</b> | <b>\$1,710,983,783</b> | <b>\$0</b>           | <b>\$1,239,671,377</b> | <b>\$0</b>     | <b>\$0</b>   |
| 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 - Construction | CF           | \$1,067,365,214        | \$0                  | \$593,381,321          | \$0            | \$0          |
| Maintenance, And Operations                              | RF           | \$1,415,206            | \$0                  | \$1,415,201            | \$0            | \$0          |
|  | FF           | \$642,203,363          | \$0                  | \$644,874,855          | \$0            | \$0          |

| Auxiliary Data               |  |  |             |
|------------------------------|--|--|-------------|
| <b>Requires Legislation?</b> | YES                                    |  |             |
| <b>Type of Request?</b>      | Transportation Non-Prioritized Request | <b>Interagency Approval or Related Schedule 13s:</b> | Impacts DPA |

-  
-  
:

-  
-  
-

-

]

**Department of Transportation**

**Funding Request for the FY 2022-23 Budget Cycle**

Request Title

**NP-04 OIT\_FY23 Budget Request Package**

Dept. Approval By: \_\_\_\_\_ **Supplemental FY 2021-22**

OSPB Approval By: \_\_\_\_\_ **Budget Amendment FY 2022-23**

X \_\_\_\_\_ **Change Request FY 2022-23**

| Summary Information                                       | Fund | FY 2021-22             |                      | FY 2022-23             |                | FY 2023-24   |
|---|------|------------------------|----------------------|------------------------|----------------|--------------|
|   |      | Initial Appropriation  | Supplemental Request | Base Request           | Change Request | Continuation |
| <b>Total</b>  |      | <b>\$1,748,944,686</b> | <b>\$0</b>           | <b>\$1,282,608,883</b> | <b>\$0</b>     | <b>\$0</b>   |
| FTE   |      | 3,317.0                | 0.0                  | 3,317.0                | 0.0            | 0.0          |
| <b>Total of All Line Items Impacted by Change Request</b> | GF   | \$0                    | \$0                  | \$0                    | \$0            | \$0          |
|   | CF   | \$1,105,263,227        | \$0                  | \$636,255,932          | \$0            | \$0          |
|   | RF   | \$1,478,096            | \$0                  | \$1,478,096            | \$0            | \$0          |
|   | FF   | \$642,203,363          | \$0                  | \$644,874,855          | \$0            | \$0          |

| Line Item Information           | Fund | FY 2021-22            |                      | FY 2022-23          |                 | FY 2023-24      |
|---------------------------------|------|-----------------------|----------------------|---------------------|-----------------|-----------------|
|                                 |      | Initial Appropriation | Supplemental Request | Base Request        | Change Request  | Continuation    |
| <b>Total</b>                    |      | <b>\$37,960,903</b>   | <b>\$0</b>           | <b>\$42,937,506</b> | <b>\$93,084</b> | <b>\$87,601</b> |
| FTE                             |      | 161.0                 | 0.0                  | 161.0               | 0.0             | 0.0             |
| 01. Administration, (A)         | GF   | \$0                   | \$0                  | \$0                 | \$0             | \$0             |
| Administration, (1)             | CF   | \$37,898,013          | \$0                  | \$42,874,611        | \$93,084        | \$87,601        |
| Administration - Administration | RF   | \$62,890              | \$0                  | \$62,895            | \$0             | \$0             |
|                                 | FF   | \$0                   | \$0                  | \$0                 | \$0             | \$0             |

|  |     |                        |            |                        |                   |                   |
|--|-----|------------------------|------------|------------------------|-------------------|-------------------|
| <b>Total</b>   |     | <b>\$1,710,983,783</b> | <b>\$0</b> | <b>\$1,239,671,377</b> | <b>(\$93,084)</b> | <b>(\$87,601)</b> |
| 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, (1)                                       | CF  | \$1,067,365,214        | \$0        | \$593,381,321          | (\$93,084)        | (\$87,601)        |
| Construction, Maintenance, and Operations - Construction Maintenance, And Operations | RF  | \$1,415,206            | \$0        | \$1,415,201            | \$0               | \$0               |
|  | FF  | \$642,203,363          | \$0        | \$644,874,855          | \$0               | \$0               |

| Auxiliary Data        |  |   |                       |
|-----------------------|--|---|-----------------------|
| Requires Legislation? | NO                                     |   |                       |
| Type of Request?      | Transportation Non-Prioritized Request | Interagency Approval or Related Schedule 13s: | Requires OIT Approval |

**Department of Transportation**

**Funding Request for the FY 2022-23 Budget Cycle**

Request Title

**R-01 Temporary Fuel Products Fee Reduction**

Dept. Approval By: \_\_\_\_\_ Supplemental FY 2021-22  
 OSPB Approval By: \_\_\_\_\_ Budget Amendment FY 2022-23  
 \_\_\_\_\_ X \_\_\_\_\_ Change Request FY 2022-23

| Summary Information | Fund | FY 2021-22             |                      | FY 2022-23             |                      | FY 2023-24           |
|---------------------|------|------------------------|----------------------|------------------------|----------------------|----------------------|
|                     |      | Initial Appropriation  | Supplemental Request | Base Request           | Change Request       | Continuation         |
| <b>Total</b>        |      | <b>\$1,710,983,783</b> | <b>\$0</b>           | <b>\$1,239,671,377</b> | <b>(\$1,849,809)</b> | <b>(\$1,849,809)</b> |
| FTE                 |      | 3,156.0                | 0.0                  | 3,156.0                | 0.0                  | 0.0                  |
| GF                  |      | \$0                    | \$0                  | \$0                    | \$0                  | \$0                  |
| CF                  |      | \$1,067,365,214        | \$0                  | \$593,381,321          | (\$1,849,809)        | (\$1,849,809)        |
| RF                  |      | \$1,415,206            | \$0                  | \$1,415,201            | \$0                  | \$0                  |
| FF                  |      | \$642,203,363          | \$0                  | \$644,874,855          | \$0                  | \$0                  |

| Line Item Information                                    | Fund | FY 2021-22             |                      | FY 2022-23             |                      | FY 2023-24           |
|--|------|------------------------|----------------------|------------------------|----------------------|----------------------|
|  |      | Initial Appropriation  | Supplemental Request | Base Request           | Change Request       | Continuation         |
| <b>Total</b>   |      | <b>\$1,710,983,783</b> | <b>\$0</b>           | <b>\$1,239,671,377</b> | <b>(\$1,849,809)</b> | <b>(\$1,849,809)</b> |
| 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 - Construction | CF   | \$1,067,365,214        | \$0                  | \$593,381,321          | (\$1,849,809)        | (\$1,849,809)        |
| Maintenance, And Operations                              | RF   | \$1,415,206            | \$0                  | \$1,415,201            | \$0                  | \$0                  |
|  | FF   | \$642,203,363          | \$0                  | \$644,874,855          | \$0                  | \$0                  |

| Auxiliary Data        |                                    |   |                      |
|-----------------------|------------------------------------|---|----------------------|
| Requires Legislation? | YES                                |   |                      |
| Type of Request?      | Transportation Prioritized Request | Interagency Approval or Related Schedule 13s: | Impacts Other Agency |

# Department of Transportation

## Funding Request for the FY 2022-23 Budget Cycle

Request Title

R-02 Multimodal Transportaiton and Mitigation Options Fund

Dept. Approval By: \_\_\_\_\_ Supplemental FY 2021-22

OSPB Approval By: \_\_\_\_\_ Budget Amendment FY 2022-23

X

Change Request FY 2022-23

| Summary Information                                       | Fund         | FY 2021-22            |                      | FY 2022-23   |                | FY 2023-24   |            |
|---|--------------|-----------------------|----------------------|--------------|----------------|--------------|------------|
|   |              | Initial Appropriation | Supplemental Request | Base Request | Change Request | Continuation |            |
|   | <b>Total</b> | <b>\$146,840,000</b>  | <b>\$0</b>           | <b>\$0</b>   | <b>\$0</b>     | <b>\$0</b>   | <b>\$0</b> |
|   | FTE          | 0.0                   | 0.0                  | 0.0          | 0.0            | 0.0          | 0.0        |
| <b>Total of All Line Items Impacted by Change Request</b> | GF           | \$0                   | \$0                  | \$0          | \$0            | \$0          | \$0        |
|   | CF           | \$146,840,000         | \$0                  | \$0          | \$0            | \$0          | \$0        |
|   | RF           | \$0                   | \$0                  | \$0          | \$0            | \$0          | \$0        |
|   | FF           | \$0                   | \$0                  | \$0          | \$0            | \$0          | \$0        |

| Line Item Information  | Fund         | FY 2021-22            |                      | FY 2022-23   |                | FY 2023-24   |            |
|--|--------------|-----------------------|----------------------|--------------|----------------|--------------|------------|
|  |              | Initial Appropriation | Supplemental Request | Base Request | Change Request | Continuation |            |
|  | <b>Total</b> | <b>\$146,840,000</b>  | <b>\$0</b>           | <b>\$0</b>   | <b>\$0</b>     | <b>\$0</b>   | <b>\$0</b> |
| 08. Multimodal Transportation Options Fund, (A) Multimodal Transportation Options Fund, (1) Multimodal Transportation Options Fund - Multimodal Transportation and Mitigation Options Fund | FTE          | 0.0                   | 0.0                  | 0.0          | 0.0            | 0.0          | 0.0        |
|  | GF           | \$0                   | \$0                  | \$0          | \$0            | \$0          | \$0        |
|  | CF           | \$146,840,000         | \$0                  | \$0          | \$0            | \$0          | \$0        |
|  | RF           | \$0                   | \$0                  | \$0          | \$0            | \$0          | \$0        |
|  | FF           | \$0                   | \$0                  | \$0          | \$0            | \$0          | \$0        |

### Auxiliary Data

Requires Legislation? NO

Type of Request? Transportation Prioritized Request

Interagency Approval or Related Schedule 13s: No Other Agency Impact



**Department of Transportation**

**Funding Request for the FY 2022-23 Budget Cycle**

Request Title

**R-03 FTDD Account Appropriation**

Dept. Approval By: \_\_\_\_\_

**Supplemental FY 2021-22**

OSPB Approval By: \_\_\_\_\_

**Budget Amendment FY 2022-23**

**X**

**Change Request FY 2022-23**

| Summary Information                                       | Fund         | FY 2021-22            | FY 2022-23           |                  | FY 2023-24       |              |
|---|--------------|-----------------------|----------------------|------------------|------------------|--------------|
|   |              | Initial Appropriation | Supplemental Request | Base Request     | Change Request   | Continuation |
|   | <b>Total</b> | <b>\$2,600,000</b>    | <b>\$0</b>           | <b>\$600,000</b> | <b>\$900,000</b> | <b>\$0</b>   |
|   | FTE          | 0.0                   | 0.0                  | 0.0              | 0.0              | 0.0          |
| <b>Total of All Line Items Impacted by Change Request</b> | GF           | \$0                   | \$0                  | \$0              | \$0              | \$0          |
|   | CF           | \$2,600,000           | \$0                  | \$600,000        | \$900,000        | \$0          |
|   | RF           | \$0                   | \$0                  | \$0              | \$0              | \$0          |
|   | FF           | \$0                   | \$0                  | \$0              | \$0              | \$0          |

| Line Item Information                                       | Fund         | FY 2021-22            | FY 2022-23           |                  | FY 2023-24       |              |
|---|--------------|-----------------------|----------------------|------------------|------------------|--------------|
|   |              | Initial Appropriation | Supplemental Request | Base Request     | Change Request   | Continuation |
|   | <b>Total</b> | <b>\$2,600,000</b>    | <b>\$0</b>           | <b>\$600,000</b> | <b>\$900,000</b> | <b>\$0</b>   |
|   | FTE          | 0.0                   | 0.0                  | 0.0              | 0.0              | 0.0          |
| 06. Special Purpose, A. Special Purpose, (1)                | GF           | \$0                   | \$0                  | \$0              | \$0              | \$0          |
| Special Purpose - First Time Drunk Driving Offender Account | CF           | \$2,600,000           | \$0                  | \$600,000        | \$900,000        | \$0          |
|   | RF           | \$0                   | \$0                  | \$0              | \$0              | \$0          |
|   | FF           | \$0                   | \$0                  | \$0              | \$0              | \$0          |

**Auxiliary Data**

**Requires Legislation?** NO

**Type of Request?** Transportation Prioritized Request

**Interagency Approval or Related Schedule 13s:**

No Other Agency Impact



**Department Priority: R-01**  
**Request Detail: Temporary Fuel Products Fee Reduction**

| Summary of Funding Change for FY 2022-23 |                             |                       |                       |
|--|-----------------------------|-----------------------|-----------------------|
|  |                             | Incremental Change    |                       |
|  | FY 2021-22<br>Appropriation | FY 2022-23<br>Request | FY 2023-24<br>Request |
| Total Funds                              | \$0                         | \$0                   | \$0                   |
| FTE                                      | 0.0                         | 0.0                   | 0.0                   |
| General Fund                             | \$0                         | \$0                   | \$0                   |
| Cash Funds                               | \$0                         | \$0                   | \$0                   |
| Reappropriated Funds                     | \$0                         | \$0                   | \$0                   |
| Federal Funds                            | \$0                         | \$0                   | \$0                   |

**Summary of Request**

Senate Bill 20-218 created a new fee on fuel products to fund Perfluoroalkyl and Polyfluoroalkyl Substances (PFAS) grants, as well as hazardous materials safety and regulation. Under this request, the department proposes a statutory change to reduce the fee by \$6.25 and remove The Colorado Department of Transportation (CDOT) from the funding formula for a period of two years. Since there have not been any specific commitments made for this funding, the department believes its portion of this fee revenue can be paused for two fiscal years without impacting operations. Pausing this fee will reduce the cost of distributing fuel products at a time when shipping costs are historically high due to a shortage of drivers and other factors.

## ***Current Program***

Senate Bill 20-218 created a new fee on fuel products to fund the PFAS cash fund, support CDOT in enhancing the safety of transporting hazardous materials, and support the Colorado State Patrol in regulating freight and hazardous materials on highways in the state. The bill set the fee at \$25 per tank truckload of fuel products.

Between September 1, 2020, and October 1, 2021, the fee is distributed:

- 50 percent to the PFAS cash fund
- 25 percent to CDOT
- 25 percent to Colorado State Patrol

Between October 1, 2021, to October 1, 2026, the fee is distributed:

- \$100,000 to the Colorado State patrol
- 75 percent of the remaining funding to the PFAS cash fund
- 25 percent of the remaining funding to CDOT.

## ***Problem or Opportunity***

CDOT began receiving revenue from the PFAS fee last fiscal year. As this is a new source of fee revenue, the Department is currently undergoing a stakeholder process to determine how these funds will be programmed to address freight related needs.

## ***Proposed Solution***

Since there have not been any specific commitments made for this funding, the Department believes its portion of this fee revenue can be paused for two fiscal years. This will allow time for CDOT to continue the stakeholder process and integrate this work into the Freight Mobility and Safety Branch created in S.B. 21-260.

|                         |                            |                           |                          |
|-------------------------|----------------------------|---------------------------|--------------------------|
| Theory of Change        | Not on the continuum - N/A |                           |                          |
| Program Objective       | Not on the continuum - N/A |                           |                          |
| Outputs being measured  | Not on the continuum - N/A |                           |                          |
| Outcomes being measured | Not on the continuum - N/A |                           |                          |
| Cost/Benefit ratio      | N/A                        |                           |                          |
| Evaluations             | Pre-Post                   | Quasi-Experimental Design | Randomized Control Trial |
| Results of Evaluation   | N/A                        | N/A                       | N/A                      |

|                 |     |
|-----------------|-----|
| Continuum Level | N/A |
|-----------------|-----|

### ***Anticipated Outcomes***

This request will reduce state cash fund revenue by approximately \$1.8 million in FY 2022-23 and FY 2023-23, and should not impact operations.

### **Assumptions and Calculations**

In FY 2020-21, CDOT collected approximately \$1.7 million in revenue from this fee. Based on the fiscal note for this bill, CDOT anticipates it will receive about \$1.8 million from this fee in future fiscal years.

Under current law, the total fee on fuel products is \$25. Reducing this fee by approximately 25 percent would result in a fee decrease of \$6.25. In this proposal, CDOT proposes reducing the fee by \$6.25 and removing itself from the fee formula for 2 years. This proposal will decrease fees on fuel products, decrease overall state cash fund revenue, and ensure the revenue to other agencies is kept whole.



**Department Priority: R-02**  
**Request Detail: Multimodal Transportation and Mitigation Options Fund**

| Summary of Funding Change for FY 2022-23 |                             |                       |                       |
|--|-----------------------------|-----------------------|-----------------------|
|  |                             | Incremental Change    |                       |
|  | FY 2021-22<br>Appropriation | FY 2022-23<br>Request | FY 2023-24<br>Request |
| Total Funds                              | \$0                         | \$0                   | \$0                   |
| FTE                                      | 0.0                         | 0.0                   | 0.0                   |
| General Fund                             | \$0                         | \$0                   | \$0                   |
| Cash Funds                               | \$0                         | \$0                   | \$0                   |
| Reappropriated Funds                     | \$0                         | \$0                   | \$0                   |
| Federal Funds                            | \$0                         | \$0                   | \$0                   |

**Summary of Request**

The Multimodal Transportation and Mitigation Options Program is an ongoing program focused on capital development projects; however, the program is funded through an annual appropriation from the Multimodal Transportation and Mitigation Options Fund (MMOF). Since various projects will span multiple years, the Department requests three years of roll-forward authority for the requested FY 2022-23 appropriation, and for each subsequent annual appropriation in the Long Bill.

## **Current Program**

Senate Bill (S.B.) 21-260 replaced the Multimodal Transportation Options Fund with the MMOF. Prior to the passage of S.B. 21-260, this fund primarily consisted of one-time funding from S.B. 18-001. The S.B. 18-001 funding was transferred over two years, and each transfer was appropriated for a five-year period. Pursuant to statute, 85 percent of funding in the MMOF must be granted out to local recipients, and 15 percent is retained by the state for statewide multimodal projects.

Beginning in the current FY 2021-22, S.B. 21-260 transfers 50 percent of the revenue that is retained after increasing the excess state revenues cap from the General Fund to the Colorado Department of Transportation (CDOT). These transfers continue over multiple years until a maximum of \$115 million is transferred to the Department. Of this amount, 94 percent is transferred to the Multimodal Transportation and Mitigation Options Fund, which is subject to annual appropriation. Additionally, S.B. 21-260 created new fees on retail deliveries that are subject to the state sales tax. A portion of these new fees is deposited in the newly created MMOF.

S.B. 21-260 created several new funding streams for the MMOF, which are outlined below.

**American Rescue Plan Act** - In FY 2021-22, S.B. 21-260 transferred \$146,840,000 from the Federal American Rescue Plan Act (ARPA) to the MMOF. Federal APRA funding must be expended or obligated by the end of 2024 and any obligated funds must be expended by the end of 2026.

**Excess State Revenues Cap** - S.B. 21-260 increased the state TABOR limit by about \$225.0 million, reverting the reduction made by the General Assembly in Senate Bill 17-267. For FY 2021-22 and later years, the TABOR limit is adjusted from this higher level for inflation and population growth. It also created a conditional transfer from the General Fund to the MMOF (94 percent) and the State Highway Fund for the Revitalizing Main Streets Program (6 percent). The amount of the transfer is 50 percent of state revenue retained as a result of the increase in the TABOR limit (Referendum C cap). The transfer is made annually through FY 2025-26 and limited to a total of \$115 million.

**Recurring General Fund Transfers** - Between FY 2024-25 and FY 2031-32, S.B. 21-260 annually transfers \$10.5 million from the General Fund to the MMOF.

**Retail Delivery Fees** - Beginning in FY 2022-23, S.B. 21-260 imposes new fees on retail deliveries that are subject to the state sales tax. These fees are assessed by the state, the Statewide Bridge and Tunnel Enterprise, and four new enterprises created in the bill. The table below provides a breakout of Retail Delivery Fee Revenue. The Retail Delivery Fee for the MMOF is 2.43 cents in FY 2022-23.

| <u>Retail Delivery Fees</u>                                | <u>FY 2022-23 Fee Rate</u>   |
|--|------------------------------|
| State (Highway Users Tax Fund and Multimodal Options Fund) | 8.4 cents / delivery         |
| Bridge and Tunnel Enterprise                               | 2.7 cents / delivery         |
| Community Access Enterprise                                | 6.9 cents / delivery         |
| Clean Fleet Enterprise                                     | 5.3 cents / delivery         |
| Clean Transit Enterprise                                   | 3.0 cents / delivery         |
| Air Pollution Mitigation Enterprise                        | 0.7 cents / delivery         |
| <b>Total of Retail Delivery Fees</b>                       | <b>27.0 cents / delivery</b> |

### ***Problem or Opportunity***

Most of the funding in the MMOF will be granted out to local governments for multimodal and greenhouse gas mitigation projects. In general, a majority of transportation capital expenditures often occur in the summer months, and even small capital projects can span multiple fiscal years.

Under current law, the MMOF requires an annual appropriation from the General Assembly. Since most capital projects span multiple fiscal years, the department requests rollforward authority for appropriations made in FY 2021-22, FY 2022-23, and appropriations made in future years. This will ensure that the department has adequate spending authority to grant this funding out to our local partners.

### ***Proposed Solution***

Under current law, the MMOF requires an annual appropriation from the General Assembly. Since most capital projects span multiple fiscal years, the department requests three years of rollforward authority for appropriations made in FY 2022-23 and future years. This will ensure that the department has adequate spending authority to grant this funding out to our local partners.

|                        |   |
|------------------------|---|
| Theory of Change       | In addition to the general benefits that this program provides to all Coloradans, a complete and integrated multimodal transportation system benefits seniors by making aging in place more feasible for them; benefits residents of rural areas by providing them with flexible public transportation services; provides enhanced mobility for persons with disabilities; and provides safe routes to schools for children.                            |
| Program Objective      | The MMOF program seeks to fund multimodal transportation projects and operations throughout the state.  |
| Outputs being measured | The MMOF Program tracks the list of awarded projects and the annual and match expenditures made. In addition, the program will be tracking the number of projects awarded, the amount of funding obligated, and the amount of funding expended. The program will also be tracking the type of project: for example bike/ped, transit, multimodal studies, etc. The program will also report on the number of projects supporting rural and urban areas. |

|                         |          |                           |                          |
|-------------------------|----------|---------------------------|--------------------------|
| Outcomes being measured | N/A      |                           |                          |
| Cost/Benefit ratio      | N/A      |                           |                          |
| Evaluations             | Pre-Post | Quasi-Experimental Design | Randomized Control Trial |
| Results of Evaluation   | N/A      | N/A                       | N/A                      |
| Continuum Level         | Step 2   |                           |                          |

### ***Anticipated Outcomes***

If the department does not receive rollforward authority for MMOF appropriations, it may limit the size and scope of projects that CDOT and our local partners can accomplish within a given fiscal year. In general, most MMOF projects require a 50 percent match. Allowing the department to retain spending authority over multiple years will ensure that our local partners can utilize their resources and complete their project priorities.

### **Assumptions and Calculations**

Based on the Department’s current forecast, the Department requests a total appropriation of \$17,604,000 from the Multimodal Transportation and Mitigation Options Fund beginning in FY 2022-23, as discussed below.

The department currently estimates that it will receive \$11,600,000 from the revenue retained after raising the state excess revenues cap. Of this amount, 94 percent will be transferred to the MMOF, or \$10,904,000.

Additionally, the department forecasts \$6,700,000 in revenue from the Retail Delivery Fee created by SB 21-260. The total fee rate for the MMOF is \$0.0243 per delivery in FY 2022-23.

CDOT estimated the daily Vehicle Miles Travelled (VMT) for retail deliveries using the 2030 outputs from the SB 19-239 Emerging Mobility Impact Study. The Department reengaged with the consultant used for this study to update the VMT and daily trip assumptions for retail deliveries. CDOT’s estimate reflects the updated assumptions. CDOT adjusted the VMT estimate using the “less responsive” elasticity assumption from the SB 19-239 study. The adjusted VMT estimate was divided by an assumed trip distance of 5 miles per delivery for restaurant deliveries and 0.62 miles per delivery for E-commerce deliveries to estimate the daily number of trips.

### ***Supplemental, 1331 Supplemental or Budget Amendment Criteria***





**Department Priority: R-03**  
**Request Detail: First Time Drunk Driving Offender Account Appropriation**

| Summary of Funding Change for FY 2022-23 |                             |                       |                       |
|--|-----------------------------|-----------------------|-----------------------|
|  |                             | Incremental Change    |                       |
|  | FY 2021-22<br>Appropriation | FY 2022-23<br>Request | FY 2023-24<br>Request |
| Total Funds                              | \$600,000                   | \$900,000             | \$0                   |
| FTE                                      | 0.0                         | 0.0                   | 0.0                   |
| General Fund                             | \$0                         | \$0                   | \$0                   |
| Cash Funds                               | \$600,000                   | \$900,000             | \$0                   |
| Reappropriated Funds                     | \$0                         | \$0                   | \$0                   |
| Federal Funds                            | \$0                         | \$0                   | \$0                   |

**Summary of Request**

The Colorado Department of Transportation (CDOT or department) requests increasing the appropriation for the First Time Drunk Driving (FTDD) Offender Account in the Highway Users Tax Fund back to its 2020 level of \$1.5 million. The appropriation was reduced to \$600,000 in FY 2020-21 to match a lower expected fund balance. The fund now has a high enough fund balance to run the full program at \$1.5 million, and requests the appropriation be returned to its previous level.

### ***Current Program***

The First Time Drunk Driver Account funds are used for High Visibility Enforcement (HVE) periods required by statute (42-2-132 (4)(II) C.R.S). HVE programs create a perception in the community of an increased level of enforcement targeted at impaired drivers and an increased likelihood that impaired drivers will be identified, arrested, and sanctioned. Enforcement episodes include, but are not limited to, specific dates that have high incidences of impaired driving crashes, such as St. Patrick's Day, 4th of July, Labor Day, etc. CDOT implements the enforcement episodes based on problem identification analysis.

Under current state law, a driver must pay a \$95 reinstatement fee to reinstate a driver license that was cancelled or denied. Of this fee, \$22 is deposited in the FTDD Account. After appropriations to the Colorado Department of Revenue (DOR) for costs related to ignition interlock devices, the remainder of this funding is appropriated to CDOT and used for HVE.

The program also received an appropriation of \$1.0 million from the Marijuana Tax Cash Fund (MTCF) in FY 2019-20, and a transfer of \$2.0 million to the account from the MTCF in the current FY 2021-22 pursuant to H.B. 21-1317 *Regulating Marijuana Concentrates*.

### ***Problem or Opportunity***

CDOT's portion of FTDD revenue has declined in recent years, and the department received no revenue to this account in FY 2019-20. In recent years, this program has relied on existing fund balance in the FTDD account and supplemental appropriations to maintain operations. Initially, the Department did not anticipate receiving any revenue to this account during FY 2021-22 budget development. As such, the department reduced its appropriation request for FY 2021-22 from \$1,500,000 to \$600,000 to match the anticipated remaining fund balance in the FTDD account.

However, the Department received \$600,000 in FTDD revenue in FY 2020-21 and a transfer of \$2,000,000 from the MTCF through H.B. 21-1317. As such, the department believes that it will have sufficient fund balance to restore the appropriation to this program to the full \$1.5 million it received in previous years.

### ***Proposed Solution***

The Department requests an appropriation of \$1.5 million from the FTDD Account to ensure it has sufficient spending authority to run the statutorily required HVE events. Raising the appropriation will not increase fees or revenue to the account; it will give the Department authority to spend its current fund balance in order to run the HVE program as required by statute.

|                         |  |                           |                          |
|-------------------------|--|---------------------------|--------------------------|
| Theory of Change        | The CDOT Highway Safety Office provides funding to local law enforcement in Colorado for impaired driving enforcement campaigns. Statute requires that the Highway Safety Office run twelve High Visibility Enforcement campaigns each state fiscal year. These campaigns run throughout the state fiscal year, with specific high-visibility impaired driving enforcement periods centered on national holidays and large public events. These events have shown, through problem identification, to have a high propensity for impaired driving crashes. Enforcement activity can include sobriety checkpoints, saturation patrols and additional law enforcement on duty dedicated to impaired driving enforcement. |                           |                          |
| Program Objective       | To reduce the instances of impaired driving crashes and fatalities through High Visibility Impaired Driving Enforcement activities. High Visibility Enforcement is a proven counter measure to address impaired driving.   |                           |                          |
| Outputs being measured  | The number of agencies that participate in each enforcement periods and the number of officer hours worked.  |                           |                          |
| Outcomes being measured | The number of impaired driving arrests and an analysis of impaired driving crashes during High Visibility Enforcement periods.   |                           |                          |
| Cost/Benefit ratio      |  |                           |                          |
| Evaluations             | Pre-Post   | Quasi-Experimental Design | Randomized Control Trial |
| Results of Evaluation   | N/A  | N/A                       | N/A                      |
| Continuum Level         | Step 4   |                           |                          |

### ***Anticipated Outcomes***

This appropriation is critical to ensuring the department can run the 12 required HVE episodes. The most effective countermeasure to address impaired driving is High Visibility Enforcement (HVE). Research shows that frequent, highly visible, publicized enforcement is effective in reducing impaired driving. These high visibility enforcement funds contribute to around 50% of impaired driving arrests in the state and over 32% of Colorado Driving Fatalities are impaired driving related.

Without this appropriation, the Department would have to reduce its overall program, which would result in less effective DUI enforcement and decreased revenue to other programs that rely on fees related to DUIs.

## Assumptions and Calculations

The table below shows the fund balance the Department expects to carry forward into FY 2022-23.

|   |                       |
|---|-----------------------|
| Current Fund Balance                    | \$1,207,5775          |
| Additional revenue from HB 21-1317      | \$2,000,000           |
| <b>Total</b>                            | <b>\$3,207,5775</b>   |
| <b>Expected FY 2021-22 Expenditures</b> | <b>(\$1,000,000)</b>  |
| <b>FY 2021-22 Ending Fund Balance</b>   | <b>\$2,207,576.65</b> |

**FY 2022-23 Budget Request - Department of Transportation**

**Schedule 00 - Reconciliation Summary**

|   | Total Funds         | FTE          | General Fund | Cash Funds          | Reappropriated Funds | Federal Funds |
|---|---------------------|--------------|--------------|---------------------|----------------------|---------------|
| <b>01. Administration</b>   |                     |              |              |                     |                      |               |
| SB 21-205 Long Appropriations Bill                                | \$37,700,946        | 158.0        | \$0          | \$37,638,056        | \$62,890             | \$0           |
| SB 21-260 Sustainability Of The Transportation System             | \$259,957           | 3.0          | \$0          | \$259,957           | \$0                  | \$0           |
| <b>FY 2021-22 Initial Appropriation</b>                           | <b>\$37,960,903</b> | <b>161.0</b> | <b>\$0</b>   | <b>\$37,898,013</b> | <b>\$62,890</b>      | <b>\$0</b>    |
| TA-01 Administration Annualization                                | \$1,075,612         | 0.0          | \$0          | \$1,075,612         | \$0                  | \$0           |
| TA-02 SB 21-260 Annualization                                     | (\$18,598)          | 0.0          | \$0          | (\$18,598)          | \$0                  | \$0           |
| TA-03 Statewide Operating Common Policy Adjustment                | \$1,167,353         | 0.0          | \$0          | \$1,167,353         | \$0                  | \$0           |
| TA-04 Payments to OIT Common Policy Adjustment                    | \$1,849,883         | 0.0          | \$0          | \$1,849,883         | \$0                  | \$0           |
| TA-05 FY 2022-23 Total Compensation Request                       | \$852,713           | 0.0          | \$0          | \$852,713           | \$0                  | \$0           |
| TA-06 Statewide Indirect Cost Recoveries Common Policy Adjustment | \$14,682            | 0.0          | \$0          | \$14,677            | \$5                  | \$0           |
| TA-07 FY 2022-23 Legal Allocation                                 | \$34,958            | 0.0          | \$0          | \$34,958            | \$0                  | \$0           |
| <b>FY 2022-23 Base Request</b>                                    | <b>\$42,937,506</b> | <b>161.0</b> | <b>\$0</b>   | <b>\$42,874,611</b> | <b>\$62,895</b>      | <b>\$0</b>    |
| NP-01 Paid Family Medical Leave Funding                           | \$31,381            | 0.0          | \$0          | \$31,381            | \$0                  | \$0           |
| NP-02 CSEAP Resources   | \$35,741            | 0.0          | \$0          | \$35,741            | \$0                  | \$0           |
| NP-04 OIT_FY23 Budget Request Package                             | \$93,084            | 0.0          | \$0          | \$93,084            | \$0                  | \$0           |
| <b>FY 2022-23 Governor's Budget Request - Nov 1</b>               | <b>\$43,097,712</b> | <b>161.0</b> | <b>\$0</b>   | <b>\$43,034,817</b> | <b>\$62,895</b>      | <b>\$0</b>    |

**02. Construction, Maintenance, and Operations**

|   |                        |               |            |                        |                    |                      |
|---|------------------------|---------------|------------|------------------------|--------------------|----------------------|
| SB 21-205 Long Appropriations Bill                                | \$1,710,983,783        | 3156.0        | \$0        | \$1,067,365,214        | \$1,415,206        | \$642,203,363        |
| <b>FY 2021-22 Initial Appropriation</b>                           | <b>\$1,710,983,783</b> | <b>3156.0</b> | <b>\$0</b> | <b>\$1,067,365,214</b> | <b>\$1,415,206</b> | <b>\$642,203,363</b> |
| TA-01 Administration Annualization                                | (\$1,075,612)          | 0.0           | \$0        | (\$1,075,612)          | \$0                | \$0                  |
| TA-02 SB 21-260 Annualization                                     | \$18,598               | 0.0           | \$0        | \$18,598               | \$0                | \$0                  |
| TA-03 Statewide Operating Common Policy Adjustment                | (\$1,167,353)          | 0.0           | \$0        | (\$1,167,353)          | \$0                | \$0                  |
| TA-04 Payments to OIT Common Policy Adjustment                    | (\$1,849,883)          | 0.0           | \$0        | (\$1,849,883)          | \$0                | \$0                  |
| TA-05 FY 2022-23 Total Compensation Request                       | (\$852,713)            | 0.0           | \$0        | (\$852,713)            | \$0                | \$0                  |
| TA-06 Statewide Indirect Cost Recoveries Common Policy Adjustment | (\$14,682)             | 0.0           | \$0        | (\$14,677)             | (\$5)              | \$0                  |
| TA-07 FY 2022-23 Legal Allocation                                 | (\$34,958)             | 0.0           | \$0        | (\$34,958)             | \$0                | \$0                  |
| TA-08 Revenue Update  | (\$466,335,803)        | 0.0           | \$0        | (\$469,007,295)        | \$0                | \$2,671,492          |
| <b>FY 2022-23 Base Request</b>                                    | <b>\$1,239,671,377</b> | <b>3156.0</b> | <b>\$0</b> | <b>\$593,381,321</b>   | <b>\$1,415,201</b> | <b>\$644,874,855</b> |

**FY 2022-23 Budget Request - Department of Transportation**

**Schedule 00 - Reconciliation Summary**

|   | Total Funds            | FTE           | General Fund | Cash Funds           | Reappropriated Funds | Federal Funds        |
|---|------------------------|---------------|--------------|----------------------|----------------------|----------------------|
| NP-01 Paid Family Medical Leave Funding             | (\$31,381)             | 0.0           | \$0          | (\$31,381)           | \$0                  | \$0                  |
| NP-02 CSEAP Resources                               | (\$35,741)             | 0.0           | \$0          | (\$35,741)           | \$0                  | \$0                  |
| NP-03 Annual Fleet Vehicle Request                  | \$0                    | 0.0           | \$0          | \$0                  | \$0                  | \$0                  |
| NP-04 OIT_FY23 Budget Request Package               | (\$93,084)             | 0.0           | \$0          | (\$93,084)           | \$0                  | \$0                  |
| R-01 Temporary Fuel Products Fee Reduction          | (\$1,849,809)          | 0.0           | \$0          | (\$1,849,809)        | \$0                  | \$0                  |
| <b>FY 2022-23 Governor's Budget Request - Nov 1</b> | <b>\$1,237,661,362</b> | <b>3156.0</b> | <b>\$0</b>   | <b>\$591,371,306</b> | <b>\$1,415,201</b>   | <b>\$644,874,855</b> |

**03. Statewide Bridge and Tunnel Enterprise**

|   |                      |            |            |                      |            |            |
|---|----------------------|------------|------------|----------------------|------------|------------|
| SB 21-205 Long Appropriations Bill                  | \$125,344,441        | 1.0        | \$0        | \$125,344,441        | \$0        | \$0        |
| <b>FY 2021-22 Initial Appropriation</b>             | <b>\$125,344,441</b> | <b>1.0</b> | <b>\$0</b> | <b>\$125,344,441</b> | <b>\$0</b> | <b>\$0</b> |
| TA-08 Revenue Update                                | \$19,842,296         | 0.0        | \$0        | \$19,842,296         | \$0        | \$0        |
| <b>FY 2022-23 Base Request</b>                      | <b>\$145,186,737</b> | <b>1.0</b> | <b>\$0</b> | <b>\$145,186,737</b> | <b>\$0</b> | <b>\$0</b> |
| <b>FY 2022-23 Governor's Budget Request - Nov 1</b> | <b>\$145,186,737</b> | <b>1.0</b> | <b>\$0</b> | <b>\$145,186,737</b> | <b>\$0</b> | <b>\$0</b> |

**04. High Performance Transportation Enterprise**

|   |                     |            |            |                     |                    |            |
|---|---------------------|------------|------------|---------------------|--------------------|------------|
| SB 21-205 Long Appropriations Bill                  | \$22,680,735        | 9.0        | \$0        | \$18,680,735        | \$4,000,000        | \$0        |
| <b>FY 2021-22 Initial Appropriation</b>             | <b>\$22,680,735</b> | <b>9.0</b> | <b>\$0</b> | <b>\$18,680,735</b> | <b>\$4,000,000</b> | <b>\$0</b> |
| TA-08 Revenue Update                                | \$1,233,132         | 0.0        | \$0        | \$1,183,132         | \$50,000           | \$0        |
| <b>FY 2022-23 Base Request</b>                      | <b>\$23,913,867</b> | <b>9.0</b> | <b>\$0</b> | <b>\$19,863,867</b> | <b>\$4,050,000</b> | <b>\$0</b> |
| <b>FY 2022-23 Governor's Budget Request - Nov 1</b> | <b>\$23,913,867</b> | <b>9.0</b> | <b>\$0</b> | <b>\$19,863,867</b> | <b>\$4,050,000</b> | <b>\$0</b> |

**05. Southwest Chief and Front Range Passenger Rail Com**

|   |                     |            |            |                     |            |            |
|---|---------------------|------------|------------|---------------------|------------|------------|
| SB 21-205 Long Appropriations Bill                    | \$400,000           | 2.0        | \$0        | \$400,000           | \$0        | \$0        |
| SB 21-260 Sustainability Of The Transportation System | \$14,500,000        | 0.0        | \$0        | \$14,500,000        | \$0        | \$0        |
| <b>FY 2021-22 Initial Appropriation</b>               | <b>\$14,900,000</b> | <b>2.0</b> | <b>\$0</b> | <b>\$14,900,000</b> | <b>\$0</b> | <b>\$0</b> |
| TA-09 Repeal of Passenger Rail Commission             | (\$14,900,000)      | (2.0)      | \$0        | (\$14,900,000)      | \$0        | \$0        |
| <b>FY 2022-23 Base Request</b>                        | <b>\$0</b>          | <b>0.0</b> | <b>\$0</b> | <b>\$0</b>          | <b>\$0</b> | <b>\$0</b> |
| <b>FY 2022-23 Governor's Budget Request - Nov 1</b>   | <b>\$0</b>          | <b>0.0</b> | <b>\$0</b> | <b>\$0</b>          | <b>\$0</b> | <b>\$0</b> |

**FY 2022-23 Budget Request - Department of Transportation**

**Schedule 00 - Reconciliation Summary**

|  | Total Funds | FTE | General Fund | Cash Funds | Reappropriated Funds | Federal Funds |
|--|-------------|-----|--------------|------------|----------------------|---------------|
|--|-------------|-----|--------------|------------|----------------------|---------------|

**06. Special Purpose**

|   |                      |            |            |                      |            |            |
|---|----------------------|------------|------------|----------------------|------------|------------|
| SB 21-205 Long Appropriations Bill                    | \$1,550,000          | 0.0        | \$0        | \$1,550,000          | \$0        | \$0        |
| HB 21-1317 Regulating Marijuana Concentrates          | \$2,000,000          | 0.0        | \$0        | \$2,000,000          | \$0        | \$0        |
| SB 21-260 Sustainability Of The Transportation System | \$146,840,000        | 0.0        | \$0        | \$146,840,000        | \$0        | \$0        |
| <b>FY 2021-22 Initial Appropriation</b>               | <b>\$150,390,000</b> | <b>0.0</b> | <b>\$0</b> | <b>\$150,390,000</b> | <b>\$0</b> | <b>\$0</b> |
| TA-10 MMOF ARPA Annualization                         | (\$146,840,000)      | 0.0        | \$0        | (\$146,840,000)      | \$0        | \$0        |
| TA-11 MMOF Forecasted Revenue                         | \$17,600,442         | 0.0        | \$0        | \$17,600,442         | \$0        | \$0        |
| TA-12 First Time Drunk Driving Account Annualization  | (\$2,000,000)        | 0.0        | \$0        | (\$2,000,000)        | \$0        | \$0        |
| <b>FY 2022-23 Base Request</b>                        | <b>\$19,150,442</b>  | <b>0.0</b> | <b>\$0</b> | <b>\$19,150,442</b>  | <b>\$0</b> | <b>\$0</b> |
| R-03 FTDD Account Appropriation                       | \$900,000            | 0.0        | \$0        | \$900,000            | \$0        | \$0        |
| <b>FY 2022-23 Governor's Budget Request - Nov 1</b>   | <b>\$20,050,442</b>  | <b>0.0</b> | <b>\$0</b> | <b>\$20,050,442</b>  | <b>\$0</b> | <b>\$0</b> |

**07. Nonattainment Area Air Pollution Mitigation Enterprise**

|   |                    |            |            |                    |            |            |
|---|--------------------|------------|------------|--------------------|------------|------------|
| TA-08 Revenue Update                                | \$7,125,226        | 0.0        | \$0        | \$7,125,226        | \$0        | \$0        |
| <b>FY 2022-23 Base Request</b>                      | <b>\$7,125,226</b> | <b>0.0</b> | <b>\$0</b> | <b>\$7,125,226</b> | <b>\$0</b> | <b>\$0</b> |
| <b>FY 2022-23 Governor's Budget Request - Nov 1</b> | <b>\$7,125,226</b> | <b>0.0</b> | <b>\$0</b> | <b>\$7,125,226</b> | <b>\$0</b> | <b>\$0</b> |

**08. Clean Transit Enterprise**

|   |                    |            |            |                    |            |            |
|---|--------------------|------------|------------|--------------------|------------|------------|
| TA-08 Revenue Update                                | \$8,280,329        | 0.0        | \$0        | \$8,280,329        | \$0        | \$0        |
| <b>FY 2022-23 Base Request</b>                      | <b>\$8,280,329</b> | <b>0.0</b> | <b>\$0</b> | <b>\$8,280,329</b> | <b>\$0</b> | <b>\$0</b> |
| <b>FY 2022-23 Governor's Budget Request - Nov 1</b> | <b>\$8,280,329</b> | <b>0.0</b> | <b>\$0</b> | <b>\$8,280,329</b> | <b>\$0</b> | <b>\$0</b> |

**FY 2022-23 Budget Request - Department of Transportation**

**Schedule 00 - Reconciliation Summary**

|   | Total Funds            | FTE           | General Fund | Cash Funds             | Reappropriated Funds | Federal Funds        |
|---|------------------------|---------------|--------------|------------------------|----------------------|----------------------|
| <b>Total For: Transportation</b>                                  |                        |               |              |                        |                      |                      |
| SB 21-205 Long Appropriations Bill                                | \$1,898,659,905        | 3326.0        | \$0          | \$1,250,978,446        | \$5,478,096          | \$642,203,363        |
| HB 21-1317 Regulating Marijuana Concentrates                      | \$2,000,000            | 0.0           | \$0          | \$2,000,000            | \$0                  | \$0                  |
| SB 21-260 Sustainability Of The Transportation System             | \$161,599,957          | 3.0           | \$0          | \$161,599,957          | \$0                  | \$0                  |
| <b>FY 2021-22 Initial Appropriation</b>                           | <b>\$2,062,259,862</b> | <b>3329.0</b> | <b>\$0</b>   | <b>\$1,414,578,403</b> | <b>\$5,478,096</b>   | <b>\$642,203,363</b> |
| TA-01 Administration Annualization                                | \$0                    | 0.0           | \$0          | \$0                    | \$0                  | \$0                  |
| TA-02 SB 21-260 Annualization                                     | \$0                    | 0.0           | \$0          | \$0                    | \$0                  | \$0                  |
| TA-03 Statewide Operating Common Policy Adjustment                | \$0                    | 0.0           | \$0          | \$0                    | \$0                  | \$0                  |
| TA-04 Payments to OIT Common Policy Adjustment                    | \$0                    | 0.0           | \$0          | \$0                    | \$0                  | \$0                  |
| TA-05 FY 2022-23 Total Compensation Request                       | \$0                    | 0.0           | \$0          | \$0                    | \$0                  | \$0                  |
| TA-06 Statewide Indirect Cost Recoveries Common Policy Adjustment | \$0                    | 0.0           | \$0          | \$0                    | \$0                  | \$0                  |
| TA-07 FY 2022-23 Legal Allocation                                 | \$0                    | 0.0           | \$0          | \$0                    | \$0                  | \$0                  |
| TA-08 Revenue Update  | (\$429,854,820)        | 0.0           | \$0          | (\$432,576,312)        | \$50,000             | \$2,671,492          |
| TA-09 Repeal of Passenger Rail Commission                         | (\$14,900,000)         | 0.0           | \$0          | (\$14,900,000)         | \$0                  | \$0                  |
| TA-10 MMOF ARPA Annualization                                     | (\$146,840,000)        | 0.0           | \$0          | (\$146,840,000)        | 0.0                  | \$0                  |
| TA-11 MMOF Forecasted Revenue                                     | \$17,600,442           | 0.0           | \$0          | \$17,600,442           | \$0                  | \$0                  |
| TA-12 First Time Drunk Driving Account Annualization              | (\$2,000,000)          | 0.0           | \$0          | (\$2,000,000)          | \$0                  | \$0                  |
| <b>FY 2022-23 Base Request</b>                                    | <b>\$1,486,265,484</b> | <b>3329.0</b> | <b>\$0</b>   | <b>\$835,862,533</b>   | <b>\$5,528,096</b>   | <b>\$644,874,855</b> |
| NP-01 Paid Family Medical Leave Funding                           | \$0                    | 0.0           | \$0          | \$0                    | \$0                  | \$0                  |
| NP-02 CSEAP Resources   | \$0                    | 0.0           | \$0          | \$0                    | \$0                  | \$0                  |
| NP-03 Annual Fleet Vehicle Request                                | \$0                    | 0.0           | \$0          | \$0                    | \$0                  | \$0                  |
| NP-04 OIT_FY23 Budget Request Package                             | \$0                    | 0.0           | \$0          | \$0                    | \$0                  | \$0                  |
| R-01 Temporary Fuel Products Fee Reduction                        | (\$1,849,809)          | 0.0           | \$0          | (\$1,849,809)          | \$0                  | \$0                  |
| R-03 FTDD Account Appropriation                                   | \$900,000              | 0.0           | \$0          | \$900,000              | \$0                  | \$0                  |
| <b>FY 2022-23 Governor's Budget Request - Nov 1</b>               | <b>\$1,485,315,675</b> | <b>3329.0</b> | <b>\$0</b>   | <b>\$834,912,724</b>   | <b>\$5,528,096</b>   | <b>\$644,874,855</b> |



**FY 2022-23 Budget Request - Department of Transportation**

**Schedule 00 - Reconciliation Detail**

|   | Total Funds         | FTE          | General Fund | Cash Funds          | Reappropriated Funds | Federal Funds |
|---|---------------------|--------------|--------------|---------------------|----------------------|---------------|
| <b>01. Administration</b>   |                     |              |              |                     |                      |               |
| <b>Administration</b>   |                     |              |              |                     |                      |               |
| SB 21-205 Long Appropriations Bill                                | \$37,700,946        | 158.0        | \$0          | \$37,638,056        | \$62,890             | \$0           |
| SB 21-260 Sustainability Of The Transportation System             | \$259,957           | 3.0          | \$0          | \$259,957           | \$0                  | \$0           |
| <b>FY 2021-22 Initial Appropriation</b>                           | <b>\$37,960,903</b> | <b>161.0</b> | <b>\$0</b>   | <b>\$37,898,013</b> | <b>\$62,890</b>      | <b>\$0</b>    |
| TA-01 Administration Annualization                                | \$1,075,612         | 0.0          | \$0          | \$1,075,612         | \$0                  | \$0           |
| TA-02 SB 21-260 Annualization                                     | (\$18,598)          | 0.0          | \$0          | (\$18,598)          | \$0                  | \$0           |
| TA-03 Statewide Operating Common Policy Adjustment                | \$1,167,353         | 0.0          | \$0          | \$1,167,353         | \$0                  | \$0           |
| TA-04 Payments to OIT Common Policy Adjustment                    | \$1,849,883         | 0.0          | \$0          | \$1,849,883         | \$0                  | \$0           |
| TA-05 FY 2022-23 Total Compensation Request                       | \$852,713           | 0.0          | \$0          | \$852,713           | \$0                  | \$0           |
| TA-06 Statewide Indirect Cost Recoveries Common Policy Adjustment | \$14,682            | 0.0          | \$0          | \$14,677            | \$5                  | \$0           |
| TA-07 FY 2022-23 Legal Allocation                                 | \$34,958            | 0.0          | \$0          | \$34,958            | \$0                  | \$0           |
| <b>FY 2022-23 Base Request</b>                                    | <b>\$42,937,506</b> | <b>161.0</b> | <b>\$0</b>   | <b>\$42,874,611</b> | <b>\$62,895</b>      | <b>\$0</b>    |
| NP-01 Paid Family Medical Leave Funding                           | \$31,381            | 0.0          | \$0          | \$31,381            | \$0                  | \$0           |
| NP-02 CSEAP Resources   | \$35,741            | 0.0          | \$0          | \$35,741            | \$0                  | \$0           |
| NP-04 OIT_FY23 Budget Request Package                             | \$93,084            | 0.0          | \$0          | \$93,084            | \$0                  | \$0           |
| <b>FY 2022-23 Governor's Budget Request - Nov 1</b>               | <b>\$43,097,712</b> | <b>161.0</b> | <b>\$0</b>   | <b>\$43,034,817</b> | <b>\$62,895</b>      | <b>\$0</b>    |
| <b>01. Administration</b>   |                     |              |              |                     |                      |               |
| SB 21-205 Long Appropriations Bill                                | \$37,700,946        | 158.0        | \$0          | \$37,638,056        | \$62,890             | \$0           |
| SB 21-260 Sustainability Of The Transportation System             | \$259,957           | 3.0          | \$0          | \$259,957           | \$0                  | \$0           |
| <b>FY 2021-22 Initial Appropriation</b>                           | <b>\$37,960,903</b> | <b>161.0</b> | <b>\$0</b>   | <b>\$37,898,013</b> | <b>\$62,890</b>      | <b>\$0</b>    |
| TA-01 Administration Annualization                                | \$1,075,612         | 0.0          | \$0          | \$1,075,612         | \$0                  | \$0           |
| TA-02 SB 21-260 Annualization                                     | (\$18,598)          | 0.0          | \$0          | (\$18,598)          | \$0                  | \$0           |
| TA-03 Statewide Operating Common Policy Adjustment                | \$1,167,353         | 0.0          | \$0          | \$1,167,353         | \$0                  | \$0           |
| TA-04 Payments to OIT Common Policy Adjustment                    | \$1,849,883         | 0.0          | \$0          | \$1,849,883         | \$0                  | \$0           |
| TA-05 FY 2022-23 Total Compensation Request                       | \$852,713           | 0.0          | \$0          | \$852,713           | \$0                  | \$0           |
| TA-06 Statewide Indirect Cost Recoveries Common Policy Adjustment | \$14,682            | 0.0          | \$0          | \$14,677            | \$5                  | \$0           |
| TA-07 FY 2022-23 Legal Allocation                                 | \$34,958            | 0.0          | \$0          | \$34,958            | \$0                  | \$0           |
| <b>FY 2022-23 Base Request</b>                                    | <b>\$42,937,506</b> | <b>161.0</b> | <b>\$0</b>   | <b>\$42,874,611</b> | <b>\$62,895</b>      | <b>\$0</b>    |

**FY 2022-23 Budget Request - Department of Transportation**

**Schedule 00 - Reconciliation Detail**

|   | Total Funds         | FTE          | General Fund | Cash Funds          | Reappropriated Funds | Federal Funds |
|---|---------------------|--------------|--------------|---------------------|----------------------|---------------|
| NP-01 Paid Family Medical Leave Funding             | \$31,381            | 0.0          | \$0          | \$31,381            | \$0                  | \$0           |
| NP-02 CSEAP Resources                               | \$35,741            | 0.0          | \$0          | \$35,741            | \$0                  | \$0           |
| NP-04 OIT_FY23 Budget Request Package               | \$93,084            | 0.0          | \$0          | \$93,084            | \$0                  | \$0           |
| <b>FY 2022-23 Governor's Budget Request - Nov 1</b> | <b>\$43,097,712</b> | <b>161.0</b> | <b>\$0</b>   | <b>\$43,034,817</b> | <b>\$62,895</b>      | <b>\$0</b>    |

**02. Construction, Maintenance, and Operations  
Construction Maintenance, And Operations**

|   |                        |               |            |                        |                    |                      |
|---|------------------------|---------------|------------|------------------------|--------------------|----------------------|
| SB 21-205 Long Appropriations Bill                                | \$1,710,983,783        | 3156.0        | \$0        | \$1,067,365,214        | \$1,415,206        | \$642,203,363        |
| <b>FY 2021-22 Initial Appropriation</b>                           | <b>\$1,710,983,783</b> | <b>3156.0</b> | <b>\$0</b> | <b>\$1,067,365,214</b> | <b>\$1,415,206</b> | <b>\$642,203,363</b> |
| TA-01 Administration Annualization                                | (\$1,075,612)          | 0.0           | \$0        | (\$1,075,612)          | \$0                | \$0                  |
| TA-02 SB 21-260 Annualization                                     | \$18,598               | 0.0           | \$0        | \$18,598               | \$0                | \$0                  |
| TA-03 Statewide Operating Common Policy Adjustment                | (\$1,167,353)          | 0.0           | \$0        | (\$1,167,353)          | \$0                | \$0                  |
| TA-04 Payments to OIT Common Policy Adjustment                    | (\$1,849,883)          | 0.0           | \$0        | (\$1,849,883)          | \$0                | \$0                  |
| TA-05 FY 2022-23 Total Compensation Request                       | (\$852,713)            | 0.0           | \$0        | (\$852,713)            | \$0                | \$0                  |
| TA-06 Statewide Indirect Cost Recoveries Common Policy Adjustment | (\$14,682)             | 0.0           | \$0        | (\$14,677)             | (\$5)              | \$0                  |
| TA-07 FY 2022-23 Legal Allocation                                 | (\$34,958)             | 0.0           | \$0        | (\$34,958)             | \$0                | \$0                  |
| TA-08 Revenue Update  | (\$466,335,803)        | 0.0           | \$0        | (\$469,007,295)        | \$0                | \$2,671,492          |
| <b>FY 2022-23 Base Request</b>                                    | <b>\$1,239,671,377</b> | <b>3156.0</b> | <b>\$0</b> | <b>\$593,381,321</b>   | <b>\$1,415,201</b> | <b>\$644,874,855</b> |
| NP-01 Paid Family Medical Leave Funding                           | (\$31,381)             | 0.0           | \$0        | (\$31,381)             | \$0                | \$0                  |
| NP-02 CSEAP Resources   | (\$35,741)             | 0.0           | \$0        | (\$35,741)             | \$0                | \$0                  |
| NP-03 Annual Fleet Vehicle Request                                | \$0                    | 0.0           | \$0        | \$0                    | \$0                | \$0                  |
| NP-04 OIT_FY23 Budget Request Package                             | (\$93,084)             | 0.0           | \$0        | (\$93,084)             | \$0                | \$0                  |
| R-01 Temporary Fuel Products Fee Reduction                        | (\$1,849,809)          | 0.0           | \$0        | (\$1,849,809)          | \$0                | \$0                  |
| <b>FY 2022-23 Governor's Budget Request - Nov 1</b>               | <b>\$1,237,661,362</b> | <b>3156.0</b> | <b>\$0</b> | <b>\$591,371,306</b>   | <b>\$1,415,201</b> | <b>\$644,874,855</b> |

**FY 2022-23 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**

|   |                        |               |            |                        |                    |                      |
|---|------------------------|---------------|------------|------------------------|--------------------|----------------------|
| SB 21-205 Long Appropriations Bill                                | \$1,710,983,783        | 3156.0        | \$0        | \$1,067,365,214        | \$1,415,206        | \$642,203,363        |
| <b>FY 2021-22 Initial Appropriation</b>                           | <b>\$1,710,983,783</b> | <b>3156.0</b> | <b>\$0</b> | <b>\$1,067,365,214</b> | <b>\$1,415,206</b> | <b>\$642,203,363</b> |
| TA-01 Administration Annualization                                | (\$1,075,612)          | 0.0           | \$0        | (\$1,075,612)          | \$0                | \$0                  |
| TA-02 SB 21-260 Annualization                                     | \$18,598               | 0.0           | \$0        | \$18,598               | \$0                | \$0                  |
| TA-03 Statewide Operating Common Policy Adjustment                | (\$1,167,353)          | 0.0           | \$0        | (\$1,167,353)          | \$0                | \$0                  |
| TA-04 Payments to OIT Common Policy Adjustment                    | (\$1,849,883)          | 0.0           | \$0        | (\$1,849,883)          | \$0                | \$0                  |
| TA-05 FY 2022-23 Total Compensation Request                       | (\$852,713)            | 0.0           | \$0        | (\$852,713)            | \$0                | \$0                  |
| TA-06 Statewide Indirect Cost Recoveries Common Policy Adjustment | (\$14,682)             | 0.0           | \$0        | (\$14,677)             | (\$5)              | \$0                  |
| TA-07 FY 2022-23 Legal Allocation                                 | (\$34,958)             | 0.0           | \$0        | (\$34,958)             | \$0                | \$0                  |
| TA-08 Revenue Update  | (\$466,335,803)        | 0.0           | \$0        | (\$469,007,295)        | \$0                | \$2,671,492          |
| <b>FY 2022-23 Base Request</b>                                    | <b>\$1,239,671,377</b> | <b>3156.0</b> | <b>\$0</b> | <b>\$593,381,321</b>   | <b>\$1,415,201</b> | <b>\$644,874,855</b> |
| NP-01 Paid Family Medical Leave Funding                           | (\$31,381)             | 0.0           | \$0        | (\$31,381)             | \$0                | \$0                  |
| NP-02 CSEAP Resources   | (\$35,741)             | 0.0           | \$0        | (\$35,741)             | \$0                | \$0                  |
| NP-03 Annual Fleet Vehicle Request                                | \$0                    | 0.0           | \$0        | \$0                    | \$0                | \$0                  |
| NP-04 OIT_FY23 Budget Request Package                             | (\$93,084)             | 0.0           | \$0        | (\$93,084)             | \$0                | \$0                  |
| R-01 Temporary Fuel Products Fee Reduction                        | (\$1,849,809)          | 0.0           | \$0        | (\$1,849,809)          | \$0                | \$0                  |
| <b>FY 2022-23 Governor's Budget Request - Nov 1</b>               | <b>\$1,237,661,362</b> | <b>3156.0</b> | <b>\$0</b> | <b>\$591,371,306</b>   | <b>\$1,415,201</b> | <b>\$644,874,855</b> |

**03. Statewide Bridge and Tunnel Enterprise  
Statewide Bridge and Tunnel Enterprise**

|   |                      |            |            |                      |            |            |
|---|----------------------|------------|------------|----------------------|------------|------------|
| SB 21-205 Long Appropriations Bill                  | \$125,344,441        | 1.0        | \$0        | \$125,344,441        | \$0        | \$0        |
| <b>FY 2021-22 Initial Appropriation</b>             | <b>\$125,344,441</b> | <b>1.0</b> | <b>\$0</b> | <b>\$125,344,441</b> | <b>\$0</b> | <b>\$0</b> |
| TA-08 Revenue Update                                | \$19,842,296         | 0.0        | \$0        | \$19,842,296         | \$0        | \$0        |
| <b>FY 2022-23 Base Request</b>                      | <b>\$145,186,737</b> | <b>1.0</b> | <b>\$0</b> | <b>\$145,186,737</b> | <b>\$0</b> | <b>\$0</b> |
| <b>FY 2022-23 Governor's Budget Request - Nov 1</b> | <b>\$145,186,737</b> | <b>1.0</b> | <b>\$0</b> | <b>\$145,186,737</b> | <b>\$0</b> | <b>\$0</b> |

**FY 2022-23 Budget Request - Department of Transportation**

**Schedule 00 - Reconciliation Detail**

|  | Total Funds | FTE | General Fund | Cash Funds | Reappropriated Funds | Federal Funds |
|--|-------------|-----|--------------|------------|----------------------|---------------|
|--|-------------|-----|--------------|------------|----------------------|---------------|

**03. Statewide Bridge and Tunnel Enterprise**

|   |                      |            |            |                      |            |            |
|---|----------------------|------------|------------|----------------------|------------|------------|
| SB 21-205 Long Appropriations Bill                  | \$125,344,441        | 1.0        | \$0        | \$125,344,441        | \$0        | \$0        |
| <b>FY 2021-22 Initial Appropriation</b>             | <b>\$125,344,441</b> | <b>1.0</b> | <b>\$0</b> | <b>\$125,344,441</b> | <b>\$0</b> | <b>\$0</b> |
| TA-08 Revenue Update                                | \$19,842,296         | 0.0        | \$0        | \$19,842,296         | \$0        | \$0        |
| <b>FY 2022-23 Base Request</b>                      | <b>\$145,186,737</b> | <b>1.0</b> | <b>\$0</b> | <b>\$145,186,737</b> | <b>\$0</b> | <b>\$0</b> |
| <b>FY 2022-23 Governor's Budget Request - Nov 1</b> | <b>\$145,186,737</b> | <b>1.0</b> | <b>\$0</b> | <b>\$145,186,737</b> | <b>\$0</b> | <b>\$0</b> |

**04. High Performance Transportation Enterprise**  
**High Performance Transportation Enterprise**

|   |                     |            |            |                     |                    |            |
|---|---------------------|------------|------------|---------------------|--------------------|------------|
| SB 21-205 Long Appropriations Bill                  | \$22,680,735        | 9.0        | \$0        | \$18,680,735        | \$4,000,000        | \$0        |
| <b>FY 2021-22 Initial Appropriation</b>             | <b>\$22,680,735</b> | <b>9.0</b> | <b>\$0</b> | <b>\$18,680,735</b> | <b>\$4,000,000</b> | <b>\$0</b> |
| TA-08 Revenue Update                                | \$1,233,132         | 0.0        | \$0        | \$1,183,132         | \$50,000           | \$0        |
| <b>FY 2022-23 Base Request</b>                      | <b>\$23,913,867</b> | <b>9.0</b> | <b>\$0</b> | <b>\$19,863,867</b> | <b>\$4,050,000</b> | <b>\$0</b> |
| <b>FY 2022-23 Governor's Budget Request - Nov 1</b> | <b>\$23,913,867</b> | <b>9.0</b> | <b>\$0</b> | <b>\$19,863,867</b> | <b>\$4,050,000</b> | <b>\$0</b> |

**04. High Performance Transportation Enterprise**

|   |                     |            |            |                     |                    |            |
|---|---------------------|------------|------------|---------------------|--------------------|------------|
| SB 21-205 Long Appropriations Bill                  | \$22,680,735        | 9.0        | \$0        | \$18,680,735        | \$4,000,000        | \$0        |
| <b>FY 2021-22 Initial Appropriation</b>             | <b>\$22,680,735</b> | <b>9.0</b> | <b>\$0</b> | <b>\$18,680,735</b> | <b>\$4,000,000</b> | <b>\$0</b> |
| TA-08 Revenue Update                                | \$1,233,132         | 0.0        | \$0        | \$1,183,132         | \$50,000           | \$0        |
| <b>FY 2022-23 Base Request</b>                      | <b>\$23,913,867</b> | <b>9.0</b> | <b>\$0</b> | <b>\$19,863,867</b> | <b>\$4,050,000</b> | <b>\$0</b> |
| <b>FY 2022-23 Governor's Budget Request - Nov 1</b> | <b>\$23,913,867</b> | <b>9.0</b> | <b>\$0</b> | <b>\$19,863,867</b> | <b>\$4,050,000</b> | <b>\$0</b> |

**FY 2022-23 Budget Request - Department of Transportation**

**Schedule 00 - Reconciliation Detail**

|   | Total Funds         | FTE        | General Fund | Cash Funds          | Reappropriated Funds | Federal Funds |
|---|---------------------|------------|--------------|---------------------|----------------------|---------------|
| <b>05. Southwest Chief and Front Range Passenger Rail Com</b> |                     |            |              |                     |                      |               |
| <b>Southwest Chief and Front Range Passenger Rail Com</b>     |                     |            |              |                     |                      |               |
| SB 21-205 Long Appropriations Bill                            | \$400,000           | 2.0        | \$0          | \$400,000           | \$0                  | \$0           |
| SB 21-260 Sustainability Of The Transportation System         | \$14,500,000        | 0.0        | \$0          | \$14,500,000        | \$0                  | \$0           |
| <b>FY 2021-22 Initial Appropriation</b>                       | <b>\$14,900,000</b> | <b>2.0</b> | <b>\$0</b>   | <b>\$14,900,000</b> | <b>\$0</b>           | <b>\$0</b>    |
| TA-09 Repeal of Passenger Rail Commission                     | (\$14,900,000)      | (2.0)      | \$0          | (\$14,900,000)      | \$0                  | \$0           |
| <b>FY 2022-23 Base Request</b>                                | <b>\$0</b>          | <b>0.0</b> | <b>\$0</b>   | <b>\$0</b>          | <b>\$0</b>           | <b>\$0</b>    |
| <b>FY 2022-23 Governor's Budget Request - Nov 1</b>           | <b>\$0</b>          | <b>0.0</b> | <b>\$0</b>   | <b>\$0</b>          | <b>\$0</b>           | <b>\$0</b>    |

**05. Southwest Chief and Front Range Passenger Rail Com**

|   |                     |            |            |                     |            |            |
|---|---------------------|------------|------------|---------------------|------------|------------|
| SB 21-205 Long Appropriations Bill                    | \$400,000           | 2.0        | \$0        | \$400,000           | \$0        | \$0        |
| SB 21-260 Sustainability Of The Transportation System | \$14,500,000        | 0.0        | \$0        | \$14,500,000        | \$0        | \$0        |
| <b>FY 2021-22 Initial Appropriation</b>               | <b>\$14,900,000</b> | <b>2.0</b> | <b>\$0</b> | <b>\$14,900,000</b> | <b>\$0</b> | <b>\$0</b> |
| TA-09 Repeal of Passenger Rail Commission             | (\$14,900,000)      | (2.0)      | \$0        | (\$14,900,000)      | \$0        | \$0        |
| <b>FY 2022-23 Base Request</b>                        | <b>\$0</b>          | <b>0.0</b> | <b>\$0</b> | <b>\$0</b>          | <b>\$0</b> | <b>\$0</b> |
| <b>FY 2022-23 Governor's Budget Request - Nov 1</b>   | <b>\$0</b>          | <b>0.0</b> | <b>\$0</b> | <b>\$0</b>          | <b>\$0</b> | <b>\$0</b> |

**06. Special Purpose  
First Time Drunk Driving Offender Account**

|  |                    |            |            |                    |            |            |
|--|--------------------|------------|------------|--------------------|------------|------------|
| SB 21-205 Long Appropriations Bill                   | \$600,000          | 0.0        | \$0        | \$600,000          | \$0        | \$0        |
| HB 21-1317 Regulating Marijuana Concentrates         | \$2,000,000        | 0.0        | \$0        | \$2,000,000        | \$0        | \$0        |
| <b>FY 2021-22 Initial Appropriation</b>              | <b>\$2,600,000</b> | <b>0.0</b> | <b>\$0</b> | <b>\$2,600,000</b> | <b>\$0</b> | <b>\$0</b> |
| TA-04 First Time Drunk Driving Account Annualization | (\$2,000,000)      | 0.0        | \$0        | (\$2,000,000)      | \$0        | \$0        |
| <b>FY 2022-23 Base Request</b>                       | <b>\$600,000</b>   | <b>0.0</b> | <b>\$0</b> | <b>\$600,000</b>   | <b>\$0</b> | <b>\$0</b> |
| R-03 FTDD Account Appropriation                      | \$900,000          | 0.0        | \$0        | \$900,000          | \$0        | \$0        |
| <b>FY 2022-23 Governor's Budget Request - Nov 1</b>  | <b>\$1,500,000</b> | <b>0.0</b> | <b>\$0</b> | <b>\$1,500,000</b> | <b>\$0</b> | <b>\$0</b> |

**FY 2022-23 Budget Request - Department of Transportation**

**Schedule 00 - Reconciliation Detail**

|   | Total Funds      | FTE        | General Fund | Cash Funds       | Reappropriated Funds | Federal Funds |
|---|------------------|------------|--------------|------------------|----------------------|---------------|
| <b>Marijuana Impaired Driving Program</b>           |                  |            |              |                  |                      |               |
| SB 21-205 Long Appropriations Bill                  | \$950,000        | 0.0        | \$0          | \$950,000        | \$0                  | \$0           |
| <b>FY 2021-22 Initial Appropriation</b>             | <b>\$950,000</b> | <b>0.0</b> | <b>\$0</b>   | <b>\$950,000</b> | <b>\$0</b>           | <b>\$0</b>    |
| <b>FY 2022-23 Base Request</b>                      | <b>\$950,000</b> | <b>0.0</b> | <b>\$0</b>   | <b>\$950,000</b> | <b>\$0</b>           | <b>\$0</b>    |
| <b>FY 2022-23 Governor's Budget Request - Nov 1</b> | <b>\$950,000</b> | <b>0.0</b> | <b>\$0</b>   | <b>\$950,000</b> | <b>\$0</b>           | <b>\$0</b>    |

**Multimodal Transportation and Mitigation Options Fund**

|   |                      |            |            |                      |            |            |
|---|----------------------|------------|------------|----------------------|------------|------------|
| SB 21-260 Sustainability Of The Transportation System | \$146,840,000        | 0.0        | \$0        | \$146,840,000        | \$0        | \$0        |
| <b>FY 2021-22 Initial Appropriation</b>               | <b>\$146,840,000</b> | <b>0.0</b> | <b>\$0</b> | <b>\$146,840,000</b> | <b>\$0</b> | <b>\$0</b> |
| TA-10 MMOF ARPA Annualization                         | (\$146,840,000)      | 0.0        | \$0        | (\$146,840,000)      | \$0        | \$0        |
| TA-11 MMOF Forecasted Revenue                         | \$17,600,442         | 0.0        | \$0        | \$17,600,442         | \$0        | \$0        |
| <b>FY 2022-23 Base Request</b>                        | <b>\$17,600,442</b>  | <b>0.0</b> | <b>\$0</b> | <b>\$17,600,442</b>  | <b>\$0</b> | <b>\$0</b> |
| <b>FY 2022-23 Governor's Budget Request - Nov 1</b>   | <b>\$17,600,442</b>  | <b>0.0</b> | <b>\$0</b> | <b>\$17,600,442</b>  | <b>\$0</b> | <b>\$0</b> |

**06. Special Purpose**

|   |                      |            |            |                      |            |            |
|---|----------------------|------------|------------|----------------------|------------|------------|
| SB 21-205 Long Appropriations Bill                    | \$1,550,000          | 0.0        | \$0        | \$1,550,000          | \$0        | \$0        |
| HB 21-1317 Regulating Marijuana Concentrates          | \$2,000,000          | 0.0        | \$0        | \$2,000,000          | \$0        | \$0        |
| SB 21-260 Sustainability Of The Transportation System | \$146,840,000        | 0.0        | \$0        | \$146,840,000        | \$0        | \$0        |
| <b>FY 2021-22 Initial Appropriation</b>               | <b>\$150,390,000</b> | <b>0.0</b> | <b>\$0</b> | <b>\$150,390,000</b> | <b>\$0</b> | <b>\$0</b> |
| TA-10 MMOF ARPA Annualization                         | (\$146,840,000)      | 0.0        | \$0        | (\$146,840,000)      | \$0        | \$0        |
| TA-11 MMOF Forecasted Revenue                         | \$17,600,442         | 0.0        | \$0        | \$17,600,442         | \$0        | \$0        |
| TA-12 First Time Drunk Driving Account Annualization  | (\$2,000,000)        | 0.0        | \$0        | (\$2,000,000)        | \$0        | \$0        |
| <b>FY 2022-23 Base Request</b>                        | <b>\$19,150,442</b>  | <b>0.0</b> | <b>\$0</b> | <b>\$19,150,442</b>  | <b>\$0</b> | <b>\$0</b> |
| R-03 FTDD Account Appropriation                       | \$900,000            | 0.0        | \$0        | \$900,000            | \$0        | \$0        |
| <b>FY 2022-23 Governor's Budget Request - Nov 1</b>   | <b>\$20,050,442</b>  | <b>0.0</b> | <b>\$0</b> | <b>\$20,050,442</b>  | <b>\$0</b> | <b>\$0</b> |

**FY 2022-23 Budget Request - Department of Transportation**

**Schedule 00 - Reconciliation Detail**

|  | Total Funds | FTE | General Fund | Cash Funds | Reappropriated Funds | Federal Funds |
|--|-------------|-----|--------------|------------|----------------------|---------------|
|--|-------------|-----|--------------|------------|----------------------|---------------|

**07. Nonattainment Area Air Pollution Mitigation Enterprise**  
**Nonattainment Area Air Pollution Mitigation Enterprise**

|   |                    |            |            |                    |            |            |
|---|--------------------|------------|------------|--------------------|------------|------------|
| TA-08 Revenue Update                                | \$7,125,226        | 0.0        | \$0        | \$7,125,226        | \$0        | \$0        |
| <b>FY 2022-23 Base Request</b>                      | <b>\$7,125,226</b> | <b>0.0</b> | <b>\$0</b> | <b>\$7,125,226</b> | <b>\$0</b> | <b>\$0</b> |
| <b>FY 2022-23 Governor's Budget Request - Nov 1</b> | <b>\$7,125,226</b> | <b>0.0</b> | <b>\$0</b> | <b>\$7,125,226</b> | <b>\$0</b> | <b>\$0</b> |

**07. Nonattainment Area Air Pollution Mitigation Enterprise**

|   |                    |            |            |                    |            |            |
|---|--------------------|------------|------------|--------------------|------------|------------|
| TA-08 Revenue Update                                | \$7,125,226        | 0.0        | \$0        | \$7,125,226        | \$0        | \$0        |
| <b>FY 2022-23 Base Request</b>                      | <b>\$7,125,226</b> | <b>0.0</b> | <b>\$0</b> | <b>\$7,125,226</b> | <b>\$0</b> | <b>\$0</b> |
| <b>FY 2022-23 Governor's Budget Request - Nov 1</b> | <b>\$7,125,226</b> | <b>0.0</b> | <b>\$0</b> | <b>\$7,125,226</b> | <b>\$0</b> | <b>\$0</b> |

**08. Clean Transit Enterprise**  
**Clean Transit Enterprise**

|   |                    |            |            |                    |            |            |
|---|--------------------|------------|------------|--------------------|------------|------------|
| Revenue Update                                      | \$8,280,329        | 0.0        | \$0        | \$8,280,329        | \$0        | \$0        |
| <b>FY 2022-23 Base Request</b>                      | <b>\$8,280,329</b> | <b>0.0</b> | <b>\$0</b> | <b>\$8,280,329</b> | <b>\$0</b> | <b>\$0</b> |
| <b>FY 2022-23 Governor's Budget Request - Nov 1</b> | <b>\$8,280,329</b> | <b>0.0</b> | <b>\$0</b> | <b>\$8,280,329</b> | <b>\$0</b> | <b>\$0</b> |

**08. Clean Transit Enterprise**

|   |                    |            |            |                    |            |            |
|---|--------------------|------------|------------|--------------------|------------|------------|
| Revenue Update                                      | \$8,280,329        | 0.0        | \$0        | \$8,280,329        | \$0        | \$0        |
| <b>FY 2022-23 Base Request</b>                      | <b>\$8,280,329</b> | <b>0.0</b> | <b>\$0</b> | <b>\$8,280,329</b> | <b>\$0</b> | <b>\$0</b> |
| <b>FY 2022-23 Governor's Budget Request - Nov 1</b> | <b>\$8,280,329</b> | <b>0.0</b> | <b>\$0</b> | <b>\$8,280,329</b> | <b>\$0</b> | <b>\$0</b> |

**FY 2022-23 Budget Request - Department of Transportation**

**Schedule 00 - Reconciliation Detail**

|   | Total Funds            | FTE           | General Fund | Cash Funds             | Reappropriated Funds | Federal Funds        |
|---|------------------------|---------------|--------------|------------------------|----------------------|----------------------|
| <b>Total For: Transportation</b>                                  |                        |               |              |                        |                      |                      |
| SB 21-205 Long Appropriations Bill                                | \$1,898,659,905        | 3326.0        | \$0          | \$1,250,978,446        | \$5,478,096          | \$642,203,363        |
| HB 21-1317 Regulating Marijuana Concentrates                      | \$2,000,000            | 0.0           | \$0          | \$2,000,000            | \$0                  | \$0                  |
| SB 21-260 Sustainability Of The Transportation System             | \$161,599,957          | 3.0           | \$0          | \$161,599,957          | \$0                  | \$0                  |
| <b>FY 2021-22 Initial Appropriation</b>                           | <b>\$2,062,259,862</b> | <b>3329.0</b> | <b>\$0</b>   | <b>\$1,414,578,403</b> | <b>\$5,478,096</b>   | <b>\$642,203,363</b> |
| TA-01 Administration Annualization                                | \$0                    | 0.0           | \$0          | \$0                    | \$0                  | \$0                  |
| TA-02 SB 21-260 Annualization                                     | \$0                    | 0.0           | \$0          | \$0                    | \$0                  | \$0                  |
| TA-03 Statewide Operating Common Policy Adjustment                | \$0                    | 0.0           | \$0          | \$0                    | \$0                  | \$0                  |
| TA-04 Payments to OIT Common Policy Adjustment                    | \$0                    | 0.0           | \$0          | \$0                    | \$0                  | \$0                  |
| TA-05 FY 2022-23 Total Compensation Request                       | \$0                    | 0.0           | \$0          | \$0                    | \$0                  | \$0                  |
| TA-06 Statewide Indirect Cost Recoveries Common Policy Adjustment | \$0                    | 0.0           | \$0          | \$0                    | \$0                  | \$0                  |
| TA-07 FY 2022-23 Legal Allocation                                 | \$0                    | 0.0           | \$0          | \$0                    | \$0                  | \$0                  |
| TA-08 Revenue Update  | (\$429,854,820)        | 0.0           | \$0          | (\$432,576,312)        | \$50,000             | \$2,671,492          |
| TA-09 Repeal of Passenger Rail Commission                         | (\$14,900,000)         | 0.0           | \$0          | (\$14,900,000)         | \$0                  | \$0                  |
| TA-10 MMOF ARPA Annualization                                     | (\$146,840,000)        | 0.0           | \$0          | (\$146,840,000)        | \$0                  | \$0                  |
| TA-11 MMOF Forecasted Revenue                                     | \$17,600,442           | 0.0           | \$0          | \$17,600,442           | \$0                  | \$0                  |
| TA-12 First Time Drunk Driving Account Annualization              | (\$2,000,000)          | 0.0           | \$0          | (\$2,000,000)          | \$0                  | \$0                  |
| <b>FY 2022-23 Base Request</b>                                    | <b>\$1,486,265,484</b> | <b>3329.0</b> | <b>\$0</b>   | <b>\$835,862,533</b>   | <b>\$5,528,096</b>   | <b>\$644,874,855</b> |
| NP-01 Paid Family Medical Leave Funding                           | \$0                    | 0.0           | \$0          | \$0                    | \$0                  | \$0                  |
| NP-02 CSEAP Resources   | \$0                    | 0.0           | \$0          | \$0                    | \$0                  | \$0                  |
| NP-03 Annual Fleet Vehicle Request                                | \$0                    | 0.0           | \$0          | \$0                    | \$0                  | \$0                  |
| NP-04 OIT_FY23 Budget Request Package                             | \$0                    | 0.0           | \$0          | \$0                    | \$0                  | \$0                  |
| R-01 Temporary Fuel Products Fee Reduction                        | (\$1,849,809)          | 0.0           | \$0          | (\$1,849,809)          | \$0                  | \$0                  |
| R-03 FTDD Account Appropriation                                   | \$900,000              | 0.0           | \$0          | \$900,000              | \$0                  | \$0                  |
| <b>FY 2022-23 Governor's Budget Request - Nov 1</b>               | <b>\$1,485,315,675</b> | <b>3329.0</b> | <b>\$0</b>   | <b>\$834,912,724</b>   | <b>\$5,528,096</b>   | <b>\$644,874,855</b> |



**FY 2022-23 Budget Request - Department of Transportation**

**Schedule 02 - Four Year Summary**

|  | Total Funds | FTE | General Fund | Cash Funds | Reappropriated | Federal |
|--|-------------|-----|--------------|------------|----------------|---------|
|--|-------------|-----|--------------|------------|----------------|---------|

**FY 2019-20 Actual Expenditures**

|  |                        |               |            |                        |                    |                      |
|--|------------------------|---------------|------------|------------------------|--------------------|----------------------|
| 01. Administration                                     | \$37,821,033           | 183.5         | \$0        | \$37,820,775           | \$258              | \$0                  |
| 02. Construction, Maintenance, and Operations          | \$1,837,586,622        | 3132.3        | \$0        | \$1,233,388,836        | \$1,128,185        | \$603,069,601        |
| 03. Statewide Bridge Enterprise                        | \$7,385,387            | 0.0           | \$0        | \$7,385,387            | \$0                | \$0                  |
| 04. High Performance Transportation Enterprise         | \$15,090,556           | 0.0           | \$0        | \$15,090,556           | \$0                | \$0                  |
| 05. Southwest Chief and Front Range Passenger Rail Com | \$1,456,106            | 0.0           | \$0        | \$1,456,106            | \$0                | \$0                  |
| 06. Special Purpose                                    | \$2,422,215            | 0.0           | \$0        | \$2,422,215            | \$0                | \$0                  |
| <b>Total For: FY 2019-20 Actual Expenditures</b>       | <b>\$1,901,761,918</b> | <b>3315.8</b> | <b>\$0</b> | <b>\$1,297,563,874</b> | <b>\$1,128,443</b> | <b>\$603,069,601</b> |

**FY 2020-21 Actual Expenditures**

|  |                        |               |                  |                        |                    |                      |
|--|------------------------|---------------|------------------|------------------------|--------------------|----------------------|
| 01. Administration                                     | \$35,649,028           | 136.7         | \$0              | \$35,646,798           | \$2,230            | \$0                  |
| 02. Construction, Maintenance, and Operations          | \$1,818,015,351        | 3156.0        | \$0              | \$1,282,599,764        | \$1,113,655        | \$534,301,932        |
| 03. Statewide Bridge Enterprise                        | \$2,571,258            | 1.0           | \$0              | \$2,571,258            | \$0                | \$0                  |
| 04. High Performance Transportation Enterprise         | \$32,418,278           | 9.0           | \$0              | \$32,418,278           | \$0                | \$0                  |
| 05. Southwest Chief and Front Range Passenger Rail Com | \$589,060              | 2.0           | \$0              | \$589,060              | \$0                | \$0                  |
| 06. Special Purpose                                    | \$7,012,285            | 0.0           | \$949,326        | \$6,062,959            | \$0                | \$0                  |
| <b>Total For: FY 2020-21 Actual Expenditures</b>       | <b>\$1,896,255,260</b> | <b>3304.7</b> | <b>\$949,326</b> | <b>\$1,359,888,116</b> | <b>\$1,115,886</b> | <b>\$534,301,932</b> |

**FY 2021-22 Initial Appropriation**

|  |                        |               |            |                        |                    |                      |
|--|------------------------|---------------|------------|------------------------|--------------------|----------------------|
| 01. Administration                                     | \$37,960,903           | 161.0         | \$0        | \$37,898,013           | \$62,890           | \$0                  |
| 02. Construction, Maintenance, and Operations          | \$1,710,983,783        | 3156.0        | \$0        | \$1,067,365,214        | \$1,415,206        | \$642,203,363        |
| 03. Statewide Bridge and Tunnel Enterprise             | \$125,344,441          | 1.0           | \$0        | \$125,344,441          | \$0                | \$0                  |
| 04. High Performance Transportation Enterprise         | \$22,680,735           | 9.0           | \$0        | \$18,680,735           | \$4,000,000        | \$0                  |
| 05. Southwest Chief and Front Range Passenger Rail Com | \$14,900,000           | 2.0           | \$0        | \$14,900,000           | \$0                | \$0                  |
| 06. Special Purpose                                    | \$150,390,000          | 0.0           | \$0        | \$150,390,000          | \$0                | \$0                  |
| <b>Total For: FY 2021-22 Initial Appropriation</b>     | <b>\$2,062,259,862</b> | <b>3329.0</b> | <b>\$0</b> | <b>\$1,414,578,403</b> | <b>\$5,478,096</b> | <b>\$642,203,363</b> |

**FY 2022-23 Budget Request - Department of Transportation**

**Schedule 02 - Four Year Summary**

|  | <b>Total Funds</b>     | <b>FTE</b>    | <b>General Fund</b> | <b>Cash Funds</b>    | <b>Reappropriated</b> | <b>Federal</b>       |
|--|------------------------|---------------|---------------------|----------------------|-----------------------|----------------------|
| <b>FY 2022-23 Governor's Budget Request</b>                |                        |               |                     |                      |                       |                      |
| 01. Administration   | \$43,097,712           | 161.0         | \$0                 | \$43,034,817         | \$62,895              | \$0                  |
| 02. Construction, Maintenance, and Operations              | \$1,237,661,362        | 3156.0        | \$0                 | \$591,371,306        | \$1,415,201           | \$644,874,855        |
| 03. Statewide Bridge and Tunnel Enterprise                 | \$145,186,737          | 1.0           | \$0                 | \$145,186,737        | \$0                   | \$0                  |
| 04. High Performance Transportation Enterprise             | \$23,913,867           | 9.0           | \$0                 | \$19,863,867         | \$4,050,000           | \$0                  |
| 05. Southwest Chief and Front Range Passenger Rail Com     | \$0                    | 0.0           | \$0                 | \$0                  | \$0                   | \$0                  |
| 06. Special Purpose  | \$20,050,442           | 0.0           | \$0                 | \$20,050,442         | \$0                   | \$0                  |
| 07. Nonattainment Area Air Pollution Mitigation Enterprise | \$7,125,226            | 0.0           | \$0                 | \$7,125,226          | \$0                   | \$0                  |
| 08. Clean Transit Enterprise                               | \$8,280,329            | 0.0           | \$0                 | \$8,280,329          | \$0                   | \$0                  |
| <b>Total For: FY 2022-23 Governor's Budget Request</b>     | <b>\$1,485,315,675</b> | <b>3327.0</b> | <b>\$0</b>          | <b>\$834,912,724</b> | <b>\$5,528,096</b>    | <b>\$644,874,855</b> |

FY 2019-20 - 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> |                     |              |              |                     |                      |               |
| <b>01. Administration</b>   |                     |              |              |                     |                      |               |
| <b>Administration</b>   |                     |              |              |                     |                      |               |
| SB 19-207 FY 2019-20 Long Bill  | \$38,281,507        | 183.5        | \$0          | \$38,218,284        | \$63,223             | \$0           |
| <b>FY 2019-20 Final Appropriation</b>   | <b>\$38,281,507</b> | <b>183.5</b> | <b>\$0</b>   | <b>\$38,218,284</b> | <b>\$63,223</b>      | <b>\$0</b>    |
| 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          | \$0          | \$397,509           | \$62,965             | \$0           |
| FY 2019-20 Personal Services Allocation   | \$19,809,996        | 183.5        | \$0          | \$19,809,670        | \$326                | \$0           |
| FY 2019-20 Total All Other Operating Allocation   | \$18,011,037        | 0.0          | \$0          | \$18,011,105        | (\$68)               | \$0           |

| Total For:                             | 01. 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   | \$0 | \$397,509    | \$62,965 | \$0 |

**02. 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        |
| <b>FY 2019-20 Final Appropriation</b>                       | <b>\$1,912,606,932</b> | <b>3132.3</b> | <b>\$0</b> | <b>\$1,289,725,235</b> | <b>\$1,414,873</b> | <b>\$621,466,824</b> |
| EA-04 Statutory Appropriation or Custodial Funds Adjustment | \$2,467,239,535        | 0.0           | \$0        | \$1,265,944,692        | \$0                | \$1,201,294,842      |
| EA-05 Restrictions  | (\$621,466,824)        | 0.0           | \$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                              | \$1,837,586,622        | 3132.3        | \$0        | \$1,233,388,836        | \$1,128,185        | \$603,069,601        |
| FY 2019-20 Reversion (Overexpenditure)                      | \$1,920,793,021        | 0.0           | \$0        | \$1,322,281,091        | \$286,688          | \$598,225,242        |
| FY 2019-20 Personal Services Allocation                     | \$526,482,387          | 3132.3        | \$0        | \$519,839,035          | \$461,401          | \$6,181,950          |
| FY 2019-20 Total All Other Operating Allocation             | \$1,311,104,235        | 0.0           | \$0        | \$713,549,801          | \$666,784          | \$596,887,650        |

FY 2019-20 - Department of Transportation

Schedule 3A

|  | Total Funds | FTE | General Fund | Cash Funds | Reappropriated Funds | Federal Funds |
|--|-------------|-----|--------------|------------|----------------------|---------------|
|--|-------------|-----|--------------|------------|----------------------|---------------|

\*Data is through Accounting Period 16 //// Data is rounded to the nearest dollar

|  |  |        |     |                 |             |                 |
|--|--|--------|-----|-----------------|-------------|-----------------|
| <b>Total For:</b>                      | <b>02. Construction, Maintenance, and Operations, (A) Construction, Maintenance, and Operations,</b> |        |     |                 |             |                 |
| 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         | \$1,837,586,622  | 3132.3 | \$0 | \$1,233,388,836 | \$1,128,185 | \$603,069,601   |
| FY 2019-20 Reversion (Overexpenditure) | \$1,920,793,021  | 0.0    | \$0 | \$1,322,281,091 | \$286,688   | \$598,225,242   |

**03. Statewide Bridge Enterprise**

**Statewide Bridge Enterprise**

|   |                 |     |     |                 |     |             |
|---|-----------------|-----|-----|-----------------|-----|-------------|
| FY 2019-20 Final Appropriation                              | \$0             | 0.0 | \$0 | \$0             | \$0 | \$0         |
| EA-04 Statutory Appropriation or Custodial Funds Adjustment | \$1,122,820,299 | 0.0 | \$0 | \$1,114,681,723 | \$0 | \$8,138,576 |
| FY 2019-20 Final Expenditure Authority                      | \$1,122,820,299 | 0.0 | \$0 | \$1,114,681,723 | \$0 | \$8,138,576 |
| FY 2019-20 Actual Expenditures                              | \$7,385,387     | 0.0 | \$0 | \$7,385,387     | \$0 | \$0         |
| FY 2019-20 Reversion (Overexpenditure)                      | \$1,115,434,913 | 0.0 | \$0 | \$1,107,296,337 | \$0 | \$8,138,576 |
| FY 2019-20 Personal Services Allocation                     | \$1,524,837     | 0.0 | \$0 | \$1,524,837     | \$0 | \$0         |
| FY 2019-20 Total All Other Operating Allocation             | \$5,860,550     | 0.0 | \$0 | \$5,860,550     | \$0 | \$0         |

|  |  |     |     |                 |     |             |
|--|--|-----|-----|-----------------|-----|-------------|
| <b>Total For:</b>                      | <b>03. Statewide Bridge Enterprise</b> |     |     |                 |     |             |
| FY 2019-20 Final Expenditure Authority | \$1,122,820,299                        | 0.0 | \$0 | \$1,114,681,723 | \$0 | \$8,138,576 |
| FY 2019-20 Actual Expenditures         | \$7,385,387                            | 0.0 | \$0 | \$7,385,387     | \$0 | \$0         |
| FY 2019-20 Reversion (Overexpenditure) | \$1,115,434,913                        | 0.0 | \$0 | \$1,107,296,337 | \$0 | \$8,138,576 |

**04. High Performance Transportation Enterprise**

**High Performance Transportation Enterprise**

|   |               |     |     |               |               |              |
|---|---------------|-----|-----|---------------|---------------|--------------|
| FY 2019-20 Final Appropriation                              | \$0           | 0.0 | \$0 | \$0           | \$0           | \$0          |
| EA-04 Statutory Appropriation or Custodial Funds Adjustment | \$589,966,179 | 0.0 | \$0 | \$555,651,663 | (\$5,231,344) | \$39,545,860 |
| FY 2019-20 Final Expenditure Authority                      | \$589,966,179 | 0.0 | \$0 | \$555,651,663 | (\$5,231,344) | \$39,545,860 |
| FY 2019-20 Actual Expenditures                              | \$15,090,556  | 0.0 | \$0 | \$15,090,556  | \$0           | \$0          |
| FY 2019-20 Reversion (Overexpenditure)                      | \$574,875,623 | 0.0 | \$0 | \$540,561,107 | (\$5,231,344) | \$39,545,860 |
| FY 2019-20 Personal Services Allocation                     | \$6,910,456   | 0.0 | \$0 | \$6,910,456   | \$0           | \$0          |

FY 2019-20 - 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> |                    |            |              |                    |                      |               |
| <b>FY 2019-20 Total All Other Operating Allocation</b>                                  | <b>\$8,180,100</b> | <b>0.0</b> | <b>\$0</b>   | <b>\$8,180,100</b> | <b>\$0</b>           | <b>\$0</b>    |

| <b>Total For: 04. High Performance Transportation Enterprise</b> |               |     |     |               |               |              |
|--|---------------|-----|-----|---------------|---------------|--------------|
| FY 2019-20 Final Expenditure Authority                           | \$589,966,179 | 0.0 | \$0 | \$555,651,663 | (\$5,231,344) | \$39,545,860 |
| FY 2019-20 Actual Expenditures                                   | \$15,090,556  | 0.0 | \$0 | \$15,090,556  | \$0           | \$0          |
| FY 2019-20 Reversion (Overexpenditure)                           | \$574,875,623 | 0.0 | \$0 | \$540,561,107 | (\$5,231,344) | \$39,545,860 |

**05. Southwest Chief and Front Range Passenger Rail Com**

**Southwest Chief and Front Range Passenger Rail Com**

|   |                    |            |            |                    |            |            |
|---|--------------------|------------|------------|--------------------|------------|------------|
| SB 19-207 FY 2019-20 Long Bill                              | \$100,000          | 2.0        | \$0        | \$100,000          | \$0        | \$0        |
| <b>FY 2019-20 Final Appropriation</b>                       | <b>\$100,000</b>   | <b>2.0</b> | <b>\$0</b> | <b>\$100,000</b>   | <b>\$0</b> | <b>\$0</b> |
| EA-03 Rollforward Authority                                 | (\$1,180,333)      | 0.0        | \$0        | (\$1,180,333)      | \$0        | \$0        |
| EA-04 Statutory Appropriation or Custodial Funds Adjustment | \$2,536,439        | 0.0        | \$0        | \$2,536,439        | \$0        | \$0        |
| FY 2019-20 Final Expenditure Authority                      | \$1,456,107        | 2.0        | \$0        | \$1,456,107        | \$0        | \$0        |
| FY 2019-20 Actual Expenditures                              | \$1,456,106        | 2.0        | \$0        | \$1,456,106        | \$0        | \$0        |
| FY 2019-20 Reversion (Overexpenditure)                      | \$0                | 0.0        | \$0        | \$0                | \$0        | \$0        |
| <b>FY 2019-20 Personal Services Allocation</b>              | <b>\$1,455,714</b> | <b>2.0</b> | <b>\$0</b> | <b>\$1,455,714</b> | <b>\$0</b> | <b>\$0</b> |
| <b>FY 2019-20 Total All Other Operating Allocation</b>      | <b>\$392</b>       | <b>0.0</b> | <b>\$0</b> | <b>\$392</b>       | <b>\$0</b> | <b>\$0</b> |

| <b>Total For: 05. Southwest Chief and Front Range Passenger Rail Com</b> |             |     |     |             |     |     |
|--|-------------|-----|-----|-------------|-----|-----|
| FY 2019-20 Final Expenditure Authority                                   | \$1,456,107 | 2.0 | \$0 | \$1,456,107 | \$0 | \$0 |
| FY 2019-20 Actual Expenditures   | \$1,456,106 | 2.0 | \$0 | \$1,456,106 | \$0 | \$0 |
| FY 2019-20 Reversion (Overexpenditure)                                   | \$0         | 0.0 | \$0 | \$0         | \$0 | \$0 |

**06. Special Purpose**

**First Time Drunk Driving Offender Account**

|                                       |                    |            |            |                    |            |            |
|---------------------------------------|--------------------|------------|------------|--------------------|------------|------------|
| SB 19-207 FY 2019-20 Long Bill        | \$2,500,000        | 0.0        | \$0        | \$2,500,000        | \$0        | \$0        |
| <b>FY 2019-20 Final Appropriation</b> | <b>\$2,500,000</b> | <b>0.0</b> | <b>\$0</b> | <b>\$2,500,000</b> | <b>\$0</b> | <b>\$0</b> |

FY 2019-20 - 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> |                     |            |              |                     |                      |               |
| <b>FY 2019-20 Final Expenditure Authority</b>   | <b>\$2,500,000</b>  | <b>0.0</b> | <b>\$0</b>   | <b>\$2,500,000</b>  | <b>\$0</b>           | <b>\$0</b>    |
| FY 2019-20 Actual Expenditures  | \$1,473,563         | 0.0        | \$0          | \$1,473,563         | \$0                  | \$0           |
| FY 2019-20 Reversion (Overexpenditure)  | \$1,026,437         | 0.0        | \$0          | \$1,026,437         | \$0                  | \$0           |
| <b>FY 2019-20 Personal Services Allocation</b>  | <b>\$1,473,563</b>  | <b>0.0</b> | <b>\$0</b>   | <b>\$1,473,563</b>  | <b>\$0</b>           | <b>\$0</b>    |
| <br>  |                     |            |              |                     |                      |               |
| <b>Marijuana Impaired Driving Program</b>   |                     |            |              |                     |                      |               |
| SB 19-207 FY 2019-20 Long Bill  | \$950,000           | 0.0        | \$0          | \$950,000           | \$0                  | \$0           |
| <b>FY 2019-20 Final Appropriation</b>   | <b>\$950,000</b>    | <b>0.0</b> | <b>\$0</b>   | <b>\$950,000</b>    | <b>\$0</b>           | <b>\$0</b>    |
| FY 2019-20 Final Expenditure Authority  | \$950,000           | 0.0        | \$0          | \$950,000           | \$0                  | \$0           |
| FY 2019-20 Actual Expenditures  | \$944,834           | 0.0        | \$0          | \$944,834           | \$0                  | \$0           |
| FY 2019-20 Reversion (Overexpenditure)  | \$5,166             | 0.0        | \$0          | \$5,166             | \$0                  | \$0           |
| <b>FY 2019-20 Personal Services Allocation</b>  | <b>\$944,826</b>    | <b>0.0</b> | <b>\$0</b>   | <b>\$944,826</b>    | <b>\$0</b>           | <b>\$0</b>    |
| <b>FY 2019-20 Total All Other Operating Allocation</b>                                  | <b>\$8</b>          | <b>0.0</b> | <b>\$0</b>   | <b>\$8</b>          | <b>\$0</b>           | <b>\$0</b>    |
|   | \$0                 | 0.0        | \$0          | \$0                 | \$0                  | \$0           |
| <br>  |                     |            |              |                     |                      |               |
| <b>Multimodal Transportation and Mitigation Options Fund</b>                            |                     |            |              |                     |                      |               |
| SB 19-207 FY 2019-20 Long Bill  | \$22,500,000        | 0.0        | \$0          | \$22,500,000        | \$0                  | \$0           |
| <b>FY 2019-20 Final Appropriation</b>   | <b>\$22,500,000</b> | <b>0.0</b> | <b>\$0</b>   | <b>\$22,500,000</b> | <b>\$0</b>           | <b>\$0</b>    |
| EA-03 Rollforward Authority   | (\$94,246,183)      | 0.0        | \$0          | (\$94,246,183)      | \$0                  | \$0           |
| EA-04 Statutory Appropriation or Custodial Funds Adjustment                             | \$71,750,000        | 0.0        | \$0          | \$71,750,000        | \$0                  | \$0           |
| FY 2019-20 Final Expenditure Authority  | \$3,817             | 0.0        | \$0          | \$3,817             | \$0                  | \$0           |
| FY 2019-20 Actual Expenditures  | \$3,817             | 0.0        | \$0          | \$3,817             | \$0                  | \$0           |
| FY 2019-20 Reversion (Overexpenditure)  | \$0                 | 0.0        | \$0          | \$0                 | \$0                  | \$0           |
| <b>FY 2019-20 Personal Services Allocation</b>  | <b>\$3,817</b>      | <b>0.0</b> | <b>\$0</b>   | <b>\$3,817</b>      | <b>\$0</b>           | <b>\$0</b>    |

FY 2019-20 - 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> |   |                 |        |              |                 |                      |                 |
| <b>Total For:</b>   | <b>06. Special Purpose</b>                      |                 |        |              |                 |                      |                 |
|   | FY 2019-20 Final Expenditure Authority          | \$3,453,817     | 0.0    | \$0          | \$3,453,817     | \$0                  | \$0             |
|   | FY 2019-20 Actual Expenditures                  | \$2,422,215     | 0.0    | \$0          | \$2,422,215     | \$0                  | \$0             |
|   | FY 2019-20 Reversion (Overexpenditure)          | \$1,031,602     | 0.0    | \$0          | \$1,031,602     | \$0                  | \$0             |
| <b>Total For Cabinet:</b>   | <b>Department of Transportation</b>             |                 |        |              |                 |                      |                 |
|   | FY 2019-20 Final Appropriation                  | \$1,976,938,439 | 3317.8 | \$0          | \$1,353,993,519 | \$1,478,096          | \$621,466,824   |
|   | FY 2019-20 Final Expenditure Authority          | \$5,514,357,551 | 3317.8 | \$0          | \$4,269,131,521 | (\$3,753,248)        | \$1,248,979,278 |
|   | FY 2019-20 Actual Expenditures                  | \$1,901,761,918 | 3317.8 | \$0          | \$1,297,563,874 | \$1,128,443          | \$603,069,601   |
|   | FY 2019-20 Reversion (Overexpenditure)          | \$3,612,595,634 | 0.0    | \$0          | \$2,971,567,647 | (\$4,881,691)        | \$645,909,678   |
|   | FY 2019-20 Personal Services Allocation         | \$558,605,596   | 3317.8 | \$0          | \$551,961,919   | \$461,728            | \$6,181,950     |
|   | FY 2019-20 Total All Other Operating Allocation | \$1,343,156,321 | 0.0    | \$0          | \$745,601,955   | \$666,715            | \$596,887,650   |
|   | State Employees Reserve Fund Transfer           | \$0             | 0.0    | \$0          | \$0             | \$0                  | \$0             |
|   | Information Technology Revolving Fund Transfer  | \$0             | 0.0    | \$0          | \$0             | \$0                  | \$0             |

FY 2020-21 - Department of Transportation

Schedule 3B

|   | 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> |                     |              |              |                     |                      |               |
| <b>01. Administration</b>   |                     |              |              |                     |                      |               |
| <b>Administration</b>   |                     |              |              |                     |                      |               |
| 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           |
| <b>FY 2020-21 Final Appropriation</b>   | <b>\$35,709,985</b> | <b>158.0</b> | <b>\$0</b>   | <b>\$35,646,798</b> | <b>\$63,187</b>      | <b>\$0</b>    |
| FY 2020-21 Final Expenditure Authority  | \$35,709,985        | 158.0        | \$0          | \$35,646,798        | \$63,187             | \$0           |
| FY 2020-21 Actual Expenditures  | \$35,649,028        | 136.7        | \$0          | \$35,646,798        | \$2,230              | \$0           |
| FY 2020-21 Reversion (Overexpenditure)  | \$60,957            | 21.3         | \$0          | \$0                 | \$60,957             | \$0           |
| <i>FY 2020-21 Personal Services Allocation</i>  | <i>\$16,967,232</i> | <i>136.7</i> | <i>\$0</i>   | <i>\$16,966,991</i> | <i>\$241</i>         | <i>\$0</i>    |
| <b>FY 2020-21 Total All Other Operating Allocation</b>                                  | <b>\$18,681,796</b> | <b>0.0</b>   | <b>\$0</b>   | <b>\$18,679,807</b> | <b>\$1,989</b>       | <b>\$0</b>    |

| Total For:                             | 01. Administration |              |       |     |              |          |     |
|--|--------------------|--------------|-------|-----|--------------|----------|-----|
| FY 2020-21 Final Expenditure Authority |                    | \$35,709,985 | 158.0 | \$0 | \$35,646,798 | \$63,187 | \$0 |
| FY 2020-21 Actual Expenditures         |                    | \$35,649,028 | 136.7 | \$0 | \$35,646,798 | \$2,230  | \$0 |
| FY 2020-21 Reversion (Overexpenditure) |                    | \$60,957     | 21.3  | \$0 | \$0          | \$60,957 | \$0 |

**02. 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        |
| <b>FY 2020-21 Final Appropriation</b>                  | <b>\$1,802,173,507</b> | <b>3156.0</b> | <b>\$0</b> | <b>\$1,171,180,917</b> | <b>\$1,414,909</b> | <b>\$629,577,681</b> |
| EA04 Statutory Appropriation and Custodial Funds       | \$2,730,690,329        | 0.0           | \$0        | \$1,542,974,286        | \$0                | \$1,187,716,043      |
| EA05 Restrictions                                      | (\$629,577,681)        | 0.0           | \$0        | \$0                    | \$0                | (\$629,577,681)      |
| FY 2020-21 Final Expenditure Authority                 | \$3,903,286,155        | 3156.0        | \$0        | \$2,714,155,203        | \$1,414,909        | \$1,187,716,043      |
| FY 2020-21 Actual Expenditures                         | \$1,818,015,351        | 3156.0        | \$0        | \$1,282,599,764        | \$1,113,655        | \$534,301,932        |
| FY 2020-21 Reversion (Overexpenditure)                 | \$2,085,270,804        | 0.0           | \$0        | \$1,431,555,439        | \$301,254          | \$653,414,111        |
| <i>FY 2020-21 Personal Services Allocation</i>         | <i>\$501,009,367</i>   | <i>3156.0</i> | <i>\$0</i> | <i>\$495,047,449</i>   | <i>\$461,208</i>   | <i>\$5,500,710</i>   |
| <b>FY 2020-21 Total All Other Operating Allocation</b> | <b>\$1,317,005,984</b> | <b>0.0</b>    | <b>\$0</b> | <b>\$787,552,314</b>   | <b>\$652,447</b>   | <b>\$528,801,222</b> |



FY 2020-21 - Department of Transportation

Schedule 3B

|  | Total Funds | FTE | General Fund | Cash Funds | Reappropriated Funds | Federal Funds |
|--|-------------|-----|--------------|------------|----------------------|---------------|
|--|-------------|-----|--------------|------------|----------------------|---------------|

\*Data is through Accounting Period 15 //// Data is rounded to the nearest dollar

| Total For: 02. Construction, Maintenance, and Operations |                 |        |     |                 |             |                 |
|--|-----------------|--------|-----|-----------------|-------------|-----------------|
| FY 2020-21 Final Expenditure Authority                   | \$3,903,286,155 | 3156.0 | \$0 | \$2,714,155,203 | \$1,414,909 | \$1,187,716,043 |
| FY 2020-21 Actual Expenditures                           | \$1,818,015,351 | 3156.0 | \$0 | \$1,282,599,764 | \$1,113,655 | \$534,301,932   |
| FY 2020-21 Reversion (Overexpenditure)                   | \$2,085,270,804 | 0.0    | \$0 | \$1,431,555,439 | \$301,254   | \$653,414,111   |

03. Statewide Bridge Enterprise

Statewide Bridge Enterprise

|  |                      |            |            |                      |            |             |
|--|----------------------|------------|------------|----------------------|------------|-------------|
| HB 20-1360 FY 2020-21 Long Bill                        | \$120,910,162        | 1.0        | \$0        | \$120,910,162        | \$0        | \$0         |
| <b>FY 2020-21 Final Appropriation</b>                  | <b>\$120,910,162</b> | <b>1.0</b> | <b>\$0</b> | <b>\$120,910,162</b> | <b>\$0</b> | <b>\$0</b>  |
| EA04 Statutory Appropriation and Custodial Funds       | \$1,233,574,914      | 0.0        | \$0        | \$1,225,436,338      | \$0        | \$8,138,576 |
| FY 2020-21 Final Expenditure Authority                 | \$1,354,485,076      | 1.0        | \$0        | \$1,346,346,500      | \$0        | \$8,138,576 |
| FY 2020-21 Actual Expenditures                         | \$2,571,258          | 1.0        | \$0        | \$2,571,258          | \$0        | \$0         |
| FY 2020-21 Reversion (Overexpenditure)                 | \$1,351,913,818      | 0.0        | \$0        | \$1,343,775,242      | \$0        | \$8,138,576 |
| <i>FY 2020-21 Personal Services Allocation</i>         | <i>\$2,864,364</i>   | <i>1.0</i> | <i>\$0</i> | <i>\$2,864,364</i>   | <i>\$0</i> | <i>\$0</i>  |
| <i>FY 2020-21 Total All Other Operating Allocation</i> | <i>(\$293,107)</i>   | <i>0.0</i> | <i>\$0</i> | <i>(\$293,107)</i>   | <i>\$0</i> | <i>\$0</i>  |

| Total For: 03. Statewide Bridge Enterprise |                 |     |     |                 |     |             |
|--|-----------------|-----|-----|-----------------|-----|-------------|
| FY 2020-21 Final Expenditure Authority     | \$1,354,485,076 | 1.0 | \$0 | \$1,346,346,500 | \$0 | \$8,138,576 |
| FY 2020-21 Actual Expenditures             | \$2,571,258     | 1.0 | \$0 | \$2,571,258     | \$0 | \$0         |
| FY 2020-21 Reversion (Overexpenditure)     | \$1,351,913,818 | 0.0 | \$0 | \$1,343,775,242 | \$0 | \$8,138,576 |

04. High Performance Transportation Enterprise

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        |
| <b>FY 2020-21 Final Appropriation</b> | <b>\$22,648,728</b> | <b>9.0</b> | <b>\$0</b> | <b>\$17,048,728</b> | <b>\$5,600,000</b> | <b>\$0</b> |

FY 2020-21 - Department of Transportation

Schedule 3B

|   | 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> |                      |            |              |                      |                      |                     |
| EA04 Statutory Appropriation and Custodial Funds  | \$646,218,259        | 0.0        | \$0          | \$612,272,399        | (\$5,600,000)        | \$39,545,860        |
| <b>FY 2020-21 Final Expenditure Authority</b>   | <b>\$668,866,987</b> | <b>9.0</b> | <b>\$0</b>   | <b>\$629,321,127</b> | <b>\$0</b>           | <b>\$39,545,860</b> |
| FY 2020-21 Actual Expenditures  | \$32,418,278         | 9.0        | \$0          | \$32,418,278         | \$0                  | \$0                 |
| <b>FY 2020-21 Reversion (Overexpenditure)</b>   | <b>\$636,448,708</b> | <b>0.0</b> | <b>\$0</b>   | <b>\$596,902,848</b> | <b>\$0</b>           | <b>\$39,545,860</b> |
| <i>FY 2020-21 Personal Services Allocation</i>  | <i>\$9,214,436</i>   | <i>9.0</i> | <i>\$0</i>   | <i>\$9,214,436</i>   | <i>\$0</i>           | <i>\$0</i>          |
| <b>FY 2020-21 Total All Other Operating Allocation</b>                                  | <b>\$23,203,842</b>  | <b>0.0</b> | <b>\$0</b>   | <b>\$23,203,842</b>  | <b>\$0</b>           | <b>\$0</b>          |

| <b>Total For: 04. High Performance Transportation Enterprise</b> |               |     |     |               |     |              |
|--|---------------|-----|-----|---------------|-----|--------------|
| FY 2020-21 Final Expenditure Authority                           | \$668,866,987 | 9.0 | \$0 | \$629,321,127 | \$0 | \$39,545,860 |
| FY 2020-21 Actual Expenditures                                   | \$32,418,278  | 9.0 | \$0 | \$32,418,278  | \$0 | \$0          |
| FY 2020-21 Reversion (Overexpenditure)                           | \$636,448,708 | 0.0 | \$0 | \$596,902,848 | \$0 | \$39,545,860 |

**05. Southwest Chief and Front Range Passenger Rail Com**

**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        |
| <b>FY 2020-21 Final Appropriation</b>                  | <b>\$100,000</b>   | <b>2.0</b> | <b>\$0</b> | <b>\$100,000</b>   | <b>\$0</b> | <b>\$0</b> |
| EA-03 Rollforward Authority                            | \$1,180,333        | 0.0        | \$0        | \$1,180,333        | \$0        | \$0        |
| <b>FY 2020-21 Final Expenditure Authority</b>          | <b>\$1,280,333</b> | <b>2.0</b> | <b>\$0</b> | <b>\$1,280,333</b> | <b>\$0</b> | <b>\$0</b> |
| FY 2020-21 Actual Expenditures                         | \$589,060          | 2.0        | \$0        | \$589,060          | \$0        | \$0        |
| <b>FY 2020-21 Reversion (Overexpenditure)</b>          | <b>\$691,273</b>   | <b>0.0</b> | <b>\$0</b> | <b>\$691,273</b>   | <b>\$0</b> | <b>\$0</b> |
| <i>FY 2020-21 Personal Services Allocation</i>         | <i>\$489,060</i>   | <i>2.0</i> | <i>\$0</i> | <i>\$489,060</i>   | <i>\$0</i> | <i>\$0</i> |
| <b>FY 2020-21 Total All Other Operating Allocation</b> | <b>\$100,000</b>   | <b>0.0</b> | <b>\$0</b> | <b>\$100,000</b>   | <b>\$0</b> | <b>\$0</b> |

| <b>Total For: 05. Southwest Chief and Front Range Passenger Rail Com</b> |             |     |     |             |     |     |
|--|-------------|-----|-----|-------------|-----|-----|
| FY 2020-21 Final Expenditure Authority                                   | \$1,280,333 | 2.0 | \$0 | \$1,280,333 | \$0 | \$0 |
| FY 2020-21 Actual Expenditures   | \$589,060   | 2.0 | \$0 | \$589,060   | \$0 | \$0 |
| FY 2020-21 Reversion (Overexpenditure)                                   | \$691,273   | 0.0 | \$0 | \$691,273   | \$0 | \$0 |

FY 2020-21 - Department of Transportation

Schedule 3B

|  | Total Funds | FTE | General Fund | Cash Funds | Reappropriated Funds | Federal Funds |
|--|-------------|-----|--------------|------------|----------------------|---------------|
|--|-------------|-----|--------------|------------|----------------------|---------------|

\*Data is through Accounting Period 15 //// Data is rounded to the nearest dollar

**06. 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        |
| <b>FY 2020-21 Final Appropriation</b>          | <b>\$1,500,000</b> | <b>0.0</b> | <b>\$0</b> | <b>\$1,500,000</b> | <b>\$0</b> | <b>\$0</b> |
| FY 2020-21 Final Expenditure Authority         | \$1,500,000        | 0.0        | \$0        | \$1,500,000        | \$0        | \$0        |
| FY 2020-21 Actual Expenditures                 | \$1,002,227        | 0.0        | \$0        | \$1,002,227        | \$0        | \$0        |
| <b>FY 2020-21 Reversion (Overexpenditure)</b>  | <b>\$497,773</b>   | <b>0.0</b> | <b>\$0</b> | <b>\$497,773</b>   | <b>\$0</b> | <b>\$0</b> |
| <i>FY 2020-21 Personal Services Allocation</i> | <i>\$1,002,227</i> | <i>0.0</i> | <i>\$0</i> | <i>\$1,002,227</i> | <i>\$0</i> | <i>\$0</i> |

**Marijuana Impaired Driving Program**

|  |                  |            |            |                  |            |            |
|--|------------------|------------|------------|------------------|------------|------------|
| HB 20-1360 FY 2020-21 Long Bill                | \$450,000        | 0.0        | \$0        | \$450,000        | \$0        | \$0        |
| <b>FY 2020-21 Final Appropriation</b>          | <b>\$450,000</b> | <b>0.0</b> | <b>\$0</b> | <b>\$450,000</b> | <b>\$0</b> | <b>\$0</b> |
| FY 2020-21 Final Expenditure Authority         | \$450,000        | 0.0        | \$0        | \$450,000        | \$0        | \$0        |
| FY 2020-21 Actual Expenditures                 | \$446,629        | 0.0        | \$0        | \$446,629        | \$0        | \$0        |
| <b>FY 2020-21 Reversion (Overexpenditure)</b>  | <b>\$3,371</b>   | <b>0.0</b> | <b>\$0</b> | <b>\$3,371</b>   | <b>\$0</b> | <b>\$0</b> |
| <i>FY 2020-21 Personal Services Allocation</i> | <i>\$446,629</i> | <i>0.0</i> | <i>\$0</i> | <i>\$446,629</i> | <i>\$0</i> | <i>\$0</i> |

**Transportation Services for Vulnerable Populations**

|  |                    |            |                    |            |            |            |
|--|--------------------|------------|--------------------|------------|------------|------------|
| HB 20-1360 FY 2020-21 Long Bill                        | \$1,000,000        | 0.0        | \$1,000,000        | \$0        | \$0        | \$0        |
| <b>FY 2020-21 Final Appropriation</b>                  | <b>\$1,000,000</b> | <b>0.0</b> | <b>\$1,000,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> |
| FY 2020-21 Final Expenditure Authority                 | \$1,000,000        | 0.0        | \$1,000,000        | \$0        | \$0        | \$0        |
| FY 2020-21 Actual Expenditures                         | \$949,326          | 0.0        | \$949,326          | \$0        | \$0        | \$0        |
| <b>FY 2020-21 Reversion (Overexpenditure)</b>          | <b>\$50,674</b>    | <b>0.0</b> | <b>\$50,674</b>    | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> |
| <i>FY 2020-21 Total All Other Operating Allocation</i> | <i>\$949,326</i>   | <i>0.0</i> | <i>\$949,326</i>   | <i>\$0</i> | <i>\$0</i> | <i>\$0</i> |

FY 2020-21 - Department of Transportation

Schedule 3B

|   | 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> |                     |            |              |                     |                      |               |
| <b>Multimodal Transportation and Mitigation Options Fund</b>                            |                     |            |              |                     |                      |               |
| <b>FY 2020-21 Final Appropriation</b>   | \$0                 | 0.0        | \$0          | \$0                 | \$0                  | \$0           |
| EA-03 Rollforward Authority   | \$94,246,183        | 0.0        | \$0          | \$94,246,183        | \$0                  | \$0           |
| <b>FY 2020-21 Final Expenditure Authority</b>   | <b>\$94,246,183</b> | <b>0.0</b> | <b>\$0</b>   | <b>\$94,246,183</b> | <b>\$0</b>           | <b>\$0</b>    |
| <b>FY 2020-21 Actual Expenditures</b>   | <b>\$4,614,103</b>  | <b>0.0</b> | <b>\$0</b>   | <b>\$4,614,103</b>  | <b>\$0</b>           | <b>\$0</b>    |
| <b>FY 2020-21 Reversion (Overexpenditure)</b>   | <b>\$89,632,080</b> | <b>0.0</b> | <b>\$0</b>   | <b>\$89,632,080</b> | <b>\$0</b>           | <b>\$0</b>    |
| <i>FY 2020-21 Personal Services Allocation</i>  | <i>\$2,521,102</i>  | <i>0.0</i> | <i>\$0</i>   | <i>\$2,521,102</i>  | <i>\$0</i>           | <i>\$0</i>    |
| <i>FY 2020-21 Total All Other Operating Allocation</i>                                  | <i>\$2,093,001</i>  | <i>0.0</i> | <i>\$0</i>   | <i>\$2,093,001</i>  | <i>\$0</i>           | <i>\$0</i>    |

| <b>Total For: 06. Special Purpose</b>  |              |     |             |              |     |     |
|--|--------------|-----|-------------|--------------|-----|-----|
| FY 2020-21 Final Expenditure Authority | \$97,196,183 | 0.0 | \$1,000,000 | \$96,196,183 | \$0 | \$0 |
| FY 2020-21 Actual Expenditures         | \$7,012,285  | 0.0 | \$949,326   | \$6,062,959  | \$0 | \$0 |
| FY 2020-21 Reversion (Overexpenditure) | \$90,183,898 | 0.0 | \$50,674    | \$90,133,224 | \$0 | \$0 |

| <b>Total For Cabinet: Department of Transportation</b> |                 |        |             |                 |             |                 |
|--|-----------------|--------|-------------|-----------------|-------------|-----------------|
| FY 2020-21 Final Appropriation                         | \$1,984,492,382 | 3326.0 | \$1,000,000 | \$1,346,836,605 | \$7,078,096 | \$629,577,681   |
| FY 2020-21 Final Expenditure Authority                 | \$6,060,824,718 | 3326.0 | \$1,000,000 | \$4,822,946,143 | \$1,478,096 | \$1,235,400,479 |
| FY 2020-21 Actual Expenditures                         | \$1,896,255,260 | 3304.7 | \$949,326   | \$1,359,888,116 | \$1,115,886 | \$534,301,932   |
| FY 2020-21 Reversion (Overexpenditure)                 | \$4,164,569,458 | 21.3   | \$50,674    | \$3,463,058,027 | \$362,210   | \$701,098,547   |
| FY 2020-21 Personal Services Allocation                | \$534,514,417   | 3326.0 | \$0         | \$528,552,258   | \$461,449   | \$5,500,710     |
| FY 2020-21 Total All Other Operating Allocation        | \$1,361,740,843 | 0.0    | \$949,326   | \$831,335,859   | \$654,436   | \$528,801,222   |
| State Employees Reserve Fund Transfer                  | \$0             | 0.0    | \$0         | \$0             | \$0         | \$0             |
| Information Technology Revolving Fund Transfer         | \$0             | 0.0    | \$0         | \$0             | \$0         | \$0             |

**FY 2021-22 - Department of Transportation**

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

**Schedule 3C**

|  | Total Funds         | FTE          | General Fund | Cash Funds          | Reappropriated Funds | Federal    |
|--|---------------------|--------------|--------------|---------------------|----------------------|------------|
| <b>01. Administration</b>                              |                     |              |              |                     |                      |            |
| <b>(1) Administration</b>                              |                     |              |              |                     |                      |            |
| SB 21-205 Long Appropriations Bill                     | \$37,700,946        | 158.0        | \$0          | \$37,638,056        | \$62,890             | \$0        |
| SB 21-260 Sustainability Of The Transportation System  | \$259,957           | 3.0          | \$0          | \$259,957           | \$0                  | \$0        |
| <b>FY 2021-22 Initial Appropriation</b>                | <b>\$37,960,903</b> | <b>161.0</b> | <b>\$0</b>   | <b>\$37,898,013</b> | <b>\$62,890</b>      | <b>\$0</b> |
| <b>FY 2021-22 Personal Services Allocation</b>         | <b>\$20,103,263</b> | <b>161.0</b> | <b>\$0</b>   | <b>\$20,053,263</b> | <b>\$50,000</b>      | <b>\$0</b> |
| <b>FY 2021-22 Total All Other Operating Allocation</b> | <b>\$17,857,640</b> | <b>0.0</b>   | <b>\$0</b>   | <b>\$17,844,750</b> | <b>\$12,890</b>      | <b>\$0</b> |

|  |                           |              |            |                     |                 |            |
|--|---------------------------|--------------|------------|---------------------|-----------------|------------|
| <b>Total For:</b>                                      | <b>01. Administration</b> |              |            |                     |                 |            |
| SB 21-205 Long Appropriations Bill                     | \$37,700,946              | 158.0        | \$0        | \$37,638,056        | \$62,890        | \$0        |
| SB 21-260 Sustainability Of The Transportation System  | \$259,957                 | 3.0          | \$0        | \$259,957           | \$0             | \$0        |
| <b>FY 2021-22 Initial Appropriation</b>                | <b>\$37,960,903</b>       | <b>161.0</b> | <b>\$0</b> | <b>\$37,898,013</b> | <b>\$62,890</b> | <b>\$0</b> |
| <b>FY 2021-22 Personal Services Allocation</b>         | <b>\$20,103,263</b>       | <b>161.0</b> | <b>\$0</b> | <b>\$20,053,263</b> | <b>\$50,000</b> | <b>\$0</b> |
| <b>FY 2021-22 Total All Other Operating Allocation</b> | <b>\$17,857,640</b>       | <b>0.0</b>   | <b>\$0</b> | <b>\$17,844,750</b> | <b>\$12,890</b> | <b>\$0</b> |

**02. Construction, Maintenance, and Operations**

**(2) Construction Maintenance, And Operations**

|  |                        |               |            |                        |                    |                      |
|--|------------------------|---------------|------------|------------------------|--------------------|----------------------|
| SB 21-205 Long Appropriations Bill                     | \$1,710,983,783        | 3156.0        | \$0        | \$1,067,365,214        | \$1,415,206        | \$642,203,363        |
| <b>FY 2021-22 Initial Appropriation</b>                | <b>\$1,710,983,783</b> | <b>3156.0</b> | <b>\$0</b> | <b>\$1,067,365,214</b> | <b>\$1,415,206</b> | <b>\$642,203,363</b> |
| <b>FY 2021-22 Personal Services Allocation</b>         | <b>\$203,447,385</b>   | <b>3156.0</b> | <b>\$0</b> | <b>\$202,853,231</b>   | <b>\$594,154</b>   | <b>\$0</b>           |
| <b>FY 2021-22 Total All Other Operating Allocation</b> | <b>\$1,507,536,398</b> | <b>0.0</b>    | <b>\$0</b> | <b>\$864,511,983</b>   | <b>\$821,052</b>   | <b>\$642,203,363</b> |

|  |  |               |            |                        |                    |                      |
|--|--|---------------|------------|------------------------|--------------------|----------------------|
| <b>Total For:</b>                                      | <b>02. Construction, Maintenance, and Operations</b> |               |            |                        |                    |                      |
| SB 21-205 Long Appropriations Bill                     | \$1,710,983,783                                      | 3156.0        | \$0        | \$1,067,365,214        | \$1,415,206        | \$642,203,363        |
| <b>FY 2021-22 Initial Appropriation</b>                | <b>\$1,710,983,783</b>                               | <b>3156.0</b> | <b>\$0</b> | <b>\$1,067,365,214</b> | <b>\$1,415,206</b> | <b>\$642,203,363</b> |
| <b>FY 2021-22 Personal Services Allocation</b>         | <b>\$203,447,385</b>                                 | <b>3156.0</b> | <b>\$0</b> | <b>\$202,853,231</b>   | <b>\$594,154</b>   | <b>\$0</b>           |
| <b>FY 2021-22 Total All Other Operating Allocation</b> | <b>\$1,507,536,398</b>                               | <b>0.0</b>    | <b>\$0</b> | <b>\$864,511,983</b>   | <b>\$821,052</b>   | <b>\$642,203,363</b> |

**FY 2021-22 - Department of Transportation**

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

**Schedule 3C**

|  | Total Funds          | FTE        | General Fund | Cash Funds           | Reappropriated Funds | Federal    |
|--|----------------------|------------|--------------|----------------------|----------------------|------------|
| <b>03. Statewide Bridge and Tunnel Enterprise</b>      |                      |            |              |                      |                      |            |
| <b>(3) Statewide Bridge and Tunnel Enterprise</b>      |                      |            |              |                      |                      |            |
| SB 21-205 Long Appropriations Bill                     | \$125,344,441        | 1.0        | \$0          | \$125,344,441        | \$0                  | \$0        |
| <b>FY 2021-22 Initial Appropriation</b>                | <b>\$125,344,441</b> | <b>1.0</b> | <b>\$0</b>   | <b>\$125,344,441</b> | <b>\$0</b>           | <b>\$0</b> |
| <b>FY 2021-22 Personal Services Allocation</b>         | <b>\$1,736,620</b>   | <b>1.0</b> | <b>\$0</b>   | <b>\$1,736,620</b>   | <b>\$0</b>           | <b>\$0</b> |
| <b>FY 2021-22 Total All Other Operating Allocation</b> | <b>\$123,607,821</b> | <b>0.0</b> | <b>\$0</b>   | <b>\$123,607,821</b> | <b>\$0</b>           | <b>\$0</b> |

**Total For: 03. Statewide Bridge and Tunnel Enterprise**

|  |                      |            |            |                      |            |            |
|--|----------------------|------------|------------|----------------------|------------|------------|
| SB 21-205 Long Appropriations Bill                     | \$125,344,441        | 1.0        | \$0        | \$125,344,441        | \$0        | \$0        |
| <b>FY 2021-22 Initial Appropriation</b>                | <b>\$125,344,441</b> | <b>1.0</b> | <b>\$0</b> | <b>\$125,344,441</b> | <b>\$0</b> | <b>\$0</b> |
| <b>FY 2021-22 Personal Services Allocation</b>         | <b>\$1,736,620</b>   | <b>1.0</b> | <b>\$0</b> | <b>\$1,736,620</b>   | <b>\$0</b> | <b>\$0</b> |
| <b>FY 2021-22 Total All Other Operating Allocation</b> | <b>\$123,607,821</b> | <b>0.0</b> | <b>\$0</b> | <b>\$123,607,821</b> | <b>\$0</b> | <b>\$0</b> |

**04. High Performance Transportation Enterprise**

**(4) High Performance Transportation Enterprise**

|  |                     |            |            |                     |                    |            |
|--|---------------------|------------|------------|---------------------|--------------------|------------|
| SB 21-205 Long Appropriations Bill                     | \$22,680,735        | 9.0        | \$0        | \$18,680,735        | \$4,000,000        | \$0        |
| <b>FY 2021-22 Initial Appropriation</b>                | <b>\$22,680,735</b> | <b>9.0</b> | <b>\$0</b> | <b>\$18,680,735</b> | <b>\$4,000,000</b> | <b>\$0</b> |
| <b>FY 2021-22 Personal Services Allocation</b>         | <b>\$8,275,479</b>  | <b>9.0</b> | <b>\$0</b> | <b>\$8,275,479</b>  | <b>\$0</b>         | <b>\$0</b> |
| <b>FY 2021-22 Total All Other Operating Allocation</b> | <b>\$14,405,256</b> | <b>0.0</b> | <b>\$0</b> | <b>\$10,405,256</b> | <b>\$4,000,000</b> | <b>\$0</b> |

**Total For: 04. High Performance Transportation Enterprise**

|  |                     |            |            |                     |                    |            |
|--|---------------------|------------|------------|---------------------|--------------------|------------|
| SB 21-205 Long Appropriations Bill                     | \$22,680,735        | 9.0        | \$0        | \$18,680,735        | \$4,000,000        | \$0        |
| <b>FY 2021-22 Initial Appropriation</b>                | <b>\$22,680,735</b> | <b>9.0</b> | <b>\$0</b> | <b>\$18,680,735</b> | <b>\$4,000,000</b> | <b>\$0</b> |
| <b>FY 2021-22 Personal Services Allocation</b>         | <b>\$8,275,479</b>  | <b>9.0</b> | <b>\$0</b> | <b>\$8,275,479</b>  | <b>\$0</b>         | <b>\$0</b> |
| <b>FY 2021-22 Total All Other Operating Allocation</b> | <b>\$14,405,256</b> | <b>0.0</b> | <b>\$0</b> | <b>\$10,405,256</b> | <b>\$4,000,000</b> | <b>\$0</b> |

**FY 2021-22 - Department of Transportation**

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

**Schedule 3C**

|   | Total Funds         | FTE        | General Fund | Cash Funds          | Reappropriated Funds | Federal    |
|---|---------------------|------------|--------------|---------------------|----------------------|------------|
| <b>05. Southwest Chief and Front Range Passenger Rail Com</b> |                     |            |              |                     |                      |            |
| <b>(5) Southwest Chief and Front Range Passenger Rail Com</b> |                     |            |              |                     |                      |            |
| SB 21-205 Long Appropriations Bill                            | \$400,000           | 2.0        | \$0          | \$400,000           | \$0                  | \$0        |
| SB 21-260 Sustainability Of The Transportation System         | \$14,500,000        | 0.0        | \$0          | \$14,500,000        | \$0                  | \$0        |
| <b>FY 2021-22 Initial Appropriation</b>                       | <b>\$14,900,000</b> | <b>2.0</b> | <b>\$0</b>   | <b>\$14,900,000</b> | <b>\$0</b>           | <b>\$0</b> |
| <b>FY 2021-22 Personal Services Allocation</b>                | <b>\$400,000</b>    | <b>2.0</b> | <b>\$0</b>   | <b>\$400,000</b>    | <b>\$0</b>           | <b>\$0</b> |
| <b>FY 2021-22 Total All Other Operating Allocation</b>        | <b>\$14,500,000</b> | <b>0.0</b> | <b>\$0</b>   | <b>\$14,500,000</b> | <b>\$0</b>           | <b>\$0</b> |

|  |   |            |            |                     |            |            |
|--|---|------------|------------|---------------------|------------|------------|
| <b>Total For:</b>                                      | <b>05. Southwest Chief and Front Range Passenger Rail Com</b> |            |            |                     |            |            |
| SB 21-205 Long Appropriations Bill                     | \$400,000   | 2.0        | \$0        | \$400,000           | \$0        | \$0        |
| SB 21-260 Sustainability Of The Transportation System  | \$14,500,000  | 0.0        | \$0        | \$14,500,000        | \$0        | \$0        |
| <b>FY 2021-22 Initial Appropriation</b>                | <b>\$14,900,000</b>   | <b>2.0</b> | <b>\$0</b> | <b>\$14,900,000</b> | <b>\$0</b> | <b>\$0</b> |
| <b>FY 2021-22 Personal Services Allocation</b>         | <b>\$400,000</b>  | <b>2.0</b> | <b>\$0</b> | <b>\$400,000</b>    | <b>\$0</b> | <b>\$0</b> |
| <b>FY 2021-22 Total All Other Operating Allocation</b> | <b>\$14,500,000</b>   | <b>0.0</b> | <b>\$0</b> | <b>\$14,500,000</b> | <b>\$0</b> | <b>\$0</b> |

**06. Special Purpose**

**First Time Drunk Driving Offender Account**

|  |                    |            |            |                    |            |            |
|--|--------------------|------------|------------|--------------------|------------|------------|
| SB 21-205 Long Appropriations Bill                     | \$600,000          | 0.0        | \$0        | \$600,000          | \$0        | \$0        |
| HB 21-1317 Regulating Marijuana Concentrates           | \$2,000,000        | 0.0        | \$0        | \$2,000,000        | \$0        | \$0        |
| <b>FY 2021-22 Initial Appropriation</b>                | <b>\$2,600,000</b> | <b>0.0</b> | <b>\$0</b> | <b>\$2,600,000</b> | <b>\$0</b> | <b>\$0</b> |
| <b>FY 2021-22 Total All Other Operating Allocation</b> | <b>\$2,600,000</b> | <b>0.0</b> | <b>\$0</b> | <b>\$2,600,000</b> | <b>\$0</b> | <b>\$0</b> |

**Marijuana Impaired Driving Program**

|  |                  |            |            |                  |            |            |
|--|------------------|------------|------------|------------------|------------|------------|
| SB 21-205 Long Appropriations Bill             | \$950,000        | 0.0        | \$0        | \$950,000        | \$0        | \$0        |
| <b>FY 2021-22 Initial Appropriation</b>        | <b>\$950,000</b> | <b>0.0</b> | <b>\$0</b> | <b>\$950,000</b> | <b>\$0</b> | <b>\$0</b> |
| <b>FY 2021-22 Personal Services Allocation</b> | <b>\$950,000</b> | <b>0.0</b> | <b>\$0</b> | <b>\$950,000</b> | <b>\$0</b> | <b>\$0</b> |

**FY 2021-22 - Department of Transportation**

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

**Schedule 3C**

|  | Total Funds          | FTE        | General Fund | Cash Funds           | Reappropriated Funds | Federal    |
|--|----------------------|------------|--------------|----------------------|----------------------|------------|
| <b>Multimodal Transportation and Mitigation Options Fund</b> |                      |            |              |                      |                      |            |
| SB 21-260 Sustainability Of The Transportation System        | \$146,840,000        | 0.0        | \$0          | \$146,840,000        | \$0                  | \$0        |
| <b>FY 2021-22 Initial Appropriation</b>                      | <b>\$146,840,000</b> | <b>0.0</b> | <b>\$0</b>   | <b>\$146,840,000</b> | <b>\$0</b>           | <b>\$0</b> |
| <b>FY 2021-22 Total All Other Operating Allocation</b>       | <b>\$146,840,000</b> | <b>0.0</b> | <b>\$0</b>   | <b>\$146,840,000</b> | <b>\$0</b>           | <b>\$0</b> |

| <b>Total For: 06. Special Purpose</b>                  |                      |            |            |                      |            |            |
|--|----------------------|------------|------------|----------------------|------------|------------|
| SB 21-205 Long Appropriations Bill                     | \$1,550,000          | 0.0        | \$0        | \$1,550,000          | \$0        | \$0        |
| HB 21-1317 Regulating Marijuana Concentrates           | \$2,000,000          | 0.0        | \$0        | \$2,000,000          | \$0        | \$0        |
| SB 21-260 Sustainability Of The Transportation System  | \$146,840,000        | 0.0        | \$0        | \$146,840,000        | \$0        | \$0        |
| <b>FY 2021-22 Initial Appropriation</b>                | <b>\$150,390,000</b> | <b>0.0</b> | <b>\$0</b> | <b>\$150,390,000</b> | <b>\$0</b> | <b>\$0</b> |
| <b>FY 2021-22 Personal Services Allocation</b>         | <b>\$950,000</b>     | <b>0.0</b> | <b>\$0</b> | <b>\$950,000</b>     | <b>\$0</b> | <b>\$0</b> |
| <b>FY 2021-22 Total All Other Operating Allocation</b> | <b>\$149,440,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$149,440,000</b> | <b>\$0</b> | <b>\$0</b> |

| <b>Total For Cabinet: Department of Transportation</b> |                        |               |            |                        |                    |                      |
|--|------------------------|---------------|------------|------------------------|--------------------|----------------------|
| SB 21-205 Long Appropriations Bill                     | \$1,898,659,905        | 3326.0        | \$0        | \$1,250,978,446        | \$5,478,096        | \$642,203,363        |
| HB 21-1317 Regulating Marijuana Concentrates           | \$2,000,000            | 0.0           | \$0        | \$2,000,000            | \$0                | \$0                  |
| SB 21-260 Sustainability Of The Transportation System  | \$161,599,957          | 3.0           | \$0        | \$161,599,957          | \$0                | \$0                  |
| <b>FY 2021-22 Initial Appropriation</b>                | <b>\$2,062,259,862</b> | <b>3329.0</b> | <b>\$0</b> | <b>\$1,414,578,403</b> | <b>\$5,478,096</b> | <b>\$642,203,363</b> |
| <b>FY 2021-22 Personal Services Allocation</b>         | <b>\$234,912,747</b>   | <b>3329.0</b> | <b>\$0</b> | <b>\$234,268,593</b>   | <b>\$644,154</b>   | <b>\$0</b>           |
| <b>FY 2021-22 Total All Other Operating Allocation</b> | <b>\$1,827,347,115</b> | <b>0.0</b>    | <b>\$0</b> | <b>\$1,180,309,810</b> | <b>\$4,833,942</b> | <b>\$642,203,363</b> |



FY 2022-23 Budget Request - Department of Transportation

Schedule 3D

|  | Total Funds | FTE | General Fund | Cash Funds | Reappropriated Funds | Federal Funds |
|--|-------------|-----|--------------|------------|----------------------|---------------|
|--|-------------|-----|--------------|------------|----------------------|---------------|

01. Administration

(1) Administration

|   |                     |              |            |                     |                 |            |
|---|---------------------|--------------|------------|---------------------|-----------------|------------|
| <b>FY 2022-23 Starting Base</b>                                   | <b>\$37,960,903</b> | <b>161.0</b> | <b>\$0</b> | <b>\$37,898,013</b> | <b>\$62,890</b> | <b>\$0</b> |
| TA-01 Administration Annualization                                | \$1,075,612         | 0.0          | \$0        | \$1,075,612         | \$0             | \$0        |
| TA-02 SB 21-260 Annualization                                     | (\$18,598)          | 0.0          | \$0        | (\$18,598)          | \$0             | \$0        |
| TA-03 Statewide Operating Common Policy Adjustment                | \$1,167,353         | 0.0          | \$0        | \$1,167,353         | \$0             | \$0        |
| TA-04 Payments to OIT Common Policy Adjustment                    | \$1,849,883         | 0.0          | \$0        | \$1,849,883         | \$0             | \$0        |
| TA-05 FY 2022-23 Total Compensation Request                       | \$852,713           | 0.0          | \$0        | \$852,713           | \$0             | \$0        |
| TA-06 Statewide Indirect Cost Recoveries Common Policy Adjustment | \$14,682            | 0.0          | \$0        | \$14,677            | \$5             | \$0        |
| TA-07 FY 2022-23 Legal Allocation                                 | \$34,958            | 0.0          | \$0        | \$34,958            | \$0             | \$0        |
| <b>FY 2022-23 Base Request</b>                                    | <b>\$42,937,506</b> | <b>161.0</b> | <b>\$0</b> | <b>\$42,874,611</b> | <b>\$62,895</b> | <b>\$0</b> |
| NP-01 Paid Family Medical Leave Funding                           | \$31,381            | 0.0          | \$0        | \$31,381            | \$0             | \$0        |
| NP-02 CSEAP Resources   | \$35,741            | 0.0          | \$0        | \$35,741            | \$0             | \$0        |
| NP-04 OIT_FY22 Budget Request Package                             | \$93,084            | 0.0          | \$0        | \$93,084            | \$0             | \$0        |
| <b>FY 2022-23 Governor's Budget Request</b>                       | <b>\$43,097,712</b> | <b>161.0</b> | <b>\$0</b> | <b>\$43,034,817</b> | <b>\$62,895</b> | <b>\$0</b> |
| <b>Personal Services Allocation</b>                               | <b>\$20,987,357</b> | <b>161.0</b> | <b>\$0</b> | <b>\$20,937,357</b> | <b>\$50,000</b> | <b>\$0</b> |
| <b>Total All Other Operating Allocation</b>                       | <b>\$22,110,355</b> | <b>0.0</b>   | <b>\$0</b> | <b>\$22,097,460</b> | <b>\$12,895</b> | <b>\$0</b> |

Total For: 01. Administration

|   |                     |              |            |                     |                 |            |
|---|---------------------|--------------|------------|---------------------|-----------------|------------|
| <b>FY 2022-23 Starting Base</b>                                   | <b>\$37,960,903</b> | <b>161.0</b> | <b>\$0</b> | <b>\$37,898,013</b> | <b>\$62,890</b> | <b>\$0</b> |
| TA-01 Administration Annualization                                | \$1,075,612         | 0.0          | \$0        | \$1,075,612         | \$0             | \$0        |
| TA-02 SB 21-260 Annualization                                     | (\$18,598)          | 0.0          | \$0        | (\$18,598)          | \$0             | \$0        |
| TA-03 Statewide Operating Common Policy Adjustment                | \$1,167,353         | 0.0          | \$0        | \$1,167,353         | \$0             | \$0        |
| TA-04 Payments to OIT Common Policy Adjustment                    | \$1,849,883         | 0.0          | \$0        | \$1,849,883         | \$0             | \$0        |
| TA-05 FY 2022-23 Total Compensation Request                       | \$852,713           | 0.0          | \$0        | \$852,713           | \$0             | \$0        |
| TA-06 Statewide Indirect Cost Recoveries Common Policy Adjustment | \$14,682            | 0.0          | \$0        | \$14,677            | \$5             | \$0        |
| TA-07 FY 2022-23 Legal Allocation                                 | \$34,958            | 0.0          | \$0        | \$34,958            | \$0             | \$0        |

**FY 2022-23 Budget Request - Department of Transportation**

**Schedule 3D**

|   | Total Funds         | FTE          | General Fund | Cash Funds          | Reappropriated Funds | Federal Funds |
|---|---------------------|--------------|--------------|---------------------|----------------------|---------------|
| <b>FY 2022-23 Base Request</b>              | <b>\$42,937,506</b> | <b>161.0</b> | <b>\$0</b>   | <b>\$42,874,611</b> | <b>\$62,895</b>      | <b>\$0</b>    |
| NP-01 Paid Family Medical Leave Funding     | \$31,381            | 0.0          | \$0          | \$31,381            | \$0                  | \$0           |
| NP-02 CSEAP Resources                       | \$35,741            | 0.0          | \$0          | \$35,741            | \$0                  | \$0           |
| NP-04 OIT_FY22 Budget Request Package       | \$93,084            | 0.0          | \$0          | \$93,084            | \$0                  | \$0           |
| <b>FY 2022-23 Governor's Budget Request</b> | <b>\$43,097,712</b> | <b>161.0</b> | <b>\$0</b>   | <b>\$43,034,817</b> | <b>\$62,895</b>      | <b>\$0</b>    |
| <b>Personal Services Allocation</b>         | <b>\$20,987,357</b> | <b>161.0</b> | <b>\$0</b>   | <b>\$20,937,357</b> | <b>\$50,000</b>      | <b>\$0</b>    |
| <b>Total All Other Operating Allocation</b> | <b>\$22,110,355</b> | <b>0.0</b>   | <b>\$0</b>   | <b>\$22,097,460</b> | <b>\$12,895</b>      | <b>\$0</b>    |

**02. Construction, Maintenance, and Operations**

**(2) Construction Maintenance, And Operations**

|   |                        |               |            |                        |                    |                      |
|---|------------------------|---------------|------------|------------------------|--------------------|----------------------|
| <b>FY 2022-23 Starting Base</b>                                   | <b>\$1,710,983,783</b> | <b>3156.0</b> | <b>\$0</b> | <b>\$1,067,365,214</b> | <b>\$1,415,206</b> | <b>\$642,203,363</b> |
| TA-01 Administration Annualization                                | (\$1,075,612)          | 0.0           | \$0        | (\$1,075,612)          | \$0                | \$0                  |
| TA-02 SB 21-260 Annualization                                     | \$18,598               | 0.0           | \$0        | \$18,598               | \$0                | \$0                  |
| TA-03 Statewide Operating Common Policy Adjustment                | (\$1,167,353)          | 0.0           | \$0        | (\$1,167,353)          | \$0                | \$0                  |
| TA-04 Payments to OIT Common Policy Adjustment                    | (\$1,849,883)          | 0.0           | \$0        | (\$1,849,883)          | \$0                | \$0                  |
| TA-05 FY 2022-23 Total Compensation Request                       | (\$852,713)            | 0.0           | \$0        | (\$852,713)            | \$0                | \$0                  |
| TA-06 Statewide Indirect Cost Recoveries Common Policy Adjustment | (\$14,682)             | 0.0           | \$0        | (\$14,677)             | (\$5)              | \$0                  |
| TA-07 FY 2022-23 Legal Allocation                                 | (\$34,958)             | 0.0           | \$0        | (\$34,958)             | \$0                | \$0                  |
| TA-08 Revenue Update  | (\$466,335,803)        | 0.0           | \$0        | (\$469,007,295)        | \$0                | \$2,671,492          |
| <b>FY 2022-23 Base Request</b>                                    | <b>\$1,239,671,377</b> | <b>3156.0</b> | <b>\$0</b> | <b>\$593,381,321</b>   | <b>\$1,415,201</b> | <b>\$644,874,855</b> |
| NP-01 Paid Family Medical Leave Funding                           | (\$31,381)             | 0.0           | \$0        | (\$31,381)             | \$0                | \$0                  |
| NP-02 CSEAP Resources   | (\$35,741)             | 0.0           | \$0        | (\$35,741)             | \$0                | \$0                  |
| NP-03 Annual Fleet Vehicle Request                                | \$0                    | 0.0           | \$0        | \$0                    | \$0                | \$0                  |
| NP-04 OIT_FY22 Budget Request Package                             | (\$93,084)             | 0.0           | \$0        | (\$93,084)             | \$0                | \$0                  |
| R-01 Temporary Fuel Products Fee Reduction                        | (\$1,849,809)          | 0.0           | \$0        | (\$1,849,809)          | \$0                | \$0                  |
| <b>FY 2022-23 Governor's Budget Request</b>                       | <b>\$1,237,661,362</b> | <b>3156.0</b> | <b>\$0</b> | <b>\$591,371,306</b>   | <b>\$1,415,201</b> | <b>\$644,874,855</b> |
| <b>Personal Services Allocation</b>                               | <b>\$202,563,291</b>   | <b>3156.0</b> | <b>\$0</b> | <b>\$201,969,137</b>   | <b>\$594,154</b>   | <b>\$0</b>           |
| <b>Total All Other Operating Allocation</b>                       | <b>\$1,035,098,071</b> | <b>0.0</b>    | <b>\$0</b> | <b>\$389,402,169</b>   | <b>\$821,047</b>   | <b>\$644,874,855</b> |

**FY 2022-23 Budget Request - Department of Transportation**

**Schedule 3D**

|   | Total Funds            | FTE           | General Fund | Cash Funds             | Reappropriated Funds | Federal Funds        |
|---|------------------------|---------------|--------------|------------------------|----------------------|----------------------|
| <b>Total For: 02. Construction, Maintenance, and Operations</b>   |                        |               |              |                        |                      |                      |
| <b>FY 2022-23 Starting Base</b>                                   | <b>\$1,710,983,783</b> | <b>3156.0</b> | <b>\$0</b>   | <b>\$1,067,365,214</b> | <b>\$1,415,206</b>   | <b>\$642,203,363</b> |
| TA-01 Administration Annualization                                | (\$1,075,612)          | 0.0           | \$0          | (\$1,075,612)          | \$0                  | \$0                  |
| TA-02 SB 21-260 Annualization                                     | \$18,598               | 0.0           | \$0          | \$18,598               | \$0                  | \$0                  |
| TA-03 Statewide Operating Common Policy Adjustment                | (\$1,167,353)          | 0.0           | \$0          | (\$1,167,353)          | \$0                  | \$0                  |
| TA-04 Payments to OIT Common Policy Adjustment                    | (\$1,849,883)          | 0.0           | \$0          | (\$1,849,883)          | \$0                  | \$0                  |
| TA-05 FY 2022-23 Total Compensation Request                       | (\$852,713)            | 0.0           | \$0          | (\$852,713)            | \$0                  | \$0                  |
| TA-06 Statewide Indirect Cost Recoveries Common Policy Adjustment | (\$14,682)             | 0.0           | \$0          | (\$14,677)             | (\$5)                | \$0                  |
| TA-07 FY 2022-23 Legal Allocation                                 | (\$34,958)             | 0.0           | \$0          | (\$34,958)             | \$0                  | \$0                  |
| TA-08 Revenue Update  | (\$466,335,803)        | 0.0           | \$0          | (\$469,007,295)        | \$0                  | \$2,671,492          |
| <b>FY 2022-23 Base Request</b>                                    | <b>\$1,239,671,377</b> | <b>3156.0</b> | <b>\$0</b>   | <b>\$593,381,321</b>   | <b>\$1,415,201</b>   | <b>\$644,874,855</b> |
| NP-01 Paid Family Medical Leave Funding                           | (\$31,381)             | 0.0           | \$0          | (\$31,381)             | \$0                  | \$0                  |
| NP-02 CSEAP Resources   | (\$35,741)             | 0.0           | \$0          | (\$35,741)             | \$0                  | \$0                  |
| NP-03 Annual Fleet Vehicle Request                                | \$0                    | 0.0           | \$0          | \$0                    | \$0                  | \$0                  |
| NP-04 OIT_FY22 Budget Request Package                             | (\$93,084)             | 0.0           | \$0          | (\$93,084)             | \$0                  | \$0                  |
| R-01 Temporary Fuel Products Fee Reduction                        | (\$1,849,809)          | 0.0           | \$0          | (\$1,849,809)          | \$0                  | \$0                  |
| <b>FY 2022-23 Governor's Budget Request</b>                       | <b>\$1,237,661,362</b> | <b>3156.0</b> | <b>\$0</b>   | <b>\$591,371,306</b>   | <b>\$1,415,201</b>   | <b>\$644,874,855</b> |
| <b>Personal Services Allocation</b>                               | <b>\$202,563,291</b>   | <b>3156.0</b> | <b>\$0</b>   | <b>\$201,969,137</b>   | <b>\$594,154</b>     | <b>\$0</b>           |
| <b>Total All Other Operating Allocation</b>                       | <b>\$1,035,098,071</b> | <b>0.0</b>    | <b>\$0</b>   | <b>\$389,402,169</b>   | <b>\$821,047</b>     | <b>\$644,874,855</b> |

**03. Statewide Bridge and Tunnel Enterprise**

**(3) Statewide Bridge and Tunnel Enterprise**

|   |                      |            |            |                      |            |            |
|---|----------------------|------------|------------|----------------------|------------|------------|
| <b>FY 2022-23 Starting Base</b>             | <b>\$125,344,441</b> | <b>1.0</b> | <b>\$0</b> | <b>\$125,344,441</b> | <b>\$0</b> | <b>\$0</b> |
| TA-08 Revenue Update                        | \$19,842,296         | 0.0        | \$0        | \$19,842,296         | \$0        | \$0        |
| <b>FY 2022-23 Base Request</b>              | <b>\$145,186,737</b> | <b>1.0</b> | <b>\$0</b> | <b>\$145,186,737</b> | <b>\$0</b> | <b>\$0</b> |
| <b>FY 2022-23 Governor's Budget Request</b> | <b>\$145,186,737</b> | <b>1.0</b> | <b>\$0</b> | <b>\$145,186,737</b> | <b>\$0</b> | <b>\$0</b> |
| <b>Personal Services Allocation</b>         | <b>\$1,736,620</b>   | <b>1.0</b> | <b>\$0</b> | <b>\$1,736,620</b>   | <b>\$0</b> | <b>\$0</b> |
| <b>Total All Other Operating Allocation</b> | <b>\$143,450,117</b> | <b>0.0</b> | <b>\$0</b> | <b>\$143,450,117</b> | <b>\$0</b> | <b>\$0</b> |

**FY 2022-23 Budget Request - Department of Transportation**

**Schedule 3D**

|  | Total Funds   | FTE | General Fund | Cash Funds    | Reappropriated Funds | Federal Funds |
|--|---------------|-----|--------------|---------------|----------------------|---------------|
| <b>Total For: 03. Statewide Bridge and Tunnel Enterprise</b> |               |     |              |               |                      |               |
| FY 2022-23 Starting Base                                     | \$125,344,441 | 1.0 | \$0          | \$125,344,441 | \$0                  | \$0           |
| TA-08 Revenue Update   | \$19,842,296  | 0.0 | \$0          | \$19,842,296  | \$0                  | \$0           |
| FY 2022-23 Base Request                                      | \$145,186,737 | 1.0 | \$0          | \$145,186,737 | \$0                  | \$0           |
| FY 2022-23 Governor's Budget Request                         | \$145,186,737 | 1.0 | \$0          | \$145,186,737 | \$0                  | \$0           |
| Personal Services Allocation                                 | \$1,736,620   | 1.0 | \$0          | \$1,736,620   | \$0                  | \$0           |
| Total All Other Operating Allocation                         | \$143,450,117 | 0.0 | \$0          | \$143,450,117 | \$0                  | \$0           |

**04. High Performance Transportation Enterprise**

**(4) High Performance Transportation Enterprise**

|                                      |              |     |     |              |             |     |
|--------------------------------------|--------------|-----|-----|--------------|-------------|-----|
| FY 2022-23 Starting Base             | \$22,680,735 | 9.0 | \$0 | \$18,680,735 | \$4,000,000 | \$0 |
| TA-08 Revenue Update                 | \$1,233,132  | 0.0 | \$0 | \$1,183,132  | \$50,000    | \$0 |
| FY 2022-23 Base Request              | \$23,913,867 | 9.0 | \$0 | \$19,863,867 | \$4,050,000 | \$0 |
| FY 2022-23 Governor's Budget Request | \$23,913,867 | 9.0 | \$0 | \$19,863,867 | \$4,050,000 | \$0 |
| Personal Services Allocation         | \$8,275,479  | 9.0 | \$0 | \$8,275,479  | \$0         | \$0 |
| Total All Other Operating Allocation | \$15,638,388 | 0.0 | \$0 | \$11,588,388 | \$4,050,000 | \$0 |

|  |              |     |     |              |             |     |
|--|--------------|-----|-----|--------------|-------------|-----|
| <b>Total For: 04. High Performance Transportation Enterprise</b> |              |     |     |              |             |     |
| FY 2022-23 Starting Base   | \$22,680,735 | 9.0 | \$0 | \$18,680,735 | \$4,000,000 | \$0 |
| TA-08 Revenue Update   | \$1,233,132  | 0.0 | \$0 | \$1,183,132  | \$50,000    | \$0 |
| FY 2022-23 Base Request  | \$23,913,867 | 9.0 | \$0 | \$19,863,867 | \$4,050,000 | \$0 |
| FY 2022-23 Governor's Budget Request                             | \$23,913,867 | 9.0 | \$0 | \$19,863,867 | \$4,050,000 | \$0 |
| Personal Services Allocation                                     | \$8,275,479  | 9.0 | \$0 | \$8,275,479  | \$0         | \$0 |
| Total All Other Operating Allocation                             | \$15,638,388 | 0.0 | \$0 | \$11,588,388 | \$4,050,000 | \$0 |

**05. Southwest Chief and Front Range Passenger Rail Com**

**FY 2022-23 Budget Request - Department of Transportation**

**Schedule 3D**

|  | Total Funds | FTE | General Fund | Cash Funds | Reappropriated Funds | Federal Funds |
|--|-------------|-----|--------------|------------|----------------------|---------------|
|--|-------------|-----|--------------|------------|----------------------|---------------|

**(5) Southwest Chief and Front Range Passenger Rail Com**

|   |                |       |     |                |     |     |
|---|----------------|-------|-----|----------------|-----|-----|
| FY 2022-23 Starting Base                  | \$14,900,000   | 2.0   | \$0 | \$14,900,000   | \$0 | \$0 |
| TA-09 Repeal of Passenger Rail Commission | (\$14,900,000) | (2.0) | \$0 | (\$14,900,000) | \$0 | \$0 |
| FY 2022-23 Base Request                   | \$0            | 0.0   | \$0 | \$0            | \$0 | \$0 |
| FY 2022-23 Governor's Budget Request      | \$0            | 0.0   | \$0 | \$0            | \$0 | \$0 |
| Personal Services Allocation              | \$0            | 0.0   | \$0 | \$0            | \$0 | \$0 |
| Total All Other Operating Allocation      | \$0            | 0.0   | \$0 | \$0            | \$0 | \$0 |

**Total For: 05. Southwest Chief and Front Range Passenger Rail Com**

|   |                |       |     |                |     |     |
|---|----------------|-------|-----|----------------|-----|-----|
| FY 2022-23 Starting Base                  | \$14,900,000   | 2.0   | \$0 | \$14,900,000   | \$0 | \$0 |
| TA-09 Repeal of Passenger Rail Commission | (\$14,900,000) | (2.0) | \$0 | (\$14,900,000) | \$0 | \$0 |
| FY 2022-23 Base Request                   | \$0            | 0.0   | \$0 | \$0            | \$0 | \$0 |
| FY 2022-23 Governor's Budget Request      | \$0            | 0.0   | \$0 | \$0            | \$0 | \$0 |
| Personal Services Allocation              | \$0            | 0.0   | \$0 | \$0            | \$0 | \$0 |
| Total All Other Operating Allocation      | \$0            | 0.0   | \$0 | \$0            | \$0 | \$0 |

**06. Special Purpose**

**First Time Drunk Driving Offender Account**

|  |               |     |     |               |     |     |
|--|---------------|-----|-----|---------------|-----|-----|
| FY 2022-23 Starting Base                             | \$2,600,000   | 0.0 | \$0 | \$2,600,000   | \$0 | \$0 |
| TA-04 First Time Drunk Driving Account Annualization | (\$2,000,000) | 0.0 | \$0 | (\$2,000,000) | \$0 | \$0 |
| FY 2022-23 Base Request                              | \$600,000     | 0.0 | \$0 | \$600,000     | \$0 | \$0 |
| R-03 FTDD Account Appropriation                      | \$900,000     | 0.0 | \$0 | \$900,000     | \$0 | \$0 |
| FY 2022-23 Governor's Budget Request                 | \$1,500,000   | 0.0 | \$0 | \$1,500,000   | \$0 | \$0 |
| Total All Other Operating Allocation                 | \$1,500,000   | 0.0 | \$0 | \$1,500,000   | \$0 | \$0 |

**FY 2022-23 Budget Request - Department of Transportation**

**Schedule 3D**

|  | Total Funds     | FTE | General Fund | Cash Funds      | Reappropriated Funds | Federal Funds |
|--|-----------------|-----|--------------|-----------------|----------------------|---------------|
| <b>Marijuana Impaired Driving Program</b>                    |                 |     |              |                 |                      |               |
| FY 2022-23 Starting Base                                     | \$950,000       | 0.0 | \$0          | \$950,000       | \$0                  | \$0           |
| FY 2022-23 Base Request                                      | \$950,000       | 0.0 | \$0          | \$950,000       | \$0                  | \$0           |
| FY 2022-23 Governor's Budget Request                         | \$950,000       | 0.0 | \$0          | \$950,000       | \$0                  | \$0           |
| Personal Services Allocation                                 | \$950,000       | 0.0 | \$0          | \$950,000       | \$0                  | \$0           |
| <b>Multimodal Transportation and Mitigation Options Fund</b> |                 |     |              |                 |                      |               |
| FY 2022-23 Starting Base                                     | \$146,840,000   | 0.0 | \$0          | \$146,840,000   | \$0                  | \$0           |
| TA-10 MMOF ARPA Annualization                                | (\$146,840,000) | 0.0 | \$0          | (\$146,840,000) | \$0                  | \$0           |
| TA-11 MMOF Forecasted Revenue                                | \$17,600,442    | 0.0 | \$0          | \$17,600,442    | \$0                  | \$0           |
| FY 2022-23 Base Request                                      | \$17,600,442    | 0.0 | \$0          | \$17,600,442    | \$0                  | \$0           |
| FY 2022-23 Governor's Budget Request                         | \$17,600,442    | 0.0 | \$0          | \$17,600,442    | \$0                  | \$0           |
| Total All Other Operating Allocation                         | \$17,600,442    | 0.0 | \$0          | \$17,600,442    | \$0                  | \$0           |
| <b>Total For: 06. Special Purpose</b>                        |                 |     |              |                 |                      |               |
| FY 2022-23 Starting Base                                     | \$150,390,000   | 0.0 | \$0          | \$150,390,000   | \$0                  | \$0           |
| TA-10 MMOF ARPA Annualization                                | (\$146,840,000) | 0.0 | \$0          | (\$146,840,000) | \$0                  | \$0           |
| TA-11 MMOF Forecasted Revenue                                | \$17,600,442    | 0.0 | \$0          | \$17,600,442    | \$0                  | \$0           |
| TA-12 First Time Drunk Driving Account Annualization         | (\$2,000,000)   | 0.0 | \$0          | (\$2,000,000)   | \$0                  | \$0           |
| FY 2022-23 Base Request                                      | \$19,150,442    | 0.0 | \$0          | \$19,150,442    | \$0                  | \$0           |
| R-03 FTDD Account Appropriation                              | \$900,000       | 0.0 | \$0          | \$900,000       | \$0                  | \$0           |
| FY 2022-23 Governor's Budget Request                         | \$20,050,442    | 0.0 | \$0          | \$20,050,442    | \$0                  | \$0           |
| Personal Services Allocation                                 | \$950,000       | 0.0 | \$0          | \$950,000       | \$0                  | \$0           |
| Total All Other Operating Allocation                         | \$19,100,442    | 0.0 | \$0          | \$19,100,442    | \$0                  | \$0           |

FY 2022-23 Budget Request - Department of Transportation

Schedule 3D

|  | Total Funds | FTE | General Fund | Cash Funds | Reappropriated Funds | Federal Funds |
|--|-------------|-----|--------------|------------|----------------------|---------------|
|--|-------------|-----|--------------|------------|----------------------|---------------|

**07. Nonattainment Area Air Pollution Mitigation Enterprise**

**Nonattainment Area Air Pollution Mitigation Enterprise**

|   |                    |            |            |                    |            |            |
|---|--------------------|------------|------------|--------------------|------------|------------|
| FY 2022-23 Starting Base                    | \$0                | 0.0        | \$0        | \$0                | \$0        | \$0        |
| TA-08 Revenue Update                        | \$7,125,226        | 0.0        | \$0        | \$7,125,226        | \$0        | \$0        |
| <b>FY 2022-23 Base Request</b>              | <b>\$7,125,226</b> | <b>0.0</b> | <b>\$0</b> | <b>\$7,125,226</b> | <b>\$0</b> | <b>\$0</b> |
| FY 2022-23 Governor's Budget Request        | \$7,125,226        | 0.0        | \$0        | \$7,125,226        | \$0        | \$0        |
| <b>Total All Other Operating Allocation</b> | <b>\$7,125,226</b> | <b>0.0</b> | <b>\$0</b> | <b>\$7,125,226</b> | <b>\$0</b> | <b>\$0</b> |

**Total For: 07. Nonattainment Area Air Pollution Mitigation Enterprise**

|   |                    |            |            |                    |            |            |
|---|--------------------|------------|------------|--------------------|------------|------------|
| FY 2022-23 Starting Base                    | \$0                | 0.0        | \$0        | \$0                | \$0        | \$0        |
| TA-08 Revenue Update                        | \$7,125,226        | 0.0        | \$0        | \$7,125,226        | \$0        | \$0        |
| <b>FY 2022-23 Base Request</b>              | <b>\$7,125,226</b> | <b>0.0</b> | <b>\$0</b> | <b>\$7,125,226</b> | <b>\$0</b> | <b>\$0</b> |
| FY 2022-23 Governor's Budget Request        | \$7,125,226        | 0.0        | \$0        | \$7,125,226        | \$0        | \$0        |
| <b>Total All Other Operating Allocation</b> | <b>\$7,125,226</b> | <b>0.0</b> | <b>\$0</b> | <b>\$7,125,226</b> | <b>\$0</b> | <b>\$0</b> |

**08. Clean Transit Enterprise**

**Clean Transit Enterprise**

|   |                    |            |            |                    |            |            |
|---|--------------------|------------|------------|--------------------|------------|------------|
| FY 2022-23 Starting Base                    | \$0                | 0.0        | \$0        | \$0                | \$0        | \$0        |
| TA-08 Revenue Update                        | \$8,280,329        | 0.0        | \$0        | \$8,280,329        | \$0        | \$0        |
| <b>FY 2022-23 Base Request</b>              | <b>\$8,280,329</b> | <b>0.0</b> | <b>\$0</b> | <b>\$8,280,329</b> | <b>\$0</b> | <b>\$0</b> |
| FY 2022-23 Governor's Budget Request        | \$8,280,329        | 0.0        | \$0        | \$8,280,329        | \$0        | \$0        |
| <b>Total All Other Operating Allocation</b> | <b>\$8,280,329</b> | <b>0.0</b> | <b>\$0</b> | <b>\$8,280,329</b> | <b>\$0</b> | <b>\$0</b> |

**FY 2022-23 Budget Request - Department of Transportation**

**Schedule 3D**

|   | Total Funds     | FTE    | General Fund | Cash Funds      | Reappropriated Funds | Federal Funds |
|---|-----------------|--------|--------------|-----------------|----------------------|---------------|
| <b>Total For: 08. Clean Transit Enterprise</b>                    |                 |        |              |                 |                      |               |
| <b>FY 2022-23 Starting Base</b>                                   | \$0             | 0.0    | \$0          | \$0             | \$0                  | \$0           |
| TA-08 Revenue Update  | \$8,280,329     | 0.0    | \$0          | \$8,280,329     | \$0                  | \$0           |
| <b>FY 2022-23 Base Request</b>                                    | \$8,280,329     | 0.0    | \$0          | \$8,280,329     | \$0                  | \$0           |
| <b>FY 2022-23 Governor's Budget Request</b>                       | \$8,280,329     | 0.0    | \$0          | \$8,280,329     | \$0                  | \$0           |
| <b>Total All Other Operating Allocation</b>                       | \$8,280,329     | 0.0    | \$0          | \$8,280,329     | \$0                  | \$0           |
| <b>Total For: Department of Transportation</b>                    |                 |        |              |                 |                      |               |
| <b>FY 2022-23 Starting Base</b>                                   | \$2,062,259,862 | 3329.0 | \$0          | \$1,414,578,403 | \$5,478,096          | \$642,203,363 |
| TA-01 Administration Annualization                                | \$0             | 0.0    | \$0          | \$0             | \$0                  | \$0           |
| TA-02 SB 21-260 Annualization                                     | \$0             | 0.0    | \$0          | \$0             | \$0                  | \$0           |
| TA-03 Statewide Operating Common Policy Adjustment                | \$0             | 0.0    | \$0          | \$0             | \$0                  | \$0           |
| TA-04 Payments to OIT Common Policy Adjustment                    | \$0             | 0.0    | \$0          | \$0             | \$0                  | \$0           |
| TA-05 FY 2022-23 Total Compensation Request                       | \$0             | 0.0    | \$0          | \$0             | \$0                  | \$0           |
| TA-06 Statewide Indirect Cost Recoveries Common Policy Adjustment | \$0             | 0.0    | \$0          | \$0             | \$0                  | \$0           |
| TA-07 FY 2022-23 Legal Allocation                                 | \$0             | 0.0    | \$0          | \$0             | \$0                  | \$0           |
| TA-08 Revenue Update  | (\$429,854,820) | 0.0    | \$0          | (\$432,576,312) | \$50,000             | \$2,671,492   |
| TA-09 Repeal of Passenger Rail Commission                         | (\$14,900,000)  | 0.0    | \$0          | (\$14,900,000)  | \$0                  | \$0           |
| TA-10 MMOF ARPA Annualization                                     | (\$146,840,000) | 0.0    | \$0          | (\$146,840,000) | \$0                  | \$0           |
| TA-11 MMOF Forecasted Revenue                                     | \$17,600,442    | 0.0    | \$0          | \$17,600,442    | \$0                  | \$0           |
| TA-12 First Time Drunk Driving Account Annualization              | (\$2,000,000)   | 0.0    | \$0          | (\$2,000,000)   | \$0                  | \$0           |
| <b>FY 2022-23 Base Request</b>                                    | \$1,486,265,484 | 3329.0 | \$0          | \$835,862,533   | \$5,528,096          | \$644,874,855 |
| NP-01 Paid Family Medical Leave Funding                           | \$0             | 0.0    | \$0          | \$0             | \$0                  | \$0           |
| NP-02 CSEAP Resources   | \$0             | 0.0    | \$0          | \$0             | \$0                  | \$0           |
| NP-03 Annual Fleet Vehicle Request                                | \$0             | 0.0    | \$0          | \$0             | \$0                  | \$0           |
| NP-04 OIT_FY22 Budget Request Package                             | \$0             | 0.0    | \$0          | \$0             | \$0                  | \$0           |
| R-01 Temporary Fuel Products Fee Reduction                        | (\$1,849,809)   | 0.0    | \$0          | (\$1,849,809)   | \$0                  | \$0           |
| R-03 FTDD Account Appropriation                                   | \$900,000       | 0.0    | \$0          | \$900,000       | \$0                  | \$0           |
| <b>FY 2022-23 Governor's Budget Request</b>                       | \$1,485,315,675 | 3329.0 | \$0          | \$834,912,724   | \$5,528,096          | \$644,874,855 |
| <b>Personal Services Allocation</b>                               | \$234,512,747   | 3329.0 | \$0          | \$233,868,593   | \$644,154            | \$0           |
| <b>Total All Other Operating Allocation</b>                       | \$1,250,802,928 | 0.0    | \$0          | \$601,044,131   | \$4,883,942          | \$644,874,855 |



**FY 2019-20 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> |  |  |                        |               |              |                        |                      |                      |
| <b>01. Administration</b>   |  |  |                        |               |              |                        |                      |                      |
| Administration  | 4000   | State Highway Fund                               | \$37,820,775           | 183.5         | \$0          | \$37,820,775           | \$0                  | \$0                  |
| Administration  | 6060   | Highway Fund                                     | \$258                  | 0.0           | \$0          | \$0                    | \$258                | \$0                  |
| <b>Subtotal FY 2019-20 - Administration</b>   |  |  | <b>\$37,821,033</b>    | <b>183.5</b>  | <b>0</b>     | <b>\$37,820,775</b>    | <b>\$258</b>         | <b>\$0</b>           |
| <b>Long Bill Group Totals</b>   |  |  |                        |               |              |                        |                      |                      |
|   | 4000   | State Highway Fund                               | \$37,820,775           | 183.5         | \$0          | \$37,820,775           | \$0                  | \$0                  |
|   | 6060   | Highway Fund                                     | \$258                  | 0.0           | \$0          | \$0                    | \$258                | \$0                  |
| <b>Total For:</b>   | <b>01. Administration</b>                            |  | <b>\$37,821,033</b>    | <b>183.5</b>  | <b>\$0</b>   | <b>\$37,820,775</b>    | <b>\$258</b>         | <b>\$0</b>           |
| <b>02. Construction, Maintenance, and Operations</b>                                    |  |  |                        |               |              |                        |                      |                      |
| Construction Maintenance, And Operations  | 1600   | Aviation Fund                                    | \$27,410,710           | 0.0           | \$0          | \$27,333,939           | \$0                  | \$76,771             |
| Construction Maintenance, And Operations  | 4000   | State Highway Fund                               | \$1,807,602,152        | 3132.3        | \$0          | \$1,204,609,322        | \$0                  | \$602,992,829        |
| Construction Maintenance, And Operations  | 4030   | Law Enforcement Assistance Fund                  | \$1,445,575            | 0.0           | \$0          | \$1,445,575            | \$0                  | \$0                  |
| Construction Maintenance, And Operations  | 6060   | Highway Fund                                     | \$1,128,185            | 0.0           | \$0          | \$0                    | \$1,128,185          | \$0                  |
| <b>Subtotal FY 2019-20 - Construction Maintenance, And Operations</b>                   |  |  | <b>\$1,837,586,622</b> | <b>3132.3</b> | <b>\$0</b>   | <b>\$1,233,388,836</b> | <b>\$1,128,185</b>   | <b>\$603,069,601</b> |
| <b>Long Bill Group Totals</b>   |  |  |                        |               |              |                        |                      |                      |
|   | 1600   | Aviation Fund                                    | \$27,410,710           | 0.0           | \$0          | \$27,333,939           | \$0                  | \$76,771             |
|   | 4000   | State Highway Fund                               | \$1,807,602,152        | 3132.3        | \$0          | \$1,204,609,322        | \$0                  | \$602,992,829        |
|   | 4030   | Law Enforcement Assistance Fund                  | \$1,445,575            | 0.0           | \$0          | \$1,445,575            | \$0                  | \$0                  |
|   | 6060   | Highway Fund                                     | \$1,128,185            | 0.0           | \$0          | \$0                    | \$1,128,185          | \$0                  |
| <b>Total For:</b>   | <b>02. Construction, Maintenance, and Operations</b> |  | <b>\$1,837,586,622</b> | <b>3132.3</b> | <b>\$0</b>   | <b>\$1,233,388,836</b> | <b>\$1,128,185</b>   | <b>\$603,069,601</b> |
| <b>03. Statewide Bridge Enterprise</b>  |  |  |                        |               |              |                        |                      |                      |
| Statewide Bridge and Tunnel Enterprise  | 5380   | Statewide Bridge Enterprise Special Revenue Fund | \$7,385,387            | 0.0           | \$0          | \$7,385,387            | \$0                  | \$0                  |
| <b>Subtotal FY 2019-20 - Statewide Bridge Enterprise</b>                                |  |  | <b>\$7,385,387</b>     | <b>0.0</b>    | <b>\$0</b>   | <b>\$7,385,387</b>     | <b>\$0</b>           | <b>\$0</b>           |
| <b>Long Bill Group Totals</b>   |  |  |                        |               |              |                        |                      |                      |
|   | 5380   | Statewide Bridge Enterprise Special Revenue Fund | \$7,385,387            | 0.0           | \$0          | \$7,385,387            | \$0                  | \$0                  |
| <b>Total For:</b>   | <b>03. Statewide Bridge Enterprise</b>               |  | <b>\$7,385,387</b>     | <b>0.0</b>    | <b>\$0</b>   | <b>\$7,385,387</b>     | <b>\$0</b>           | <b>\$0</b>           |

**FY 2019-20 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> |      |   |                     |            |              |                     |                      |               |
| <b>04. High Performance Transportation Enterprise</b>                                   |      |   |                     |            |              |                     |                      |               |
| (4) High Performance Transportation Enterprise  | 5360 | High Performance Transportation Enterprise Fund           | \$9,152,032         | 0.0        | \$0          | \$9,152,032         | \$0                  | \$0           |
| (4) High Performance Transportation Enterprise  | 5370 | High Performance Transportation Enterprise Operating Fund | \$5,938,524         | 0.0        | \$0          | \$5,938,524         | \$0                  | \$0           |
| <b>Subtotal FY 2019-20 - High Performance Transportation Enterprise</b>                 |      |   | <b>\$15,090,556</b> | <b>0.0</b> | <b>\$0</b>   | <b>\$15,090,556</b> | <b>\$0</b>           | <b>\$0</b>    |
| <b>Long Bill Group Totals</b>   |      |   |                     |            |              |                     |                      |               |
|   | 5360 | High Performance Transportation Enterprise Fund           | \$9,152,032         | 0.0        | \$0          | \$9,152,032         | \$0                  | \$0           |
|   | 5370 | High Performance Transportation Enterprise Opera          | \$5,938,524         | 0.0        | \$0          | \$5,938,524         | \$0                  | \$0           |
| <b>Total For: 04. High Performance Transportation Enterprise</b>                        |      |   | <b>\$15,090,556</b> | <b>0.0</b> | <b>\$0</b>   | <b>\$15,090,556</b> | <b>\$0</b>           | <b>\$0</b>    |
| <b>05. Southwest Chief and Front Range Passenger Rail Com</b>                           |      |   |                     |            |              |                     |                      |               |
| (5) Southwest Chief and Front Range Passenger Rail Com                                  | 29R0 | Southwest Chief Rail Line Fund                            | \$1,456,106         | 2.0        | \$0          | \$1,456,106         | \$0                  | \$0           |
| <b>Subtotal FY 2019-20 - Southwest Chief and Front Range Passenger Rail Com</b>         |      |   | <b>\$1,456,106</b>  | <b>2.0</b> | <b>\$0</b>   | <b>\$1,456,106</b>  | <b>\$0</b>           | <b>\$0</b>    |
| <b>Long Bill Group Totals</b>   |      |   |                     |            |              |                     |                      |               |
|   | 29R0 | Southwest Chief Rail Line Fund                            | \$1,456,106         | 2.0        | \$0          | \$1,456,106         | \$0                  | \$0           |
| <b>Total For: 05. Southwest Chief and Front Range Passenger Rail Com</b>                |      |   | <b>\$1,456,106</b>  | <b>2.0</b> | <b>\$0</b>   | <b>\$1,456,106</b>  | <b>\$0</b>           | <b>\$0</b>    |
| <b>06. Special Purpose</b>  |      |   |                     |            |              |                     |                      |               |
| First Time Drunk Driving Offender Account   | 15RS | Marijuana Tax Cash Fund                                   | \$532,424           | 0.0        | \$0          | \$532,424           | \$0                  | \$0           |
| First Time Drunk Driving Offender Account   | 4380 | First Time Drunk Driving Offender Account                 | \$941,139           | 0.0        | \$0          | \$941,139           | \$0                  | \$0           |
| <b>Subtotal FY 2019-20 - First Time Drunk Driving Offender Account</b>                  |      |   | <b>\$1,473,563</b>  | <b>0.0</b> | <b>\$0</b>   | <b>\$1,473,563</b>  | <b>\$0</b>           | <b>\$0</b>    |
| Marijuana Impaired Driving Program  | 15RS | Marijuana Tax Cash Fund                                   | \$944,834           | 0.0        | \$0          | \$944,834           | \$0                  | \$0           |
| <b>Subtotal FY 2019-20 - Marijuana Impaired Driving Program</b>                         |      |   | <b>\$944,834</b>    | <b>0.0</b> | <b>\$0</b>   | <b>\$944,834</b>    | <b>\$0</b>           | <b>\$0</b>    |

**FY 2019-20 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> |                            |   |                        |               |              |                        |                      |                      |
| Multimodal Transportation and Mitigation Options Fund                                   | MTOF                       | Multimodal Transportation Options Fund                    | \$3,817                | 0.0           | \$0          | \$3,817                | \$0                  | \$0                  |
| <b>Subtotal FY 2020-21 - Multimodal Transportation and Mitigation Options Fund</b>      |                            |   | <b>\$3,817</b>         | <b>0.0</b>    | <b>\$0</b>   | <b>\$3,817</b>         | <b>\$0</b>           | <b>\$0</b>           |
| <b>Long Bill Group Totals</b>   |                            |   |                        |               |              |                        |                      |                      |
|   | 15RS                       | Marijuana Tax Cash Fund                                   | \$1,477,259            | 0.0           | \$0          | \$1,477,259            | \$0                  | \$0                  |
|   | 4380                       | First Time Drunk Driving Offender Account                 | \$941,139              | 0.0           | \$0          | \$941,139              | \$0                  | \$0                  |
|   | MTOF                       | Multimodal Transportation Options Fund                    | \$3,817                | 0.0           | \$0          | \$3,817                | \$0                  | \$0                  |
| <b>Total For:</b>   | <b>06. Special Purpose</b> |   | <b>\$2,422,215</b>     | <b>0.0</b>    | <b>\$0</b>   | <b>\$2,422,215</b>     | <b>\$0</b>           | <b>\$0</b>           |
| <b>Cabinet Totals</b>   |                            |   |                        |               |              |                        |                      |                      |
|   | 15RS                       | Marijuana Tax Cash Fund                                   | \$1,477,259            | 0.0           | \$0          | \$1,477,259            | \$0                  | \$0                  |
|   | 1600                       | Aviation Fund   | \$27,410,710           | 0.0           | \$0          | \$27,333,939           | \$0                  | \$76,771             |
|   | 29R0                       | Southwest Chief Rail Line Fund                            | \$1,456,106            | 2.0           | \$0          | \$1,456,106            | \$0                  | \$0                  |
|   | 4000                       | State Highway Fund  | \$1,845,422,927        | 3315.8        | \$0          | \$1,242,430,097        | \$0                  | \$602,992,829        |
|   | 4030                       | Law Enforcement Assistance Fund                           | \$1,445,575            | 0.0           | \$0          | \$1,445,575            | \$0                  | \$0                  |
|   | 4380                       | First Time Drunk Driving Offender Account                 | \$941,139              | 0.0           | \$0          | \$941,139              | \$0                  | \$0                  |
|   | 5360                       | High Performance Transportation Enterprise Fund           | \$9,152,032            | 0.0           | \$0          | \$9,152,032            | \$0                  | \$0                  |
|   | 5370                       | High Performance Transportation Enterprise Operating Fund | \$5,938,524            | 0.0           | \$0          | \$5,938,524            | \$0                  | \$0                  |
|   | 5380                       | Statewide Bridge Enterprise Special Revenue Fund          | \$7,385,387            | 0.0           | \$0          | \$7,385,387            | \$0                  | \$0                  |
|   | 6060                       | Highway Fund  | \$1,128,443            | 0.0           | \$0          | \$0                    | \$1,128,443          | \$0                  |
|   | MTOF                       | Multimodal Transportation Options Fund                    | \$3,817                | 0.0           | \$0          | \$3,817                | \$0                  | \$0                  |
| <b>Total FY 2019-20 - Department of Transportation</b>                                  |                            |   | <b>\$1,901,761,918</b> | <b>3317.8</b> | <b>\$0</b>   | <b>\$1,297,563,874</b> | <b>\$1,128,443</b>   | <b>\$603,069,601</b> |

**FY 2020-21 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> |  |  |                        |               |              |                        |                      |                      |
| <b>01. Administration</b>   |  |  |                        |               |              |                        |                      |                      |
| Administration  | 4000   | State Highway Fund                               | \$35,646,798           | 158.0         | \$0          | \$35,646,798           | \$0                  | \$0                  |
| Administration  | 6060   | Highway Fund                                     | \$2,230                | 0.0           | \$0          | \$0                    | \$2,230              | \$0                  |
| <b>Subtotal FY 2019-20 - Administration</b>   |  |  | <b>\$35,649,028</b>    | <b>158.0</b>  | <b>0</b>     | <b>\$35,646,798</b>    | <b>\$2,230</b>       | <b>\$0</b>           |
| <b>Long Bill Group Totals</b>   |  |  |                        |               |              |                        |                      |                      |
|   | 4000   | State Highway Fund                               | \$35,646,798           | 158.0         | \$0          | \$35,646,798           | \$0                  | \$0                  |
|   | 6060   | Highway Fund                                     | \$2,230                | 0.0           | \$0          | \$0                    | \$2,230              | \$0                  |
| <b>Total For:</b>   | <b>01. Administration</b>                            |  | <b>\$35,649,028</b>    | <b>158.0</b>  | <b>\$0</b>   | <b>\$35,646,798</b>    | <b>\$2,230</b>       | <b>\$0</b>           |
| <b>02. Construction, Maintenance, and Operations</b>                                    |  |  |                        |               |              |                        |                      |                      |
| Construction Maintenance, And Operations  | 1600   | Aviation Fund                                    | \$17,708,858           | 0.0           | \$0          | \$17,671,960           | \$0                  | \$36,898             |
| Construction Maintenance, And Operations  | 4000   | State Highway Fund                               | \$1,797,754,251        | 3156.0        | \$0          | \$1,263,489,217        | \$0                  | \$534,265,034        |
| Construction Maintenance, And Operations  | 4030   | Law Enforcement Assistance Fund                  | \$1,438,587            | 0.0           | \$0          | \$1,438,587            | \$0                  | \$0                  |
| Construction Maintenance, And Operations  | 6060   | Highway Fund                                     | \$1,113,655            | 0.0           | \$0          | \$0                    | \$1,113,655          | \$0                  |
| <b>Subtotal FY 2019-20 - Construction Maintenance, And Operations</b>                   |  |  | <b>\$1,818,015,351</b> | <b>3156.0</b> | <b>\$0</b>   | <b>\$1,282,599,764</b> | <b>\$1,113,655</b>   | <b>\$534,301,932</b> |
| <b>Long Bill Group Totals</b>   |  |  |                        |               |              |                        |                      |                      |
|   | 1600   | Aviation Fund                                    | \$17,708,858           | 0.0           | \$0          | \$17,671,960           | \$0                  | \$36,898             |
|   | 4000   | State Highway Fund                               | \$1,797,754,251        | \$3,156       | \$0          | \$1,263,489,217        | \$0                  | \$534,265,034        |
|   | 4030   | Law Enforcement Assistance Fund                  | \$1,438,587            | 0.0           | \$0          | \$1,438,587            | \$0                  | \$0                  |
|   | 6060   | Highway Fund                                     | \$1,113,655            | 0.0           | \$0          | \$0                    | \$1,113,655          | \$0                  |
| <b>Total For:</b>   | <b>02. Construction, Maintenance, and Operations</b> |  | <b>\$1,818,015,351</b> | <b>3156.0</b> | <b>\$0</b>   | <b>\$1,282,599,764</b> | <b>\$1,113,655</b>   | <b>\$534,301,932</b> |
| <b>03. Statewide Bridge Enterprise</b>  |  |  |                        |               |              |                        |                      |                      |
| Statewide Bridge and Tunnel Enterprise  | 5380   | Statewide Bridge Enterprise Special Revenue Fund | \$2,571,258            | 1.0           | \$0          | \$2,571,258            | \$0                  | \$0                  |
| <b>Subtotal FY 2020-21 - Statewide Bridge Enterprise</b>                                |  |  | <b>\$2,571,258</b>     | <b>1.0</b>    | <b>\$0</b>   | <b>\$2,571,258</b>     | <b>\$0</b>           | <b>\$0</b>           |
| <b>Long Bill Group Totals</b>   |  |  |                        |               |              |                        |                      |                      |

**FY 2020-21 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> |  |  |                    |            |              |                    |                      |               |
|   | 5380                                   | Statewide Bridge Enterprise Special Revenue Fund | \$2,571,258        | 1.0        | \$0          | \$2,571,258        | \$0                  | \$0           |
| <b>Total For:</b>   | <b>03. Statewide Bridge Enterprise</b> |  | <b>\$2,571,258</b> | <b>1.0</b> | <b>\$0</b>   | <b>\$2,571,258</b> | <b>\$0</b>           | <b>\$0</b>    |

**04. High Performance Transportation Enterprise**

|   |      |   |                     |            |            |                     |            |            |
|---|------|---|---------------------|------------|------------|---------------------|------------|------------|
| (4) High Performance Transportation Enterprise                          | 5360 | High Performance Transportation Enterprise Fund           | \$25,358,151        | 9.0        | \$0        | \$25,358,151        | \$0        | \$0        |
| (4) High Performance Transportation Enterprise                          | 5370 | High Performance Transportation Enterprise Operating Fund | \$7,060,127         | 0.0        | \$0        | \$7,060,127         | \$0        | \$0        |
| <b>Subtotal FY 2020-21 - High Performance Transportation Enterprise</b> |      |   | <b>\$32,418,278</b> | <b>9.0</b> | <b>\$0</b> | <b>\$32,418,278</b> | <b>\$0</b> | <b>\$0</b> |

**Long Bill Group Totals**

|                   |   |  |                     |            |            |                     |            |            |
|-------------------|---|--|---------------------|------------|------------|---------------------|------------|------------|
|                   | 5360  | High Performance Transportation Enterprise Fund  | \$25,358,151        | 9.0        | \$0        | \$25,358,151        | \$0        | \$0        |
|                   | 5370  | High Performance Transportation Enterprise Opera | \$7,060,127         | 0.0        | \$0        | \$7,060,127         | \$0        | \$0        |
| <b>Total For:</b> | <b>04. High Performance Transportation Enterprise</b> |  | <b>\$32,418,278</b> | <b>9.0</b> | <b>\$0</b> | <b>\$32,418,278</b> | <b>\$0</b> | <b>\$0</b> |

**05. Southwest Chief and Front Range Passenger Rail Com**

|   |      |                                |                  |            |            |                  |            |            |
|---|------|--------------------------------|------------------|------------|------------|------------------|------------|------------|
| (5) Southwest Chief and Front Range Passenger Rail Com                          | 29R0 | Southwest Chief Rail Line Fund | \$589,060        | 2.0        | \$0        | \$589,060        | \$0        | \$0        |
| <b>Subtotal FY 2020-21 - Southwest Chief and Front Range Passenger Rail Com</b> |      |                                | <b>\$589,060</b> | <b>2.0</b> | <b>\$0</b> | <b>\$589,060</b> | <b>\$0</b> | <b>\$0</b> |

**Long Bill Group Totals**

|                   |   |                                |                  |            |            |                  |            |            |
|-------------------|---|--------------------------------|------------------|------------|------------|------------------|------------|------------|
|                   | 29R0  | Southwest Chief Rail Line Fund | \$589,060        | 2.0        | \$0        | \$589,060        | \$0        | \$0        |
| <b>Total For:</b> | <b>05. Southwest Chief and Front Range Passenger Rail Com</b> |                                | <b>\$589,060</b> | <b>2.0</b> | <b>\$0</b> | <b>\$589,060</b> | <b>\$0</b> | <b>\$0</b> |

**06. Special Purpose**

|  |      |   |                    |            |            |                    |            |            |
|--|------|---|--------------------|------------|------------|--------------------|------------|------------|
| First Time Drunk Driving Offender Account                              | 4380 | First Time Drunk Driving Offender Account | \$1,002,227        | 0.0        | \$0        | \$1,002,227        | \$0        | \$0        |
| <b>Subtotal FY 2020-21 - First Time Drunk Driving Offender Account</b> |      |   | <b>\$1,002,227</b> | <b>0.0</b> | <b>\$0</b> | <b>\$1,002,227</b> | <b>\$0</b> | <b>\$0</b> |

|   |      |                         |                  |            |            |                  |            |            |
|---|------|-------------------------|------------------|------------|------------|------------------|------------|------------|
| Marijuana Impaired Driving Program                              | 15RS | Marijuana Tax Cash Fund | \$446,629        | 0.0        | \$0        | \$446,629        | \$0        | \$0        |
| <b>Subtotal FY 2020-21 - Marijuana Impaired Driving Program</b> |      |                         | <b>\$446,629</b> | <b>0.0</b> | <b>\$0</b> | <b>\$446,629</b> | <b>\$0</b> | <b>\$0</b> |

|  |      |                             |           |     |           |     |     |     |
|--|------|-----------------------------|-----------|-----|-----------|-----|-----|-----|
| Transportation Services for Vulnerable Populations | 1000 | General Fund - Unrestricted | \$949,326 | 0.0 | \$949,326 | \$0 | \$0 | \$0 |
|--|------|-----------------------------|-----------|-----|-----------|-----|-----|-----|

**FY 2020-21 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> |                            |   |                        |               |                  |                        |                      |                      |
| <b>Subtotal FY 2020-21 - Transportation Services for Vulnerable Populations</b>         |                            |   | <b>\$949,326</b>       | <b>0.0</b>    | <b>\$949,326</b> | <b>\$0</b>             | <b>\$0</b>           | <b>\$0</b>           |
| Multimodal Transportation and Mitigation Options Fund                                   | MTOF                       | Multimodal Transportation Options Fund                    | \$4,614,103            | 0.0           | \$0              | \$4,614,103            | \$0                  | \$0                  |
| <b>Subtotal FY 2020-21 - Multimodal Transportation and Mitigation Options Fund</b>      |                            |   | <b>\$4,614,103</b>     | <b>0.0</b>    | <b>\$0</b>       | <b>\$4,614,103</b>     | <b>\$0</b>           | <b>\$0</b>           |
| <b>Long Bill Group Totals</b>   |                            |   |                        |               |                  |                        |                      |                      |
|   | 1000                       | General Fund - Unrestricted                               | \$949,326              | 0.0           | \$949,326        | \$0                    | \$0                  | \$0                  |
|   | 15RS                       | Marijuana Tax Cash Fund                                   | \$446,629              | 0.0           | \$0              | \$446,629              | \$0                  | \$0                  |
|   | 4380                       | First Time Drunk Driving Offender Account                 | \$1,002,227            | 0.0           | \$0              | \$1,002,227            | \$0                  | \$0                  |
|   | MTOF                       | Multimodal Transportation Options Fund                    | \$4,614,103            | 0.0           | \$0              | \$4,614,103            | \$0                  | \$0                  |
| <b>Total For:</b>   | <b>06. Special Purpose</b> |   | <b>\$7,012,285</b>     | <b>0.0</b>    | <b>\$949,326</b> | <b>\$6,062,959</b>     | <b>\$0</b>           | <b>\$0</b>           |
| <b>Cabinet Totals</b>   |                            |   |                        |               |                  |                        |                      |                      |
|   | 1000                       | General Fund - Unrestricted                               | \$949,326              | 0.0           | \$949,326        | \$0                    | \$0                  | \$0                  |
|   | 15RS                       | Marijuana Tax Cash Fund                                   | \$446,629              | 0.0           | \$0              | \$446,629              | \$0                  | \$0                  |
|   | 1600                       | Aviation Fund   | \$17,708,858           | 0.0           | \$0              | \$17,671,960           | \$0                  | \$36,898             |
|   | 29R0                       | Southwest Chief Rail Line Fund                            | \$589,060              | 2.0           | \$0              | \$589,060              | \$0                  | \$0                  |
|   | 4000                       | State Highway Fund  | \$1,833,401,049        | 3314.0        | \$0              | \$1,299,136,015        | \$0                  | \$534,265,034        |
|   | 4030                       | Law Enforcement Assistance Fund                           | \$1,438,587            | 0.0           | \$0              | \$1,438,587            | \$0                  | \$0                  |
|   | 4380                       | First Time Drunk Driving Offender Account                 | \$1,002,227            | 0.0           | \$0              | \$1,002,227            | \$0                  | \$0                  |
|   | 5360                       | High Performance Transportation Enterprise Fund           | \$25,358,151           | 9.0           | \$0              | \$25,358,151           | \$0                  | \$0                  |
|   | 5370                       | High Performance Transportation Enterprise Operating Fund | \$7,060,127            | 0.0           | \$0              | \$7,060,127            | \$0                  | \$0                  |
|   | 5380                       | Statewide Bridge Enterprise Special Revenue Fund          | \$2,571,258            | 1.0           | \$0              | \$2,571,258            | \$0                  | \$0                  |
|   | 6060                       | Highway Fund  | \$1,115,886            | 0.0           | \$0              | \$0                    | \$1,115,886          | \$0                  |
|   | MTOF                       | Multimodal Transportation Options Fund                    | \$4,614,103            | 0.0           | \$0              | \$4,614,103            | \$0                  | \$0                  |
| <b>Total FY 2020-21 - Department of Transportation</b>                                  |                            |   | <b>\$1,896,255,260</b> | <b>3326.0</b> | <b>\$949,326</b> | <b>\$1,359,888,116</b> | <b>\$1,115,886</b>   | <b>\$534,301,932</b> |

**FY 2021-22 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>                         |  |                                 |                        |               |              |                        |                      |                      |
| <b>01. Administration</b>   |  |                                 |                        |               |              |                        |                      |                      |
| Administration  | 4000   | State Highway Fund              | \$37,898,013           | 161.0         | \$0          | \$37,898,013           | \$0                  | \$0                  |
| Administration  | 6060   | Highway Fund                    | \$62,890               | 0.0           | \$0          | \$0                    | \$62,890             | \$0                  |
| <b>Subtotal FY 2021-22 - Administration</b>                           |  |                                 | <b>\$37,960,903</b>    | <b>161.0</b>  | <b>\$0</b>   | <b>\$37,898,013</b>    | <b>\$62,890</b>      | <b>\$0</b>           |
| <b>Long Bill Group Totals</b>   |  |                                 |                        |               |              |                        |                      |                      |
|   | 4000   | State Highway Fund              | \$37,898,013           | 161.0         | \$0          | \$37,898,013           | \$0                  | \$0                  |
|   | 6060   | Highway Fund                    | \$62,890               | 0.0           | \$0          | \$0                    | \$62,890             | \$0                  |
| <b>Total For:</b>   | <b>01. Administration</b>                            |                                 | <b>\$37,960,903</b>    | <b>161.0</b>  | <b>\$0</b>   | <b>\$37,898,013</b>    | <b>\$62,890</b>      | <b>\$0</b>           |
| <b>02. Construction, Maintenance, and Operations</b>                  |  |                                 |                        |               |              |                        |                      |                      |
| Construction Maintenance, And Operations                              | 1600   | Aviation Fund                   | \$20,000,000           | 0.0           | \$0          | \$20,000,000           | \$0                  | \$0                  |
| Construction Maintenance, And Operations                              | 4000   | State Highway Fund              | \$1,689,076,577        | 3156.0        | \$0          | \$1,046,873,214        | \$0                  | \$642,203,363        |
| Construction Maintenance, And Operations                              | 4030   | Law Enforcement Assistance Fund | \$324,000              | 0.0           | \$0          | \$324,000              | \$0                  | \$0                  |
| Construction Maintenance, And Operations                              | 6060   | Highway Fund                    | \$1,415,206            | 0.0           | \$0          | \$0                    | \$1,415,206          | \$0                  |
| Construction Maintenance, And Operations                              | 7150   | State Infrastructure Bank       | \$168,000              | 0.0           | \$0          | \$168,000              | \$0                  | \$0                  |
| <b>Subtotal FY 2021-22 - Construction Maintenance, And Operations</b> |  |                                 | <b>\$1,710,983,783</b> | <b>3156.0</b> | <b>\$0</b>   | <b>\$1,067,365,214</b> | <b>\$1,415,206</b>   | <b>\$642,203,363</b> |
| <b>Long Bill Group Totals</b>   |  |                                 |                        |               |              |                        |                      |                      |
|   | 1600   | Aviation Fund                   | \$20,000,000           | 0.0           | \$0          | \$20,000,000           | \$0                  | \$0                  |
|   | 4000   | State Highway Fund              | \$1,689,076,577        | 3156.0        | \$0          | \$1,046,873,214        | \$0                  | \$642,203,363        |
|   | 4030   | Law Enforcement Assistance Fund | \$324,000              | 0.0           | \$0          | \$324,000              | \$0                  | \$0                  |
|   | 6060   | Highway Fund                    | \$1,415,206            | 0.0           | \$0          | \$0                    | \$1,415,206          | \$0                  |
|   | 7150   | State Infrastructure Bank       | \$168,000              | 0.0           | \$0          | \$168,000              | \$0                  | \$0                  |
| <b>Total For:</b>   | <b>02. Construction, Maintenance, and Operations</b> |                                 | <b>\$1,710,983,783</b> | <b>3156.0</b> | <b>\$0</b>   | <b>\$1,067,365,214</b> | <b>\$1,415,206</b>   | <b>\$642,203,363</b> |

**FY 2021-22 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>                                   |   |   |                      |            |              |                      |                      |               |
| <b>03. Statewide Bridge and Tunnel Enterprise</b>                               |   |   |                      |            |              |                      |                      |               |
| Statewide Bridge and Tunnel Enterprise  | 5380  | Statewide Bridge Enterprise Special Revenue Fund          | \$125,344,441        | 1.0        | \$0          | \$125,344,441        | \$0                  | \$0           |
| <b>Subtotal FY 2021-22 - Statewide Bridge and Tunnel Enterprise</b>             |   |   | <b>\$125,344,441</b> | <b>1.0</b> | <b>\$0</b>   | <b>\$125,344,441</b> | <b>\$0</b>           | <b>\$0</b>    |
| <b>Long Bill Group Totals</b>   |   |   |                      |            |              |                      |                      |               |
|   | 5380  | Statewide Bridge Enterprise Special Revenue Func          | \$125,344,441        | 1.0        | \$0          | \$125,344,441        | \$0                  | \$0           |
| <b>Total For:</b>   | <b>03. Statewide Bridge and Tunnel Enterprise</b>             |   | <b>\$125,344,441</b> | <b>1.0</b> | <b>\$0</b>   | <b>\$125,344,441</b> | <b>\$0</b>           | <b>\$0</b>    |
| <b>04. High Performance Transportation Enterprise</b>                           |   |   |                      |            |              |                      |                      |               |
| (4) High Performance Transportation Enterprise                                  | 5360  | High Performance Transportation Enterprise Fund           | \$18,680,735         | 9.0        | \$0          | \$18,680,735         | \$0                  | \$0           |
| (4) High Performance Transportation Enterprise                                  | 5370  | High Performance Transportation Enterprise Operating Fund | \$4,000,000          | 0.0        | \$0          | \$0                  | \$4,000,000          | \$0           |
| <b>Subtotal FY 2021-22 - High Performance Transportation Enterprise</b>         |   |   | <b>\$22,680,735</b>  | <b>9.0</b> | <b>\$0</b>   | <b>\$18,680,735</b>  | <b>\$4,000,000</b>   | <b>\$0</b>    |
| <b>Long Bill Group Totals</b>   |   |   |                      |            |              |                      |                      |               |
|   | 5360  | High Performance Transportation Enterprise Fund           | \$18,680,735         | 9.0        | \$0          | \$18,680,735         | \$0                  | \$0           |
|   | 5370  | High Performance Transportation Enterprise Opera          | \$4,000,000          | 0.0        | \$0          | \$0                  | \$4,000,000          | \$0           |
| <b>Total For:</b>   | <b>04. High Performance Transportation Enterprise</b>         |   | <b>\$22,680,735</b>  | <b>9.0</b> | <b>\$0</b>   | <b>\$18,680,735</b>  | <b>\$4,000,000</b>   | <b>\$0</b>    |
| <b>05. Southwest Chief and Front Range Passenger Rail Com</b>                   |   |   |                      |            |              |                      |                      |               |
| (5) Southwest Chief and Front Range Passenger Rail Com                          | 29R0  | Southwest Chief Rail Line Fund                            | \$14,900,000         | 2.0        | \$0          | \$14,900,000         | \$0                  | \$0           |
| <b>Subtotal FY 2021-22 - Southwest Chief and Front Range Passenger Rail Com</b> |   |   | <b>\$14,900,000</b>  | <b>2.0</b> | <b>\$0</b>   | <b>\$14,900,000</b>  | <b>\$0</b>           | <b>\$0</b>    |
| <b>Long Bill Group Totals</b>   |   |   |                      |            |              |                      |                      |               |
|   | 29R0  | Southwest Chief Rail Line Fund                            | \$14,900,000         | 2.0        | \$0          | \$14,900,000         | \$0                  | \$0           |
| <b>Total For:</b>   | <b>05. Southwest Chief and Front Range Passenger Rail Com</b> |   | <b>\$14,900,000</b>  | <b>2.0</b> | <b>\$0</b>   | <b>\$14,900,000</b>  | <b>\$0</b>           | <b>\$0</b>    |
| <b>06. Special Purpose</b>  |   |   |                      |            |              |                      |                      |               |
| First Time Drunk Driving Offender Account                                       | 4380  | First Time Drunk Driving Offender Account                 | \$2,600,000          | 0.0        | \$0          | \$2,600,000          | \$0                  | \$0           |
| <b>Subtotal FY 2021-22 - First Time Drunk Driving Offender Account</b>          |   |   | <b>\$2,600,000</b>   | <b>0.0</b> | <b>\$0</b>   | <b>\$2,600,000</b>   | <b>\$0</b>           | <b>\$0</b>    |



**FY 2021-22 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>                                      |      |   |                        |               |              |                        |                      |                      |
| Marijuana Impaired Driving Program   | 15RS | Marijuana Tax Cash Fund                                   | \$950,000              | 0.0           | \$0          | \$950,000              | \$0                  | \$0                  |
| <b>Subtotal FY 2021-22 - Marijuana Impaired Driving Program</b>                    |      |   | <b>\$950,000</b>       | <b>0.0</b>    | <b>\$0</b>   | <b>\$950,000</b>       | <b>\$0</b>           | <b>\$0</b>           |
| Multimodal Transportation and Mitigation Options Fund                              | MTOF | Multimodal Transportation Options Fund                    | \$146,840,000          | 0.0           | \$0          | \$146,840,000          | \$0                  | \$0                  |
| <b>Subtotal FY 2021-22 - Multimodal Transportation and Mitigation Options Fund</b> |      |   | <b>\$146,840,000</b>   | <b>0.0</b>    | <b>\$0</b>   | <b>\$146,840,000</b>   | <b>\$0</b>           | <b>\$0</b>           |
| <b>Long Bill Group Totals</b>  |      |   |                        |               |              |                        |                      |                      |
|  | 15RS | Marijuana Tax Cash Fund                                   | \$950,000              | 0.0           | \$0          | \$950,000              | \$0                  | \$0                  |
|  | 4380 | First Time Drunk Driving Offender Account                 | \$2,600,000            | 0.0           | \$0          | \$2,600,000            | \$0                  | \$0                  |
|  | MTOF | Multimodal Transportation Options Fund                    | \$146,840,000          | 0.0           | \$0          | \$146,840,000          | \$0                  | \$0                  |
| <b>Total For: 06. Special Purpose</b>  |      |   | <b>\$150,390,000</b>   | <b>\$0</b>    | <b>\$0</b>   | <b>\$150,390,000</b>   | <b>\$0</b>           | <b>\$0</b>           |
| <b>Cabinet Totals</b>  |      |   |                        |               |              |                        |                      |                      |
|  | 15RS | Marijuana Tax Cash Fund                                   | \$950,000              | 0.0           | \$0          | \$950,000              | \$0                  | \$0                  |
|  | 1600 | Aviation Fund   | \$20,000,000           | 0.0           | \$0          | \$20,000,000           | \$0                  | \$0                  |
|  | 29R0 | Southwest Chief Rail Line Fund                            | \$14,900,000           | 2.0           | \$0          | \$14,900,000           | \$0                  | \$0                  |
|  | 4000 | State Highway Fund  | \$1,726,974,590        | 3317.0        | \$0          | \$1,084,771,227        | \$0                  | \$642,203,363        |
|  | 4030 | Law Enforcement Assistance Fund                           | \$324,000              | 0.0           | \$0          | \$324,000              | \$0                  | \$0                  |
|  | 4380 | First Time Drunk Driving Offender Account                 | \$2,600,000            | 0.0           | \$0          | \$2,600,000            | \$0                  | \$0                  |
|  | 5360 | High Performance Transportation Enterprise Fund           | \$18,680,735           | 9.0           | \$0          | \$18,680,735           | \$0                  | \$0                  |
|  | 5370 | High Performance Transportation Enterprise Operating Fund | \$4,000,000            | 0.0           | \$0          | \$0                    | \$4,000,000          | \$0                  |
|  | 5380 | Statewide Bridge Enterprise Special Revenue Fund          | \$125,344,441          | 1.0           | \$0          | \$125,344,441          | \$0                  | \$0                  |
|  | 6060 | Highway Fund  | \$1,478,096            | 0.0           | \$0          | \$0                    | \$1,478,096          | \$0                  |
|  | 7150 | State Infrastructure Bank                                 | \$168,000              | 0.0           | \$0          | \$168,000              | \$0                  | \$0                  |
|  | MTOF | Multimodal Transportation Options Fund                    | \$146,840,000          | 0.0           | \$0          | \$146,840,000          | \$0                  | \$0                  |
| <b>Total FY 2021-22 - Department of Transportation</b>                             |      |   | <b>\$2,062,259,862</b> | <b>3329.0</b> | <b>\$0</b>   | <b>\$1,414,578,403</b> | <b>\$5,478,096</b>   | <b>\$642,203,363</b> |

**DEPARTMENT OF TRANSPORTATION**

**FY 2021-22**

**Administration**

**Position and Object Code Detail**

| Administration - Line Item |  | FY 2019-20<br>Actuals |     | FY 2020-21<br>Actuals |     | FY 2020-21<br>Appropriation |     | FY 2021-22<br>Request |     |
|----------------------------|--|-----------------------|-----|-----------------------|-----|-----------------------------|-----|-----------------------|-----|
| <b>Personal Services</b>   |  |                       |     |                       |     |                             |     |                       |     |
| Position Code              | Position Type                            | Expenditures          | FTE | Expenditures          | FTE | Expenditures                | FTE | Expenditures          | FTE |
| D6C2XX                     | PIPE/MECH TRADES II                      | \$0                   | 0.0 | \$157                 | 0.0 |                             |     |                       |     |
| D6D1XX                     | STRUCTURAL TRADES I TOTAL                | \$35,283              | 0.9 | \$40,800              | 1.0 |                             |     |                       |     |
| D6D2XX                     | STRUCTURAL TRADES II TOTALS              | \$11,404              | 0.3 | \$0                   | 0.0 |                             |     |                       |     |
| D6D3XX                     | STRUCTURAL TRADES III                    | \$39,994              | 0.8 | \$56,724              | 1.0 |                             |     |                       |     |
| D6E1XX                     | UTILITY PLANT OP I TOTAL                 | \$222,746             | 7.6 | \$209,111             | 3.7 |                             |     |                       |     |
| D8B1TX                     | CUSTODIAN I TOTAL                        | \$1,421               | 0.1 | \$0                   | 0.0 |                             |     |                       |     |
| D8D1XX                     | GENERAL LABOR I TOTAL                    | \$79,877              | 2.3 | \$72,615              | 2.0 |                             |     |                       |     |
| D9D1XX                     | LTC OPERATIONS I TOTAL                   | \$79,704              | 1.0 | \$78,720              | 1.0 |                             |     |                       |     |
| G2D4XX                     | DATA SPECIALIST                          | \$37,841              | 0.9 | \$44,528              | 1.0 |                             |     |                       |     |
| G3A2TX                     | ADMINISTRATIVE ASSISTANT I TOTAL         | \$39,598              | 1.2 | \$33,126              | 1.0 |                             |     |                       |     |
| G3A3XX                     | ADMINISTRATIVE ASSISTANT II TOTAL        | \$81,541              | 2.1 | \$27,108              | 0.7 |                             |     |                       |     |
| G3A4XX                     | ADMINISTRATIVE III TOTAL                 | \$93,216              | 2.0 | \$106,407             | 2.3 |                             |     |                       |     |
| H1A3XX                     | PROGRAM MANAGEMENT II                    | \$220,371             | 2.3 | \$275,482             | 2.9 |                             |     |                       |     |
| H1A4XX                     | PROGRAM MANAGEMENT III                   | \$177,890             | 1.7 | \$232,716             | 2.0 |                             |     |                       |     |
| H1B3XX                     | ADMINISTRATOR III                        | \$39,002              | 0.7 | \$59,733              | 1.1 |                             |     |                       |     |
| H1B4XX                     | ADMINISTRATOR IV                         | \$418,841             | 5.7 | \$307,666             | 4.0 |                             |     |                       |     |
| H1B5XX                     | ADMINISTRATOR V                          | \$64,924              | 0.8 | \$0                   | 0.0 |                             |     |                       |     |
| H1C2XX                     | ANALYST II                               | \$60,504              | 1.0 | \$60,504              | 1.0 |                             |     |                       |     |
| H1C6XX                     | ANALYST VI                               | \$172,930             | 1.5 | \$228,132             | 2.0 |                             |     |                       |     |
| H1H3XX                     | CONTRACT ADMINISTRATOR III               | \$113,556             | 2.0 | \$113,556             | 2.0 |                             |     |                       |     |
| H1K2XX                     | PROJECT MANAGER I                        | \$54,005              | 0.7 | \$84,684              | 1.0 |                             |     |                       |     |
| H1L3XX                     | PURCHASING AGENT III                     | \$11,720              | 0.2 | \$0                   | 0.0 |                             |     |                       |     |
| H1L4XX                     | PURCHASING AGENT IV                      | \$522,773             | 7.6 | \$565,463             | 8.2 |                             |     |                       |     |
| H1L5XX                     | PURCHASING AGENT V                       | \$16,108              | 0.2 | \$17,170              | 0.2 |                             |     |                       |     |
| H1L6XX                     | PURCHASING AGENT VI                      | \$77,281              | 0.8 | \$103,260             | 1.0 |                             |     |                       |     |
| H1M4XX                     | REAL ESTATE SPEC IV                      | \$0                   | 0.0 | \$51,054              | 0.8 |                             |     |                       |     |
| H1Q3XX                     | LIAISON III                              | \$68,544              | 1.0 | \$68,544              | 1.0 |                             |     |                       |     |
| H1R4XX                     | POLICY ADVISOR IV                        | \$45,192              | 0.6 | \$86,400              | 1.0 |                             |     |                       |     |
| H3U3XX                     | ARTS PROFESSIONAL I                      | \$8,445               | 0.2 | \$0                   | 0.0 |                             |     |                       |     |
| H3U6XX                     | ARTS PROFESSIONAL IV TOTAL               | \$43,587              | 0.7 | \$51,558              | 0.8 |                             |     |                       |     |
| H4G3XX                     | HUMAN RESOURCES SPEC III                 | \$102,965             | 1.8 | \$104,949             | 1.9 |                             |     |                       |     |
| H4G4XX                     | HUMAN RESOURCES SPEC IV                  | \$541,649             | 7.3 | \$613,419             | 8.1 |                             |     |                       |     |
| H4G5XX                     | HUMAN RESOURCES SPEC V                   | \$106,406             | 1.2 | \$92,352              | 1.0 |                             |     |                       |     |
| H4G6XX                     | HUMAN RESOURCES SPECIALIST VI            | \$51,476              | 0.6 | \$92,167              | 1.0 |                             |     |                       |     |
| H4I4XX                     | TRAINING SPECIALIST IV                   | \$210,258             | 2.9 | \$147,672             | 2.0 |                             |     |                       |     |
| H4I5XX                     | TRAINING SPECIALIST V                    | \$91,832              | 1.0 | \$91,656              | 1.0 |                             |     |                       |     |
| H4K2XX                     | MARKETING & COMMUNICATIONS SPECIALIST II | \$32,465              | 0.7 | \$0                   | 0.0 |                             |     |                       |     |
| H4K3XX                     | MKTG & COMM SPEC III                     | \$62,695              | 1.0 | \$61,412              | 1.0 |                             |     |                       |     |
| H4K5XX                     | MARKETING & COMMUNICATIONS SPECIALIST V  | \$114,349             | 1.3 | \$181,692             | 2.0 |                             |     |                       |     |
| H4M3XX                     | TECHNICIAN III TOTAL                     | \$231,215             | 4.5 | \$234,263             | 4.5 |                             |     |                       |     |

**DEPARTMENT OF TRANSPORTATION**

**FY 2021-22**

**Administration**

**Position and Object Code Detail**

| Administration - Line Item                            |                                   | FY 2019-20<br>Actuals |              | FY 2020-21<br>Actuals |              | FY 2020-21<br>Appropriation |  | FY 2021-22<br>Request |  |
|---|-----------------------------------|-----------------------|--------------|-----------------------|--------------|-----------------------------|--|-----------------------|--|
| H4M4XX  | TECHNICIAN IV TOTAL               | \$99,372              | 1.9          | \$146,420             | 2.6          |                             |  |                       |  |
| H4M5XX  | TECHNICIAN V TOTAL                | \$101,715             | 1.5          | \$141,848             | 2.0          |                             |  |                       |  |
| H4R1XX  | PROGRAM ASSISTANT I TOTAL         | \$240,151             | 4.6          | \$208,932             | 3.9          |                             |  |                       |  |
| H4R2XX  | PROGRAM ASSISTANT II TOTAL        | \$623,225             | 10.1         | \$688,793             | 11.2         |                             |  |                       |  |
| H6G8XX  | MANAGEMENT TOTAL                  | \$629,136             | 5.0          | \$523,170             | 4.3          |                             |  |                       |  |
| H8A1XX  | ACCOUNTANT I TOTAL                | \$90,635              | 1.8          | \$101,352             | 2.0          |                             |  |                       |  |
| H8A2XX  | ACCOUNTANT II TOTAL               | \$246,840             | 4.0          | \$241,999             | 3.9          |                             |  |                       |  |
| H8A3XX  | ACCOUNTANT III TOTAL              | \$269,248             | 3.3          | \$243,950             | 2.9          |                             |  |                       |  |
| H8A4XX  | ACCOUNTANT IV TOTAL               | \$97,564              | 1.0          | \$94,692              | 1.0          |                             |  |                       |  |
| H8B3XX  | ACCOUNTING TECHNICIAN III TOTAL   | \$72,425              | 1.6          | \$88,683              | 1.9          |                             |  |                       |  |
| H8C2XX  | CONTROLLER II TOTAL               | \$85,020              | 0.8          | \$169,240             | 1.5          |                             |  |                       |  |
| H8C3XX  | CONTROLLER III TOTAL              | \$105,329             | 1.0          | \$119,736             | 1.0          |                             |  |                       |  |
| H8D1IX  | AUDIT INTERN TOTAL                | \$15,061              | 0.3          | \$21,399              | 0.4          |                             |  |                       |  |
| H8D2TX  | AUDITOR I TOTAL                   | \$105,403             | 2.0          | \$50,174              | 1.0          |                             |  |                       |  |
| H8D3XX  | AUDITOR II                        | \$24,102              | 0.4          | \$48,665              | 0.7          |                             |  |                       |  |
| H8D4XX  | AUDITOR III TOTAL                 | \$164,688             | 2.0          | \$157,542             | 1.9          |                             |  |                       |  |
| H8D5XX  | AUDITOR IV TOTAL                  | \$97,008              | 1.0          | \$208,671             | 2.0          |                             |  |                       |  |
| H8D6XX  | AUDITOR V TOTAL                   | \$69,075              | 0.6          | \$0                   | 0.0          |                             |  |                       |  |
| H8E1XX  | BUDGET ANALYST I                  | \$61,800              | 1.0          | \$7,602               | 0.1          |                             |  |                       |  |
| H8E2XX  | BUDGET ANALYST II                 | \$0                   | 0.0          | \$62,616              | 0.9          |                             |  |                       |  |
| H8E3XX  | BUDGET & POLICY ANALYST III TOTAL | \$438,837             | 5.6          | \$401,631             | 5.2          |                             |  |                       |  |
| H8E4XX  | BUDGET & POLICY ANALYST IV TOTAL  | \$218,984             | 2.3          | \$186,372             | 2.0          |                             |  |                       |  |
| H8E5XX  | BUDGET & POLICY ANALYST V TOTAL   | \$121,032             | 1.0          | \$121,148             | 1.0          |                             |  |                       |  |
| I2C5*A  | PROFESSIONAL ENGINEER II          | \$105,936             | 1.0          | \$100,140             | 0.9          |                             |  |                       |  |
| I5E3XX  | ELECTRONICS SPECIALIST II         | \$52,790              | 0.8          | \$69,187              | 1.0          |                             |  |                       |  |
| P1A1XX  | TEMPORARY AIDE                    | \$4,706               | 0.2          | \$0                   | 0.0          |                             |  |                       |  |
| 166000  | EXECUTIVE DIRECTOR TOTAL          | \$175,104             | 1.0          | \$175,104             | 1.0          |                             |  |                       |  |
| 160CFO  | CHIEF FINANCIAL OFFICER           | \$148,776             | 1.0          | \$148,776             | 1.0          |                             |  |                       |  |
| 160DDH  | DEPUTY DEPARTMENT HEAD            | \$140,126             | 0.9          | \$165,744             | 1.0          |                             |  |                       |  |
| 160DEA  | EXECUTIVE ASSISTANT               | \$52,601              | 0.9          | \$54,000              | 1.0          |                             |  |                       |  |
| 160DLL  | LEGISLATIVE LIAISON               | \$91,320              | 1.0          | \$91,320              | 1.0          |                             |  |                       |  |
| 160HRD  | HUMAN RESOURCES DIRECTOR          | \$138,012             | 1.0          | \$138,428             | 1.0          |                             |  |                       |  |
| 160PIO  | PUBLIC INFORMATION OFFICER        | \$138,432             | 1.0          | \$138,432             | 1.0          |                             |  |                       |  |
| 160SES  | SENIOR EXECUTIVE SERVICE          | \$1,308,413           | 8.9          | \$1,304,152           | 9.0          |                             |  |                       |  |
| <b>Total Full and Part-time Employee Expenditures</b> |                                   | <b>\$10,716,473</b>   | <b>139.8</b> | <b>\$11,014,717</b>   | <b>136.7</b> |                             |  |                       |  |

**DEPARTMENT OF TRANSPORTATION**

**FY 2021-22**

**Administration**

**Position and Object Code Detail**

| Administration - Line Item   |  | FY 2019-20<br>Actuals |              | FY 2020-21<br>Actuals |              | FY 2020-21<br>Appropriation |  | FY 2021-22<br>Request |  |
|--|--|-----------------------|--------------|-----------------------|--------------|-----------------------------|--|-----------------------|--|
| PERA Contributions (including AED, SAED)   |  | \$4,819,492           |              | \$2,248,665           |              |                             |  |                       |  |
| Medicare   |  | \$154,517             |              | \$156,286             |              |                             |  |                       |  |
| Overtime Wages   |  | \$21,952              |              | \$5,914               |              |                             |  |                       |  |
| Shift Differential Wages   |  | \$9,741               |              | \$8,766               |              |                             |  |                       |  |
| State Temporary Employees  |  | \$154,084             |              | \$99,200              |              |                             |  |                       |  |
| Sick and Annual Leave Payouts  |  | \$780,044             |              | \$89,719              |              |                             |  |                       |  |
| Contract Services  |  | \$1,743,130           |              | \$1,845,774           |              |                             |  |                       |  |
| Short Term Disability  |  | \$15,821              |              | \$15,962              |              |                             |  |                       |  |
| Health, Life And Dental Insurance Premiums   |  | \$1,380,486           |              | \$1,419,729           |              |                             |  |                       |  |
| Other  |  | \$14,255              |              | \$62,500              |              |                             |  |                       |  |
| <b>Total Temporary, Contract, and Other Expenditures</b>                                     |  | <b>\$9,093,523</b>    |              | <b>\$5,952,515</b>    |              |                             |  |                       |  |
| POTS Expenditures (excluding Salary Survey and Performance-based Pay already included above) |  |                       |              |                       |              |                             |  |                       |  |
| Roll Forwards  |  |                       |              |                       |              |                             |  |                       |  |
| <b>Total Personal Services Expenditures for Line Item - ADMINISTRATION</b>                   |  | <b>\$19,809,996</b>   | <b>139.8</b> | <b>\$16,967,232</b>   | <b>136.7</b> |                             |  |                       |  |
| <b>Operating Expenses</b>  |  |                       |              |                       |              |                             |  |                       |  |
| 2110   | WATER/SEWER                                    |                       | \$353,502    |                       | \$314,134    |                             |  |                       |  |
| 2150   | LAUNDRY SERVICE                                |                       | \$0          |                       | \$0          |                             |  |                       |  |
| 2160   | CUSTODIAL SERVICES PURCHASED                   |                       | \$2,258      |                       | \$5,614      |                             |  |                       |  |
| 2170   | HAZARD MATERIALS FEE                           |                       | \$0          |                       | \$0          |                             |  |                       |  |
| 2180   | GROUNDS MAINTENANCE SERVICES                   |                       | \$1,113      |                       | \$16,929     |                             |  |                       |  |
| 2210   | OTHER MAINTENANCE SERVICES                     |                       | \$46,095     |                       | \$19,499     |                             |  |                       |  |
| 2220   | BUILDING MAINTENANCE REPAIRS & ALTERS          |                       | \$182,299    |                       | \$168,226    |                             |  |                       |  |
| 2230   | EQUIPMENT MAINTENANCE & REPAIR - NONVEHICLE    |                       | \$25,052     |                       | \$0          |                             |  |                       |  |
| 2231   | IT EQUIPMENT MAINTENANCE                       |                       | \$8,648,295  |                       | \$11,934,070 |                             |  |                       |  |
| 2232   | SOFTWARE MAINTENANCE/UPGRADE                   |                       | \$0          |                       | \$0          |                             |  |                       |  |
| 2240   | SERVICE & REPAIR LABOR - INHOUSE               |                       | \$0          |                       | \$0          |                             |  |                       |  |
| 2250   | EQUIPMENT DEPRECIATION                         |                       | \$0          |                       | \$0          |                             |  |                       |  |
| 2251   | MOTOR POOL VEHICLE - SURCHARGE                 |                       | \$2,069      |                       | \$0          |                             |  |                       |  |
| 2252   | STATE FLEET VEHICLES                           |                       | \$1,106      |                       | \$0          |                             |  |                       |  |
| 2253   | RENT OF EQUIPMENT - NOT STATE OWNED            |                       | \$22,892     |                       | \$15,010     |                             |  |                       |  |
| 2254   | RENT OF ROAD EQUIPMENT - NOT STATE OWNED       |                       | \$0          |                       | \$0          |                             |  |                       |  |
| 2255   | RENT OF BUILDINGS/GROUNDS                      |                       | \$5,620      |                       | \$6,644      |                             |  |                       |  |
| 2259   | PARKING FEE REIMBURSEMENT                      |                       | \$1,153      |                       | \$42         |                             |  |                       |  |
| 2263   | OTHER RENTAL                                   |                       | \$0          |                       | \$0          |                             |  |                       |  |
| 2311   | CONSTRUCTION CONTRACT PAYMENT                  |                       | \$15,016     |                       | \$22,473     |                             |  |                       |  |
| 2312   | CONSTRUCTION PROFESSIONAL SERVICES (& ERP/PBF) |                       | \$1,919      |                       | \$0          |                             |  |                       |  |
| 2510   | IN STATE TRAVEL                                |                       | \$65,041     |                       | \$7,391      |                             |  |                       |  |
| 2511   | IN STATE TRAVEL - AIRFARE                      |                       | \$7,872      |                       | \$0          |                             |  |                       |  |
| 2512   | IN STATE PER DIEM                              |                       | \$11,346     |                       | \$1,172      |                             |  |                       |  |

**DEPARTMENT OF TRANSPORTATION**

**FY 2021-22**

**Administration**

**Position and Object Code Detail**

| Administration - Line Item |  | FY 2019-20<br>Actuals | FY 2020-21<br>Actuals | FY 2020-21<br>Appropriation | FY 2021-22<br>Request |
|----------------------------|--|-----------------------|-----------------------|-----------------------------|-----------------------|
| 2513                       | IN STATE TRAVEL - PRIVATE VEHICLE              | \$2,311               | \$39                  |                             |                       |
| 2514                       | AIRCRAFT POOL USAGE                            | \$0                   | \$0                   |                             |                       |
| 2520                       | IN STATE TRAVEL - NON EMPLOYEE                 | \$711                 | \$45                  |                             |                       |
| 2521                       | IN STATE NON-EMPLOYEE AIRFARE                  | \$0                   | \$0                   |                             |                       |
| 2522                       | IN STATE NON/EMPL PER DIEM                     | \$1,706               | \$184                 |                             |                       |
| 2523                       | IN STATE NON/EMPL - PRIVATE VEHICLE            | \$9,411               | \$1,215               |                             |                       |
| 2530                       | OUT OF STATE TRAVEL                            | \$12,601              | \$0                   |                             |                       |
| 2531                       | OUT OF STATE TRAVEL - AIRFARE                  | \$8,727               | \$0                   |                             |                       |
| 2532                       | OUT OF STATE PER DIEM                          | \$3,320               | \$0                   |                             |                       |
| 2533                       | OUT OF STATE TRAVEL - PRIVATE VEHICLE          | \$330                 | \$0                   |                             |                       |
| 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                                  | \$1,965               | \$1,050               |                             |                       |
| 2611                       | PUBLIC RELATION N                              | \$0                   | \$0                   |                             |                       |
| 2630                       | COMM SVCS FRM DOIT N                           | \$223,732             | \$177,727             |                             |                       |
| 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       | \$0                   | \$0                   |                             |                       |
| 2650                       | OIT PURCH SVCS N (was Object 2950)             | \$0                   | \$0                   |                             |                       |
| 2680                       | COPY PRINT N & FORM REPRO N                    | \$81,064              | \$41,748              |                             |                       |
| 2660                       | INSURANCE FOR OTHER THAN EMPLOYEE BENEFITS     | \$100                 | \$0                   |                             |                       |
| 2681                       | PHOTOCOPY REIMBURSEMENTS                       | \$45                  | \$0                   |                             |                       |
| 2690                       | LEGAL SERVICES                                 | \$1,007,131           | \$981,034             |                             |                       |
| 2710                       | PHYSICAL EXAMS                                 | \$0                   | \$0                   |                             |                       |
| 2810                       | FREIGHT & EXPRESS & STORAGE                    | \$4,890               | \$10,245              |                             |                       |
| 2820                       | OTHER PURCHASE OF SERVICES                     | \$308,112             | \$96,410              |                             |                       |
| 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       | \$138,652             | \$90,400              |                             |                       |

**DEPARTMENT OF TRANSPORTATION**

**FY 2021-22**

**Administration**

**Position and Object Code Detail**

| Administration - Line Item |  | FY 2019-20<br>Actuals | FY 2020-21<br>Actuals | FY 2020-21<br>Appropriation | FY 2021-22<br>Request |
|----------------------------|--|-----------------------|-----------------------|-----------------------------|-----------------------|
| 3112                       | PARTS & ACCESSORIES                        | \$2,752               | \$3,272               |                             |                       |
| 3113                       | CLOTHING/UNIFORM ALLOWANCE                 | \$0                   | \$0                   |                             |                       |
| 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         | \$390                 | \$120                 |                             |                       |
| 3121                       | OFFICE SUPPLIES                            | \$52,107              | \$22,093              |                             |                       |
| 3122                       | PHOTOGRAPHS & PHOTO SUPPLIES               | \$0                   | \$0                   |                             |                       |
| 3123                       | POSTAGE                                    | \$20,640              | \$11,403              |                             |                       |
| 3124                       | PRINTING & COPY SUPPLIES                   | \$0                   | \$0                   |                             |                       |
| 3126                       | REPAIR/MTNC-SUPPLY N                       | \$36,495              | \$24,652              |                             |                       |
| 3127                       | INVENTORY ADJUSTMENTS or LANDSCAPE         | \$5,903               | \$3,101               |                             |                       |
| 3128                       | EXPENDABLE EQUIPMENT PURCHASES             | \$32,799              | \$3,673               |                             |                       |
| 3130                       | NON-MEDICAL LABORATORY SUPPLIES            | \$0                   | \$0                   |                             |                       |
| 3132                       | NONCAP OFFICE FUNRN/OFFICE SYST            | \$23,402              | \$5,848               |                             |                       |
| 3140                       | NONCAPITALIZED IT EQUIPMENT                | \$364,700             | \$3,861               |                             |                       |
| 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                              | \$163,661             | \$197,955             |                             |                       |
| 3950                       | DIESEL FUEL                                | \$478                 | \$20                  |                             |                       |
| 3960                       | OIL - HEATING                              | \$0                   | \$0                   |                             |                       |
| 3970                       | NATURAL GAS                                | \$17,903              | \$30,329              |                             |                       |
| 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                   | \$11,000              |                             |                       |
| 4130                       | DEPRECIATION OTHER EQUIPMENT - ISF         | \$0                   | \$0                   |                             |                       |
| 4140                       | MEMBERSHIP/DUES                            | \$4,355               | \$3,487               |                             |                       |
| 4150                       | INTEREST                                   | \$41                  | \$0                   |                             |                       |
| 4151                       | INTEREST - LATE PAYMENTS                   | \$711                 | \$178                 |                             |                       |
| 4170                       | MISC FEES/LICENSES                         | \$2,560               | \$2,817               |                             |                       |
| 4180                       | OFFICIAL FUNCTIONS                         | \$78,623              | \$61,736              |                             |                       |
| 4220                       | TUITION/REGISTRATION FEES                  | \$2,971               | \$25,613              |                             |                       |
| 4221                       | EDUCATION                                  | \$643                 | \$8,040               |                             |                       |
| 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                   |                             |                       |

**DEPARTMENT OF TRANSPORTATION****FY 2021-22****Administration****Position and Object Code Detail**

| <b>Administration - Line Item</b>  |  | <b>FY 2019-20<br/>Actuals</b> | <b>FY 2020-21<br/>Actuals</b> | <b>FY 2020-21<br/>Appropriation</b> | <b>FY 2021-22<br/>Request</b> |
|--|--|-------------------------------|-------------------------------|-------------------------------------|-------------------------------|
| 6220   | OFFICE FURNITURE & EQUIPMENT                 | \$0                           | \$0                           |                                     |                               |
| 8110   | INDIRECT COST COVERAGE (Statewide Indirects) | \$0                           | \$0                           |                                     |                               |
| 700E   | OPERATING TRANSFERS TO GOVERNOR'S OFFICE     | \$0                           | \$0                           |                                     |                               |
| 5180   | GRANTS - SPECIAL DISTRICTS                   | \$31,614                      | \$3,998                       |                                     |                               |
| 5775   | STATE GRANT/CONTRACT                         | \$5,970,830                   | \$4,264,763                   |                                     |                               |
| 7200   | TRANSFERS OUT FOR INDIRECT COSTS             | \$0                           | \$82,537                      |                                     |                               |
| <b>Total Operating Expenditures Denoted in Object Codes - ADMINISTRATION</b> |  | <b>\$18,011,037</b>           | <b>\$18,681,796</b>           |                                     |                               |

**DEPARTMENT OF TRANSPORTATION**

**FY 2021-22**

**Administration**

**Position and Object Code Detail**

| Administration - Line Item  | FY 2019-20<br>Actuals |              | FY 2020-21<br>Actuals |              | FY 2020-21<br>Appropriation |  | FY 2021-22<br>Request |  |
|---|-----------------------|--------------|-----------------------|--------------|-----------------------------|--|-----------------------|--|
| <b>Total Expenditures for Line Item</b>                                 | <b>\$37,821,033</b>   | <b>139.8</b> | <b>\$35,649,028</b>   | <b>136.7</b> |                             |  |                       |  |
| GF  |                       |              |                       |              |                             |  |                       |  |
| CF - SHF  | \$37,820,775          |              | \$35,646,798          |              |                             |  |                       |  |
| RF - ICF  | \$258                 |              | \$2,230               |              |                             |  |                       |  |
| <b>Total Spending Authority for Line Item</b>                           | <b>\$38,281,507</b>   | <b>183.5</b> | <b>\$35,709,985</b>   | <b>158.0</b> |                             |  |                       |  |
| GF  |                       |              |                       |              |                             |  |                       |  |
| CF - SHF  | \$38,218,284          |              | \$35,646,798          |              |                             |  |                       |  |
| RF - ICF  | \$63,223              |              | \$63,187              |              |                             |  |                       |  |
| <b>Amount Under/(Over) Expended</b>                                     | <b>\$460,474</b>      | <b>43.7</b>  |                       | <b>21.3</b>  |                             |  |                       |  |
| CF - SHF  | \$397,509             |              | \$0                   |              |                             |  |                       |  |
| RF - ICF (Recaptures Revenues against Expenses - so appears underspent) | \$62,965              |              | \$60,957              |              |                             |  |                       |  |



**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                  |
|-----------------------|---|-------------------------------------|
| <b>Administration</b> | 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       |
|---|---|--------------------------|
| <b>Construction, Maintenance &amp; Operations</b> | 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       |
|------------------------------------|---|--------------------------|
| <b>Statewide Bridge Enterprise</b> | 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       |
|---|--|--------------------------|
| <b>High Performance Transportation Enterprise</b> | 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        |
|--|--|---------------------------|
| <b>Southwest Chief and Front Range Passenger Rail Commission</b> | 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.<br><br>Pursuant to Senate Bill 21-260, this fund will be repealed on July 1, 2022. | Section 43-4-1001, C.R.S. |

**(6) Special Purpose, First Time Drunk Driving Offenders Account**

| <b>Line Item Name</b>                             | <b>Line Item Description</b>   | <b>Statutory Citation</b>            |
|---|--|--------------------------------------|
| <b>First Time Drunk Driving Offenders Account</b> | 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**

| <b>Line Item Name</b>                     | <b>Line Item Description</b>   | <b>Statutory Citation</b>   |
|---|--|-----------------------------|
| <b>Marijuana Impaired Driving Program</b> | 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, Multimodal Transportation and Mitigation Options Fund**

| <b>Line Item Name</b>  | <b>Line Item Description</b>  | <b>Statutory Citation</b> |
|--|---|---------------------------|
| <b>Multimodal Transportation and Mitigation Options Fund</b> | An annual appropriation to fund multimodal and greenhouse gas mitigation projects | Section 43-4-1103 C.R.S   |

**FY 2022-23 Budget Request - Department of Transportation**

**Schedule 06**

|  |  |  | Total Funds | FTE | General Fund | Cash Funds | Reappropriated | Federal |
|--|--|--|-------------|-----|--------------|------------|----------------|---------|
|--|--|--|-------------|-----|--------------|------------|----------------|---------|

**2020-21 Special Bill Line Item Appropriations (Excludes Regular Supplemental Bills and Long Bill Appropriations)**

**HB 20-1153 Colorado Partnership For Quality Jobs And Services Act**

|  |                |  |                 |            |            |                 |            |            |
|--|----------------|--|-----------------|------------|------------|-----------------|------------|------------|
| 01. Administration   | Administration |  | \$52,980        | 0.0        | \$0        | \$52,980        | \$0        | \$0        |
| <b>Subtotal -- HB 20-1153 Colorado Partnership For Quality Jobs And Services Act</b> |                |  | <b>\$52,980</b> | <b>0.0</b> | <b>\$0</b> | <b>\$52,980</b> | <b>\$0</b> | <b>\$0</b> |

**FY 2021-22 Special Bill Line Item Appropriations (Excludes Long Bill Appropriations)**

**HB 21-1317 Regulating Marijuana Concentrates**

|   |   |  |                    |            |            |                    |            |            |
|---|---|--|--------------------|------------|------------|--------------------|------------|------------|
| 06. Special Purpose   | First Time Drunk Driving Offender Account |  | \$2,000,000        | 0.0        | \$0        | \$2,000,000        | \$0        | \$0        |
| <b>Subtotal -- HB 21-1317 Regulating Marijuana Concentrates</b> |   |  | <b>\$2,000,000</b> | <b>0.0</b> | <b>\$0</b> | <b>\$2,000,000</b> | <b>\$0</b> | <b>\$0</b> |

**SB 21-260 Sustainability Of The Transportation System**

|  |  |  |                     |            |            |                     |            |            |
|--|--|--|---------------------|------------|------------|---------------------|------------|------------|
| 01. Administration   | Administration   |  | \$259,957           | 3.0        | \$0        | \$259,957           | \$0        | \$0        |
| 05. Southwest Chief and Front Range Passenger Rail Com                   | (5) Southwest Chief and Front Range Passenger Rail Com |  | \$14,500,000        | 0.0        | \$0        | \$14,500,000        | \$0        | \$0        |
| <b>Subtotal -- SB 21-260 Sustainability Of The Transportation System</b> |  |  | <b>\$14,759,957</b> | <b>3.0</b> | <b>\$0</b> | <b>\$14,759,957</b> | <b>\$0</b> | <b>\$0</b> |

FY 2022-23 Budget Request - Department of Transportation

Schedule 07

|   | Total Funds | FTE | General Fund | Cash Funds | Reappropriated | Federal |
|---|-------------|-----|--------------|------------|----------------|---------|
|   |             |     |              |            |                |         |
|   |             |     |              |            |                |         |
| - | \$0         | 0.0 | \$0          | \$0        | \$0            | \$0     |
|   | \$0         | 0.0 | \$0          | \$0        | \$0            | \$0     |

**FY 2021-22 Common Policy Summary - Department of Transportation**

**Schedule 8**

|  |  | Total Funds | FTE | General Fund | Cash Funds | Reappropriated Funds | Federal Funds |
|--|--|-------------|-----|--------------|------------|----------------------|---------------|
|--|--|-------------|-----|--------------|------------|----------------------|---------------|

**FY 2019-20**

**Salary Survey**

|  |                   |           |     |     |           |     |     |
|--|-------------------|-----------|-----|-----|-----------|-----|-----|
| 01. Administration, (A) Administration | Personal Services | \$347,649 | \$0 | \$0 | \$347,649 | \$0 | \$0 |
|--|-------------------|-----------|-----|-----|-----------|-----|-----|

**Merit Pay**

|  |                   |     |     |     |     |     |     |
|--|-------------------|-----|-----|-----|-----|-----|-----|
| 01. Administration, (A) Administration | Personal Services | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
|--|-------------------|-----|-----|-----|-----|-----|-----|

**Health, Life and Dental (HLD)**

|  |                   |             |     |     |             |     |     |
|--|-------------------|-------------|-----|-----|-------------|-----|-----|
| 01. Administration, (A) Administration | Personal Services | \$1,344,811 | \$0 | \$0 | \$1,344,811 | \$0 | \$0 |
|--|-------------------|-------------|-----|-----|-------------|-----|-----|

**Amortization Equalization Disbursement (AED)**

|  |                   |           |     |     |           |     |     |
|--|-------------------|-----------|-----|-----|-----------|-----|-----|
| 01. Administration, (A) Administration | Personal Services | \$533,729 | \$0 | \$0 | \$533,729 | \$0 | \$0 |
|--|-------------------|-----------|-----|-----|-----------|-----|-----|

**Supplemental Amortization Equalization Disbursement (SAED)**

|  |                   |           |     |     |           |     |     |
|--|-------------------|-----------|-----|-----|-----------|-----|-----|
| 01. Administration, (A) Administration | Personal Services | \$533,729 | \$0 | \$0 | \$533,729 | \$0 | \$0 |
|--|-------------------|-----------|-----|-----|-----------|-----|-----|

**Short-term Disability (STD)**

|  |                   |          |     |     |          |     |     |
|--|-------------------|----------|-----|-----|----------|-----|-----|
| 01. Administration, (A) Administration | Personal Services | \$18,123 | \$0 | \$0 | \$18,123 | \$0 | \$0 |
|--|-------------------|----------|-----|-----|----------|-----|-----|

**Shift Differential**

|  |                   |          |     |     |          |     |     |
|--|-------------------|----------|-----|-----|----------|-----|-----|
| 01. Administration, (A) Administration | Personal Services | \$15,711 | \$0 | \$0 | \$15,711 | \$0 | \$0 |
|--|-------------------|----------|-----|-----|----------|-----|-----|

FY 2021-22 Common Policy Summary - Department of Transportation

Schedule 8

|  |  | Total Funds | FTE | General Fund | Cash Funds | Reappropriated Funds | Federal Funds |
|--|--|-------------|-----|--------------|------------|----------------------|---------------|
|--|--|-------------|-----|--------------|------------|----------------------|---------------|

FY 2020-21

**Salary Survey**

|  |                   |     |     |     |     |     |     |
|--|-------------------|-----|-----|-----|-----|-----|-----|
| 01. Administration, (A) Administration | Personal Services | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
|--|-------------------|-----|-----|-----|-----|-----|-----|

**Merit Pay**

|  |                   |     |     |     |     |     |     |
|--|-------------------|-----|-----|-----|-----|-----|-----|
| 01. Administration, (A) Administration | Personal Services | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
|--|-------------------|-----|-----|-----|-----|-----|-----|

**Health, Life and Dental (HLD)**

|  |                   |             |     |     |             |     |     |
|--|-------------------|-------------|-----|-----|-------------|-----|-----|
| 01. Administration, (A) Administration | Personal Services | \$1,419,729 | \$0 | \$0 | \$1,419,729 | \$0 | \$0 |
|--|-------------------|-------------|-----|-----|-------------|-----|-----|

**Amortization Equalization Disbursement (AED)**

|  |                   |           |     |     |           |     |     |
|--|-------------------|-----------|-----|-----|-----------|-----|-----|
| 01. Administration, (A) Administration | Personal Services | \$555,104 | \$0 | \$0 | \$555,104 | \$0 | \$0 |
|--|-------------------|-----------|-----|-----|-----------|-----|-----|

**Supplemental Amortization Equalization Disbursement (SAED)**

|  |                   |           |     |     |           |     |     |
|--|-------------------|-----------|-----|-----|-----------|-----|-----|
| 01. Administration, (A) Administration | Personal Services | \$555,104 | \$0 | \$0 | \$555,104 | \$0 | \$0 |
|--|-------------------|-----------|-----|-----|-----------|-----|-----|

**Short-term Disability (STD)**

|  |                   |          |     |     |          |     |     |
|--|-------------------|----------|-----|-----|----------|-----|-----|
| 01. Administration, (A) Administration | Personal Services | \$15,962 | \$0 | \$0 | \$15,962 | \$0 | \$0 |
|--|-------------------|----------|-----|-----|----------|-----|-----|

**Shift Differential**

|  |                   |         |     |     |         |     |     |
|--|-------------------|---------|-----|-----|---------|-----|-----|
| 01. Administration, (A) Administration | Personal Services | \$8,766 | \$0 | \$0 | \$8,766 | \$0 | \$0 |
|--|-------------------|---------|-----|-----|---------|-----|-----|

FY 2021-22 Common Policy Summary - Department of Transportation

Schedule 8

|  | Total Funds | FTE | General Fund | Cash Funds | Reappropriated Funds | Federal Funds |
|--|-------------|-----|--------------|------------|----------------------|---------------|
|--|-------------|-----|--------------|------------|----------------------|---------------|

FY 2021-22

Centrally Appropriated Personal Services Line Items

|   |  |             |     |     |             |     |     |
|---|--|-------------|-----|-----|-------------|-----|-----|
| 01. Executive Director's Office, (A) Department Administration, | Salary Survey                                  | \$407,894   | \$0 | \$0 | \$407,894   | \$0 | \$0 |
| 01. Executive Director's Office, (A) Department Administration, | Health, Life and Dental                        | \$1,681,017 | \$0 | \$0 | \$1,681,017 | \$0 | \$0 |
| 01. Executive Director's Office, (A) Department Administration, | Amortization Equalization Disbursement         | \$624,233   | \$0 | \$0 | \$624,233   | \$0 | \$0 |
| 01. Executive Director's Office, (A) Department Administration, | Supplemental Amortization Equalization Disburs | \$624,233   | \$0 | \$0 | \$624,233   | \$0 | \$0 |
| 01. Executive Director's Office, (A) Department Administration, | Short-term Disability                          | \$19,940    | \$0 | \$0 | \$19,940    | \$0 | \$0 |
| 01. Executive Director's Office, (A) Department Administration, | Shift Differential                             | \$22,118    | \$0 | \$0 | \$22,118    | \$0 | \$0 |

FY 2022-23

Centrally Appropriated Personal Services Line Items

|   |  |             |     |     |             |     |     |
|---|--|-------------|-----|-----|-------------|-----|-----|
| 01. Executive Director's Office, (A) Department Administration, | Salary Survey                                  | \$425,223   | \$0 | \$0 | \$425,223   | \$0 | \$0 |
| 01. Executive Director's Office, (A) Department Administration, | Health, Life and Dental                        | \$1,988,227 | \$0 | \$0 | \$1,988,227 | \$0 | \$0 |
| 01. Executive Director's Office, (A) Department Administration, | Amortization Equalization Disbursement         | \$647,253   | \$0 | \$0 | \$647,253   | \$0 | \$0 |
| 01. Executive Director's Office, (A) Department Administration, | Supplemental Amortization Equalization Disburs | \$647,253   | \$0 | \$0 | \$647,253   | \$0 | \$0 |
| 01. Executive Director's Office, (A) Department Administration, | Short-term Disability                          | \$20,695    | \$0 | \$0 | \$20,695    | \$0 | \$0 |
| 01. Executive Director's Office, (A) Department Administration, | Shift Differential                             | \$12,024    | \$0 | \$0 | \$12,024    | \$0 | \$0 |

Schedule 9: Cash Funds Reports  
 Department of Transportation  
 FY 2022-23 Budget Request  
 Fund 29R0 - Southwest Chief Rail Line Fund  
 Section 43-4-1002, C.R.S. (2021)

|  | Actual<br>FY 2018-19 | Actual<br>FY 2019-20 | Actual<br>FY 2020-21 | Projected<br>FY 2021-22 | Projected<br>FY 2022-23 |
|--|----------------------|----------------------|----------------------|-------------------------|-------------------------|
| <b>Year Beginning Fund Balance (A)</b>           | <b>\$75,905</b>      | <b>\$2,580,529</b>   | <b>\$1,203,515</b>   | <b>\$589,048</b>        | <b>\$0</b>              |
| Changes in Cash Assets                           | \$2,504,911          | -\$1,226,132         | -\$760,143           | -\$594,541              | \$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                     | -\$286               | -\$150,882           | \$145,676            | \$5,493                 | \$0                     |
| <b>TOTAL CHANGES TO FUND BALANCE</b>             | <b>\$2,504,625</b>   | <b>-\$1,377,015</b>  | <b>-\$614,467</b>    | <b>-\$589,048</b>       | <b>\$0</b>              |
| <b>Assets Total</b>                              | <b>\$2,580,815</b>   | <b>\$1,354,683</b>   | <b>\$594,541</b>     | <b>\$0</b>              | <b>\$0</b>              |
| Cash (B)   | \$2,580,815          | \$1,354,683          | \$594,541            | \$0                     | \$0                     |
| Other Assets(Detail as necessary)                |                      |                      |                      |                         |                         |
| Receivables                                      | \$0                  | \$0                  | \$0                  | \$0                     | \$0                     |
| <b>Liabilities Total</b>                         | <b>\$286</b>         | <b>\$151,169</b>     | <b>\$5,493</b>       | <b>\$0</b>              | <b>\$0</b>              |
| Cash Liabilities (C )                            | \$286                | \$151,169            | \$5,493              | \$0                     | \$0                     |
| Long Term Liabilities                            | \$0                  | \$0                  | \$0                  | \$0                     | \$0                     |
| <b>Ending Fund Balance (D)</b>                   | <b>\$2,580,529</b>   | <b>\$1,203,515</b>   | <b>\$589,048</b>     | <b>\$0</b>              | <b>\$0</b>              |
| <b>Logical Test</b>                              | <b>TRUE</b>          | <b>TRUE</b>          | <b>TRUE</b>          | <b>TRUE</b>             | <b>TRUE</b>             |
| <b>Net Cash Assets - (B-C)</b>                   | <b>\$2,580,529</b>   | <b>\$1,203,515</b>   | <b>\$589,048</b>     | <b>\$0</b>              | <b>\$0</b>              |
| <b>Change from Prior Year Fund Balance (D-A)</b> | <b>\$2,504,625</b>   | <b>-\$1,377,015</b>  | <b>-\$614,467</b>    | <b>-\$589,048</b>       | <b>\$0</b>              |

**Cash Flow Summary**

|                                 |                    |                     |                   |                     |            |
|---------------------------------|--------------------|---------------------|-------------------|---------------------|------------|
| Revenue Total                   | \$2,569,272        | \$81,764            | -\$25,407         | \$14,500,000        | \$0        |
| Transfer from the General Fund  | \$2,500,000        | \$0                 | \$0               | \$14,500,000        | \$0        |
| Interest                        | \$56,156           | \$50,256            | \$11,842          | \$0                 | \$0        |
| PERA Direct Distribution        | \$1,086            | \$2,672             | \$0               | \$0                 | \$0        |
| Unrealized Gain/Loss            | \$12,029           | \$28,836            | -\$37,249         | \$0                 | \$0        |
| <b>Expenses Total</b>           | <b>\$64,647</b>    | <b>\$1,458,779</b>  | <b>\$589,060</b>  | <b>\$14,500,000</b> | <b>\$0</b> |
| Cash Expenditures               | \$64,647           | \$1,458,779         | \$589,060         | \$14,500,000        | \$0        |
| Change Requests (If Applicable) |                    |                     |                   |                     |            |
| <b>Net Cash Flow</b>            | <b>\$2,504,625</b> | <b>-\$1,377,015</b> | <b>-\$614,467</b> | <b>\$0</b>          | <b>\$0</b> |



Schedule 9: Cash Funds Reports  
 Department of Transportation  
 FY 2022-23 Budget Request  
 Fund 1600 - State Aviation Fund  
 Section 43-10-109, C.R.S. (2020)

|  | Actual<br>FY 2018-19 | Actual<br>FY 2019-20 | Actual<br>FY 2020-21 | Projected<br>FY 2021-22 | Projected<br>FY 2022-23 |
|--|----------------------|----------------------|----------------------|-------------------------|-------------------------|
| <b>Year Beginning Fund Balance (A)</b>           | <b>\$6,719,490</b>   | <b>\$14,905,343</b>  | <b>\$14,098,939</b>  | <b>\$13,092,359</b>     | <b>\$13,092,359</b>     |
| Changes in Cash Assets                           | \$7,257,650          | -\$1,285,938         | -\$437,635           | \$0                     | \$0                     |
| Changes in Receivables                           | \$578,627            | -\$275,334           | -\$613,218           | \$0                     | \$0                     |
| Changes in Total Liabilities                     | \$349,576            | \$754,869            | \$44,274             | \$0                     | \$0                     |
| <b>TOTAL CHANGES TO FUND BALANCE</b>             | <b>\$8,185,853</b>   | <b>-\$806,404</b>    | <b>-\$1,006,580</b>  | <b>\$0</b>              | <b>\$0</b>              |
| <b>Assets Total</b>                              | <b>\$16,658,968</b>  | <b>\$15,097,695</b>  | <b>\$14,046,842</b>  | <b>\$14,046,842</b>     | <b>\$14,046,842</b>     |
| Cash (B)   | \$12,825,591         | \$11,539,653         | \$11,102,018         | \$11,102,018            | \$11,102,018            |
| Other Assets(Detail as necessary)                |                      |                      |                      |                         |                         |
| Receivables                                      | \$3,833,376          | \$3,558,042          | \$2,944,824          | \$2,944,824             | \$2,944,824             |
| <b>Liabilities Total</b>                         | <b>\$1,753,625</b>   | <b>\$998,756</b>     | <b>\$954,483</b>     | <b>\$954,483</b>        | <b>\$954,483</b>        |
| Cash Liabilities (C )                            | \$1,753,625          | \$998,756            | \$954,483            | \$954,483               | \$954,483               |
| Long Term Liabilities                            |                      |                      |                      |                         |                         |
| <b>Ending Fund Balance (D)</b>                   | <b>\$14,905,343</b>  | <b>\$14,098,939</b>  | <b>\$13,092,359</b>  | <b>\$13,092,359</b>     | <b>\$13,092,359</b>     |
| <b>Logical Test</b>                              | <b>TRUE</b>          | <b>TRUE</b>          | <b>TRUE</b>          | <b>TRUE</b>             | <b>TRUE</b>             |
| <b>Net Cash Assets - (B-C)</b>                   | <b>\$11,071,966</b>  | <b>\$10,540,897</b>  | <b>\$10,147,535</b>  | <b>\$10,147,535</b>     | <b>\$10,147,535</b>     |
| <b>Change from Prior Year Fund Balance (D-A)</b> | <b>\$8,185,853</b>   | <b>-\$806,404</b>    | <b>-\$1,006,580</b>  | <b>\$0</b>              | <b>\$0</b>              |

**Cash Flow Summary**

|                                 |              |              |              |              |              |
|---------------------------------|--------------|--------------|--------------|--------------|--------------|
| Revenue Total                   | \$34,030,724 | \$26,620,907 | \$16,702,278 | \$19,275,000 | \$34,315,204 |
| Fees                            | \$33,848,459 | \$26,346,304 | \$16,579,260 | \$19,275,000 | \$34,315,204 |
| Interest                        | \$182,265    | \$274,603    | \$123,018    |              |              |
| Federal Receipts                |              |              |              |              |              |
| Expenses Total                  | \$25,844,871 | \$27,427,311 | \$17,708,858 | \$19,275,000 | \$34,315,204 |
| Cash Expenditures               | \$25,844,871 | \$27,427,311 | \$17,708,858 | \$19,275,000 | \$34,315,204 |
| Change Requests (If Applicable) |              |              |              |              |              |
|                                 |              |              |              |              |              |
|                                 |              |              |              |              |              |
| Net Cash Flow                   | \$8,185,853  | -\$806,404   | -\$1,006,580 | \$0          | \$0          |

Schedule 9: Cash Funds Reports  
 Department of Transportation  
 FY 2022-23 Budget Request  
 Fund 4000 - State Highway Fund  
 Section 43-1-219, C.R.S. (2021)

|  | Actual<br>FY 2018-19   | Actual<br>FY 2019-20   | Actual<br>FY 2020-21  | Projected<br>FY 2021-22 | Projected<br>FY 2022-23 |
|--|------------------------|------------------------|-----------------------|-------------------------|-------------------------|
| <b>Year Beginning Fund Balance (A)</b>           | <b>\$807,036,756</b>   | <b>\$875,758,323</b>   | <b>\$815,384,856</b>  | <b>\$604,091,095</b>    | <b>\$604,091,095</b>    |
| Changes in Cash Assets                           | \$265,977,073          | -\$69,874,178          | -\$88,687,385         | \$0                     | \$0                     |
| Changes in Non-Cash Assets                       | -\$179,714,995         | \$15,953,040           | -\$105,746,213        | \$0                     | \$0                     |
| Changes in Long-Term Assets                      | \$0                    | \$0                    | \$0                   | \$0                     | \$0                     |
| Changes in Total Liabilities                     | -\$17,540,511          | -\$6,452,330           | -\$16,860,163         | \$0                     | \$0                     |
| <b>TOTAL CHANGES TO FUND BALANCE</b>             | <b>\$68,721,567</b>    | <b>-\$60,373,467</b>   | <b>-\$211,293,761</b> | <b>\$0</b>              | <b>\$0</b>              |
| <b>Assets Total</b>                              | <b>\$1,132,038,808</b> | <b>\$1,078,117,670</b> | <b>\$883,684,072</b>  | <b>\$883,684,072</b>    | <b>\$883,684,072</b>    |
| Cash (B)   | \$770,745,457          | \$700,871,279          | \$612,183,894         | \$612,183,894           | \$612,183,894           |
| Other Assets(Detail as necessary)                |                        |                        |                       |                         |                         |
| Receivables                                      | \$361,293,351          | \$377,246,391          | \$271,500,178         | \$271,500,178           | \$271,500,178           |
|  |                        |                        |                       |                         |                         |
| <b>Liabilities Total</b>                         | <b>\$256,280,485</b>   | <b>\$262,732,814</b>   | <b>\$279,592,977</b>  | <b>\$279,592,977</b>    | <b>\$279,592,977</b>    |
| Cash Liabilities (C )                            | \$256,280,485          | \$262,732,814          | \$279,592,977         | \$279,592,977           | \$279,592,977           |
| Long Term Liabilities                            |                        |                        |                       |                         |                         |
|  |                        |                        |                       |                         |                         |
| <b>Ending Fund Balance (D)</b>                   | <b>\$875,758,323</b>   | <b>\$815,384,856</b>   | <b>\$604,091,095</b>  | <b>\$604,091,095</b>    | <b>\$604,091,095</b>    |
| <b>Logical Test</b>                              | <b>TRUE</b>            | <b>TRUE</b>            | <b>TRUE</b>           | <b>TRUE</b>             | <b>TRUE</b>             |
| <b>Net Cash Assets - (B-C)</b>                   | <b>\$514,464,972</b>   | <b>\$438,138,465</b>   | <b>\$332,590,916</b>  | <b>\$332,590,916</b>    | <b>\$332,590,916</b>    |
| <b>Change from Prior Year Fund Balance (D-A)</b> | <b>\$68,721,567</b>    | <b>-\$60,373,467</b>   | <b>-\$211,293,761</b> | <b>\$0</b>              | <b>\$0</b>              |

**Cash Flow Summary**

|                                 |                 |                 |                 |                 |                 |
|---------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| Revenue Total                   | \$1,624,357,834 | \$1,785,549,456 | \$1,657,724,805 | \$1,657,724,805 | \$1,657,724,805 |
| Fees                            | \$1,608,707,084 | \$1,769,922,849 | \$1,650,742,810 | \$1,650,742,810 | \$1,650,742,810 |
| Interest                        | \$15,650,750    | \$15,626,607    | \$6,981,995     | \$6,981,995     | \$6,981,995     |
| Donations                       |                 |                 |                 |                 |                 |
| Expenses Total                  | \$1,555,636,267 | \$1,845,922,923 | \$1,869,018,566 | \$1,869,018,566 | \$1,869,018,566 |
| Cash Expenditures               | \$1,555,636,267 | \$1,845,922,923 | \$1,869,018,566 | \$1,869,018,566 | \$1,869,018,566 |
| Change Requests (If Applicable) |                 |                 |                 |                 |                 |
|                                 |                 |                 |                 |                 |                 |
| Net Cash Flow                   | \$68,721,567    | -\$60,373,467   | -\$211,293,761  | -\$211,293,761  | -\$211,293,761  |

Schedule 9: Cash Funds Reports  
 Department of Transportation  
 FY 2022-23 Budget Request  
 Fund 4030 - Law Enforcement Assistance Fund (LEAF)  
 Section 43-4-401, C.R.S. (2021)

|  | Actual<br>FY 2018-19 | Actual<br>FY 2019-20 | Actual<br>FY 2020-21 | Projected<br>FY 2021-22 | Projected<br>FY 2022-23 |
|--|----------------------|----------------------|----------------------|-------------------------|-------------------------|
| <b>Year Beginning Fund Balance (A)</b>           | <b>-\$55,987.06</b>  | <b>\$323,560</b>     | <b>\$716,863</b>     | <b>\$555,608</b>        | <b>\$555,608</b>        |
| Changes in Cash Assets                           | \$364,323            | \$393,302            | -\$81,489            | \$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                     | \$15,224             | \$0                  | -\$79,766            | \$0                     | \$0                     |
| <b>TOTAL CHANGES TO FUND BALANCE</b>             | <b>\$379,547.52</b>  | <b>\$393,302</b>     | <b>-\$161,255</b>    | <b>\$0</b>              | <b>\$0</b>              |
| <b>Assets Total</b>                              | <b>\$323,560</b>     | <b>\$716,863</b>     | <b>\$635,374</b>     | <b>\$635,374</b>        | <b>\$635,374</b>        |
| Cash (B)   | \$323,560            | \$716,863            | \$635,374            | \$635,374               | \$635,374               |
| Other Assets(Detail as necessary)                |                      |                      |                      |                         |                         |
| Receivables                                      |                      |                      |                      |                         |                         |
| <b>Liabilities Total</b>                         | <b>\$0</b>           | <b>\$0</b>           | <b>\$79,766</b>      | <b>\$79,766</b>         | <b>\$79,766</b>         |
| Cash Liabilities (C )                            | \$0                  | \$0                  | \$79,766             | \$79,766                | \$79,766                |
| Long Term Liabilities                            |                      |                      |                      |                         |                         |
| <b>Ending Fund Balance (D)</b>                   | <b>\$323,560</b>     | <b>\$716,863</b>     | <b>\$555,608</b>     | <b>\$555,608</b>        | <b>\$555,608</b>        |
| <b>Logical Test</b>                              | <b>TRUE</b>          | <b>TRUE</b>          | <b>TRUE</b>          | <b>TRUE</b>             | <b>TRUE</b>             |
| <b>Net Cash Assets - (B-C)</b>                   | <b>\$323,560</b>     | <b>\$716,863</b>     | <b>\$555,608</b>     | <b>\$555,608</b>        | <b>\$555,608</b>        |
| <b>Change from Prior Year Fund Balance (D-A)</b> | <b>\$379,548</b>     | <b>\$393,302</b>     | <b>-\$161,255</b>    | <b>\$0</b>              | <b>\$0</b>              |

**Cash Flow Summary**

|                                 |             |             |             |             |             |
|---------------------------------|-------------|-------------|-------------|-------------|-------------|
| Revenue Total                   | \$1,667,153 | \$1,842,388 | \$1,296,682 | \$1,296,682 | \$1,296,682 |
| Fees                            | \$1,664,936 | \$1,832,290 | \$1,287,551 | \$1,287,551 | \$1,287,551 |
| Interest                        | \$2,217     | \$10,098    | \$9,131     | \$9,131     | \$9,131     |
| Expenses Total                  | \$1,285,388 | \$1,449,086 | \$1,457,937 | \$1,296,682 | \$1,296,682 |
| Cash Expenditures               | \$1,285,388 | \$1,449,086 | \$1,457,937 | \$1,296,682 | \$1,296,682 |
| Change Requests (If Applicable) |             |             |             |             |             |
| Net Cash Flow                   | \$381,765   | \$393,302   | -\$161,255  | \$0         | \$0         |

Schedule 9: Cash Funds Reports  
 Department of Transportation  
 FY 2022-23 Budget Request  
 Fund 4380 - First Time Drunk Driving Offenders Account  
 Section 43-4-901, C.R.S. (2021)

|  | Actual<br>FY 2018-19 | Actual<br>FY 2019-20 | Actual<br>FY 2020-21 | Projected<br>FY 2021-22 | Projected<br>FY 2022-23 |
|--|----------------------|----------------------|----------------------|-------------------------|-------------------------|
| <b>Year Beginning Fund Balance (A)</b>           | <b>\$3,265,129</b>   | <b>\$2,657,138</b>   | <b>\$1,716,199</b>   | <b>\$1,313,972</b>      | <b>\$2,102,265</b>      |
| Changes in Cash Assets                           | -\$544,031           | -\$1,097,180         | -\$385,743           | \$788,293               | -\$1,000,000            |
| Changes in Non-Cash Assets                       | \$0                  | \$0                  | \$0                  | \$0                     | \$0                     |
| Changes in Long-Term Assets                      | \$0                  | \$0                  | \$0                  | \$0                     | \$0                     |
| Changes in Total Liabilities                     | -\$63,960            | \$156,241            | -\$16,484            | \$0                     | \$0                     |
| <b>TOTAL CHANGES TO FUND BALANCE</b>             | <b>-\$607,991</b>    | <b>-\$940,939</b>    | <b>-\$402,227</b>    | <b>\$788,293</b>        | <b>-\$1,000,000</b>     |
| <b>Assets Total</b>                              | <b>\$2,902,207</b>   | <b>\$1,805,026</b>   | <b>\$1,419,283</b>   | <b>\$2,207,577</b>      | <b>\$1,207,577</b>      |
| Cash (B)   | \$2,902,207          | \$1,805,026          | \$1,419,283          | \$2,207,577             | \$1,207,577             |
| Other Assets(Detail as necessary)                |                      |                      |                      |                         |                         |
| Receivables                                      | \$0                  | \$0                  |                      |                         |                         |
| <b>Liabilities Total</b>                         | <b>\$245,069</b>     | <b>\$88,827</b>      | <b>\$105,311</b>     | <b>\$105,311</b>        | <b>\$105,311</b>        |
| Cash Liabilities (C )                            | \$245,069            | \$88,827             | \$105,311            | \$105,311               | \$105,311               |
| Long Term Liabilities                            |                      |                      |                      |                         |                         |
| <b>Ending Fund Balance (D)</b>                   | <b>\$2,657,138</b>   | <b>\$1,716,199</b>   | <b>\$1,313,972</b>   | <b>\$2,102,265</b>      | <b>\$1,102,265</b>      |
| <b>Logical Test</b>                              | <b>TRUE</b>          | <b>TRUE</b>          | <b>TRUE</b>          | <b>TRUE</b>             | <b>TRUE</b>             |
| <b>Net Cash Assets - (B-C)</b>                   | <b>\$2,657,138</b>   | <b>\$1,716,199</b>   | <b>\$1,313,972</b>   | <b>\$2,102,265</b>      | <b>\$1,102,265</b>      |
| <b>Change from Prior Year Fund Balance (D-A)</b> | <b>-\$607,991</b>    | <b>-\$940,939</b>    | <b>-\$402,227</b>    | <b>\$788,293</b>        | <b>-\$1,000,000</b>     |

**Cash Flow Summary**

|                                 |             |            |           |             |              |
|---------------------------------|-------------|------------|-----------|-------------|--------------|
| Revenue Total                   | \$1,500,000 | \$200      | \$600,000 | \$2,000,000 | \$0          |
| Intracabinet Transfer           | \$1,500,000 | \$200      | \$600,000 | \$2,000,000 | \$0          |
| Interest                        |             |            |           |             |              |
| Expenses Total                  | \$1,363,157 | \$941,139  | \$402,227 | \$1,000,000 | \$1,102,265  |
| Cash Expenditures               | \$1,363,157 | \$941,139  | \$402,227 | \$1,000,000 | \$1,102,265  |
| Change Requests (If Applicable) |             |            |           |             |              |
| Net Cash Flow                   | \$136,843   | -\$940,939 | \$197,773 | \$1,000,000 | -\$1,102,265 |

Schedule 9: Cash Funds Reports  
Department of Transportation  
FY 2022-23 Budget Request  
Fund 5360 - Statewide Transportation Enterprise Special Revenue Fund  
Section 43-4-806 (3) (a), C.R.S. (2021)

|  | Actual<br>FY 2018-19 | Actual<br>FY 2019-20 | Actual<br>FY 2020-21  | Projected<br>FY 2021-22 | Projected<br>FY 2022-23 |
|--|----------------------|----------------------|-----------------------|-------------------------|-------------------------|
| <b>Year Beginning Fund Balance (A)</b>           | <b>\$152,355,849</b> | <b>\$154,483,936</b> | <b>\$231,115,564</b>  | <b>\$128,488,812</b>    | <b>\$128,488,812</b>    |
| Changes in Cash Assets                           | \$3,609,479          | -\$665,354           | \$9,490,975           | \$0                     | \$0                     |
| Changes in Non-Cash Assets                       | \$188,094            | -\$265,726           | \$477,690             | \$0                     | \$0                     |
| Changes in Long-Term Assets                      | \$42,173,136         | \$72,623,683         | -\$31,150,722         | \$0                     | \$0                     |
| Changes in Total Liabilities                     | -\$43,842,622        | \$4,939,024          | -\$81,444,694         | \$0                     | \$0                     |
| <b>TOTAL CHANGES TO FUND BALANCE</b>             | <b>\$2,128,087</b>   | <b>\$76,631,628</b>  | <b>-\$102,626,752</b> | <b>\$0</b>              | <b>\$0</b>              |
| <b>Assets Total</b>                              | <b>\$601,324,740</b> | <b>\$673,017,343</b> | <b>\$651,835,286</b>  | <b>\$651,835,286</b>    | <b>\$651,835,286</b>    |
| Cash (B)   | \$30,325,973         | \$29,660,620         | \$39,151,594          | \$39,151,594            | \$39,151,594            |
| Other Assets(Detail as necessary)                |                      |                      |                       |                         |                         |
| Receivables                                      | \$506,430            | \$240,704            | \$718,394             | \$718,394               | \$718,394               |
| Infrastructure                                   | \$570,492,337        | \$643,116,020        | \$611,965,297         | \$611,965,297           | \$611,965,297           |
| <b>Liabilities Total</b>                         | <b>\$446,840,803</b> | <b>\$441,901,779</b> | <b>\$523,346,474</b>  | <b>\$523,346,474</b>    | <b>\$523,346,474</b>    |
| Cash Liabilities (C )                            |                      |                      |                       |                         |                         |
| Long Term Liabilities                            | \$446,840,803        | \$441,901,779        | \$523,346,474         | \$523,346,474           | \$523,346,474           |
| <b>Ending Fund Balance (D)</b>                   | <b>\$154,483,936</b> | <b>\$231,115,564</b> | <b>\$128,488,812</b>  | <b>\$128,488,812</b>    | <b>\$128,488,812</b>    |
| <b>Logical Test</b>                              | <b>TRUE</b>          | <b>TRUE</b>          | <b>TRUE</b>           | <b>TRUE</b>             | <b>TRUE</b>             |
| <b>Net Cash Assets - (B-C)</b>                   | <b>\$30,325,973</b>  | <b>\$29,660,620</b>  | <b>\$39,151,594</b>   | <b>\$39,151,594</b>     | <b>\$39,151,594</b>     |
| <b>Change from Prior Year Fund Balance (D-A)</b> | <b>\$2,128,087</b>   | <b>\$76,631,628</b>  | <b>-\$102,626,752</b> | <b>\$0</b>              | <b>\$0</b>              |

**Cash Flow Summary**

|   |              |              |                |              |              |
|---|--------------|--------------|----------------|--------------|--------------|
| Revenue Total                             | \$17,760,695 | \$94,376,637 | -\$62,598,029  | \$18,630,737 | \$19,863,867 |
| Fees                                      | \$15,127,594 | \$77,469,708 | \$26,294,214   | \$18,630,737 | \$19,863,867 |
| Interest                                  | \$1,489,986  | \$945,715    | \$442,003      |              |              |
| Gain/Loss on the Disposal of Fixed Assets | \$1,143,116  | \$15,961,214 | -\$89,334,246  |              |              |
| Expenses Total                            | \$15,632,608 | \$17,745,009 | \$40,028,723   | \$18,630,737 | \$19,863,867 |
| Cash Expenditures                         | \$15,632,608 | \$17,745,009 | \$40,028,723   | \$18,630,737 | \$19,863,867 |
| Change Requests (If Applicable)           | \$0          |              |                |              |              |
| Net Cash Flow                             | \$2,128,087  | \$76,631,628 | -\$102,626,752 | \$0          | \$0          |

Schedule 9: Cash Funds Reports  
 Department of Transportation  
 FY 2022-23 Budget Request  
 Fund 5370 - Statewide Transportation Enterprise Operating Fund  
 Section 43-4-806 (4), C.R.S. (2021)

|  | Actual<br>FY 2018-19 | Actual<br>FY 2019-20 | Actual<br>FY 2020-21 | Projected<br>FY 2021-22 | Projected<br>FY 2022-23 |
|--|----------------------|----------------------|----------------------|-------------------------|-------------------------|
| <b>Year Beginning Fund Balance (A)</b>           | <b>-\$2,015,184</b>  | <b>-\$1,473,975</b>  | <b>\$1,960,269</b>   | <b>\$1,832,929</b>      | <b>\$1,832,929</b>      |
| Changes in Cash Assets                           | \$1,091,875          | -\$603,620           | \$468,445            | \$0                     | \$0                     |
| Changes in Non-Cash Assets                       | -\$520               | \$2,609,267          | -\$2,299,070         | \$0                     | \$0                     |
| Changes in Long-Term Assets                      |                      |                      |                      |                         |                         |
| Changes in Total Liabilities                     | -\$550,145           | \$1,428,597          | \$1,703,285          | \$0                     | \$0                     |
| <b>TOTAL CHANGES TO FUND BALANCE</b>             | <b>\$541,210</b>     | <b>\$3,434,244</b>   | <b>-\$127,340</b>    | <b>\$0</b>              | <b>\$0</b>              |
| <b>Assets Total</b>                              | <b>\$4,842,175</b>   | <b>\$6,847,822</b>   | <b>\$5,017,197</b>   | <b>\$5,017,197</b>      | <b>\$5,017,197</b>      |
| Cash (B)   | \$4,840,757          | \$4,237,138          | \$4,705,583          | \$4,705,583             | \$4,705,583             |
| Other Assets(Detail as necessary)                |                      |                      |                      |                         |                         |
| Receivables                                      | \$1,418              | \$2,610,684          | \$311,614            | \$311,614               | \$311,614               |
| <b>Liabilities Total</b>                         | <b>\$6,316,150</b>   | <b>\$4,887,553</b>   | <b>\$3,184,268</b>   | <b>\$3,184,268</b>      | <b>\$3,184,268</b>      |
| Cash Liabilities (C )                            | \$4,326,824          | \$4,838,495          | \$3,110,626          | \$3,110,626             | \$3,110,626             |
| Long Term Liabilities                            | \$1,989,326          | \$49,059             | \$73,642             | \$73,642                | \$73,642                |
| <b>Ending Fund Balance (D)</b>                   | <b>-\$1,473,975</b>  | <b>\$1,960,269</b>   | <b>\$1,832,929</b>   | <b>\$1,832,929</b>      | <b>\$1,832,929</b>      |
| <b>Logical Test</b>                              | <b>TRUE</b>          | <b>TRUE</b>          | <b>TRUE</b>          | <b>TRUE</b>             | <b>TRUE</b>             |
| <b>Net Cash Assets - (B-C)</b>                   | <b>\$513,933</b>     | <b>-\$601,357</b>    | <b>\$1,594,957</b>   | <b>\$1,594,957</b>      | <b>\$1,594,957</b>      |
| <b>Change from Prior Year Fund Balance (D-A)</b> | <b>\$541,210</b>     | <b>\$3,434,244</b>   | <b>-\$127,340</b>    | <b>\$0</b>              | <b>\$0</b>              |

**Cash Flow Summary**

|                                 |                  |                    |                   |             |             |
|---------------------------------|------------------|--------------------|-------------------|-------------|-------------|
| Revenue Total                   | \$5,424,451      | \$9,307,712        | \$6,731,079       | \$4,050,000 | \$4,050,000 |
| Fees                            | \$5,293,881      | \$9,162,591        | \$6,645,550       | \$4,050,000 | \$4,050,000 |
| Interest                        | \$130,570        | \$145,120          | \$85,529          |             |             |
| Expenses Total                  | \$4,883,241      | \$5,873,468        | \$6,858,419       | \$4,050,000 | \$4,050,000 |
| Cash Expenditures               | \$4,883,241      | \$5,873,468        | \$6,858,419       | \$4,050,000 | \$4,050,000 |
| Change Requests (If Applicable) |                  |                    |                   |             |             |
| <b>Net Cash Flow</b>            | <b>\$541,210</b> | <b>\$3,434,244</b> | <b>-\$127,340</b> | <b>\$0</b>  | <b>\$0</b>  |

Schedule 9: Cash Funds Reports  
 Department of Transportation  
 FY 2022-23 Budget Request  
 Fund 5380 - Bridge Special Fund  
 Section 43-4-805 (3) (a), C.R.S. (2021)

|  | Actual<br>FY 2018-19   | Actual<br>FY 2019-20   | Actual<br>FY 2020-21   | Projected<br>FY 2021-22 | Projected<br>FY 2022-23 |
|--|------------------------|------------------------|------------------------|-------------------------|-------------------------|
| <b>Year Beginning Fund Balance (A)</b>           | <b>\$871,269,693</b>   | <b>\$1,000,138,870</b> | <b>\$1,127,557,661</b> | <b>\$1,233,153,501</b>  | <b>\$1,233,153,501</b>  |
| Changes in Cash Assets                           | \$37,052,675           | \$59,637,982           | -\$51,730,718          | \$0                     | \$0                     |
| Changes in Non-Cash Assets                       | \$104,267,844          | \$70,799,543           | \$172,227,033          | \$0                     | \$0                     |
| Changes in Receivables                           | -\$796,852             | \$948,658              | -\$3,212,285           | \$0                     | \$0                     |
| Changes in Depreciation                          | -\$9,284,227           | -\$10,520,169          | -\$10,932,932          | \$0                     | \$0                     |
| Changes in Total Liabilities                     | -\$2,370,264           | \$6,552,777            | -\$755,258             | \$0                     | \$0                     |
| <b>TOTAL CHANGES TO FUND BALANCE</b>             | <b>\$128,869,176</b>   | <b>\$127,418,791</b>   | <b>\$105,595,840</b>   | <b>\$0</b>              | <b>\$0</b>              |
| <b>Assets Total</b>                              | <b>\$1,323,073,612</b> | <b>\$1,443,939,627</b> | <b>\$1,550,290,724</b> | <b>\$1,550,290,724</b>  | <b>\$1,550,290,724</b>  |
| Cash (B)   | \$248,793,662          | \$308,431,644          | \$256,700,926          | \$256,700,926           | \$256,700,926           |
| Other Assets                                     |                        |                        |                        |                         |                         |
| Infrastructure                                   | \$1,104,069,721        | \$1,174,869,265        | \$1,347,096,298        | \$1,347,096,298         | \$1,347,096,298         |
| Receivables                                      | \$9,952,970            | \$10,901,629           | \$7,689,343            | \$7,689,343             | \$7,689,343             |
| Depreciation - Bridges & Tunnels                 | -\$39,742,742          | -\$50,262,911          | -\$61,195,843          | -\$61,195,843           | -\$61,195,843           |
| <b>Liabilities Total</b>                         | <b>\$322,934,742</b>   | <b>\$316,381,965</b>   | <b>\$317,137,223</b>   | <b>\$317,137,223</b>    | <b>\$317,137,223</b>    |
| Cash Liabilities (C)                             | \$6,428,341            | \$2,210,987            | \$3,216,085            | \$3,216,085             | \$3,216,085             |
| Long Term Liabilities                            | \$316,506,401          | \$314,170,978          | \$313,921,138          | \$313,921,138           | \$313,921,138           |
|  |                        |                        |                        |                         |                         |
| <b>Ending Fund Balance (D)</b>                   | <b>\$1,000,138,870</b> | <b>\$1,127,557,661</b> | <b>\$1,233,153,501</b> | <b>\$1,233,153,501</b>  | <b>\$1,233,153,501</b>  |
| <b>Logical Test</b>                              | <b>TRUE</b>            | <b>TRUE</b>            | <b>TRUE</b>            | <b>TRUE</b>             | <b>TRUE</b>             |
|  |                        |                        |                        |                         |                         |
| <b>Net Cash Assets - (B-C)</b>                   | <b>\$242,365,321</b>   | <b>\$306,220,657</b>   | <b>\$253,484,842</b>   | <b>\$253,484,842</b>    | <b>\$253,484,842</b>    |
| <b>Change from Prior Year Fund Balance (D-A)</b> | <b>\$128,869,176</b>   | <b>\$127,418,791</b>   | <b>\$105,595,840</b>   | <b>\$0</b>              | <b>\$0</b>              |

**Cash Flow Summary**

|                                 |                      |                      |                      |                      |                      |
|---------------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Revenue Total                   | \$134,112,467        | \$142,150,261        | \$118,119,723        | \$125,344,441        | \$145,186,737        |
| Fees                            | \$128,621,647        | \$135,644,761        | \$114,537,620        | \$125,344,441        | \$145,186,737        |
| Interest                        | \$5,490,820          | \$6,505,501          | \$3,582,103          |                      |                      |
| Federal                         |                      |                      |                      |                      |                      |
| Expenses Total                  | \$12,605,239         | \$14,731,470         | \$12,523,883         | \$12,523,883         | \$12,523,883         |
| Cash Expenditures               | \$12,605,239         | \$14,731,470         | \$12,523,883         | \$12,523,883         | \$12,523,883         |
| Change Requests (If Applicable) |                      |                      |                      |                      |                      |
|                                 |                      |                      |                      |                      |                      |
|                                 |                      |                      |                      |                      |                      |
| <b>Net Cash Flow</b>            | <b>\$121,507,228</b> | <b>\$127,418,791</b> | <b>\$105,595,840</b> | <b>\$112,820,558</b> | <b>\$132,662,854</b> |

Schedule 9: Cash Funds Reports  
 Department of Transportation  
 FY 2022-23 Budget Request  
 Fund 7150 - Transportation Infrastructure Revolving Fund  
 Section 43-1-113.5, C.R.S. (2021)

|  | Actual<br>FY 2018-19 | Actual<br>FY 2019-20 | Actual<br>FY 2020-21 | Projected<br>FY 2021-22 | Projected<br>FY 2022-23 |
|--|----------------------|----------------------|----------------------|-------------------------|-------------------------|
| <b>Year Beginning Fund Balance (A)</b>           | <b>\$27,654,322</b>  | <b>\$28,534,325</b>  | <b>\$29,459,142</b>  | <b>\$29,913,459</b>     | <b>\$29,913,459</b>     |
| Changes in Cash Assets                           | \$977,381            | -\$5,083,226         | -\$3,966,279         | \$0                     | \$0                     |
| Changes in Non-Cash Assets                       | -\$97,378            | \$6,008,043          | \$4,420,596          | \$0                     | \$0                     |
| Changes in Long-Term Assets                      | \$0                  | \$0                  | \$0                  | \$0                     | \$0                     |
| Changes in Total Liabilities                     | \$0                  | \$0                  | \$0                  | \$0                     | \$0                     |
| <b>TOTAL CHANGES TO FUND BALANCE</b>             | <b>\$880,003</b>     | <b>\$924,817</b>     | <b>\$454,317</b>     | <b>\$0</b>              | <b>\$0</b>              |
| <b>Assets Total</b>                              | <b>\$28,534,325</b>  | <b>\$29,459,142</b>  | <b>\$29,913,459</b>  | <b>\$29,913,459</b>     | <b>\$29,913,459</b>     |
| Cash (B)   | \$13,477,307         | \$8,394,081          | \$4,427,802          | \$4,427,802             | \$4,427,802             |
| Other Assets(Detail as necessary)                |                      |                      |                      |                         |                         |
| Receivables                                      | \$15,057,018         | \$21,065,061         | \$25,485,657         | \$25,485,657            | \$25,485,657            |
|  |                      |                      |                      |                         |                         |
| <b>Liabilities Total</b>                         | <b>\$0</b>           | <b>\$0</b>           | <b>\$0</b>           | <b>\$0</b>              | <b>\$0</b>              |
| Cash Liabilities (C )                            | \$0                  | \$0                  | \$0                  | \$0                     | \$0                     |
| Long Term Liabilities                            |                      |                      |                      |                         |                         |
|  |                      |                      |                      |                         |                         |
| <b>Ending Fund Balance (D)</b>                   | <b>\$28,534,325</b>  | <b>\$29,459,142</b>  | <b>\$29,913,459</b>  | <b>\$29,913,459</b>     | <b>\$29,913,459</b>     |
| <b>Logical Test</b>                              | <b>TRUE</b>          | <b>TRUE</b>          | <b>TRUE</b>          | <b>TRUE</b>             | <b>TRUE</b>             |
|  |                      |                      |                      |                         |                         |
| <b>Net Cash Assets - (B-C)</b>                   | <b>\$13,477,307</b>  | <b>\$8,394,081</b>   | <b>\$4,427,802</b>   | <b>\$4,427,802</b>      | <b>\$4,427,802</b>      |
| <b>Change from Prior Year Fund Balance (D-A)</b> | <b>\$880,003</b>     | <b>\$924,817</b>     | <b>\$454,317</b>     | <b>\$0</b>              | <b>\$0</b>              |

**Cash Flow Summary**

|                                 |           |           |           |           |           |
|---------------------------------|-----------|-----------|-----------|-----------|-----------|
| Revenue Total                   | \$880,003 | \$924,817 | \$454,317 | \$454,317 | \$454,317 |
| Fees                            |           |           |           |           |           |
| Interest                        | \$880,003 | \$924,817 | \$454,317 | \$454,317 | \$454,317 |
|                                 |           |           |           |           |           |
| 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                   | \$880,003 | \$924,817 | \$454,317 | \$454,317 | \$454,317 |



Schedule 9: Cash Funds Reports  
 Department of Transportation  
 FY 2022-23 Budget Request  
 Fund MTOC - Multimodal Transportation Options Fund  
 Section 43-4-1103, C.R.S. (2021)

|  | Actual<br>FY 2018-19 | Actual<br>FY 2019-20 | Actual<br>FY 2020-21 | Projected<br>FY 2021-22 | Projected<br>FY 2022-23 |
|--|----------------------|----------------------|----------------------|-------------------------|-------------------------|
| <b>Year Beginning Fund Balance (A)</b>           | <b>\$0</b>           | <b>\$0</b>           | <b>\$0</b>           | <b>\$0</b>              | <b>\$0</b>              |
| Changes in Cash Assets                           | \$0                  | \$0                  | \$161,340,000        | \$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                  | -\$161,340,000       | \$0                     | \$0                     |
| <b>TOTAL CHANGES TO FUND BALANCE</b>             | <b>\$0</b>           | <b>\$0</b>           | <b>\$0</b>           | <b>\$0</b>              | <b>\$0</b>              |
| <b>Assets Total</b>                              | <b>\$0</b>           | <b>\$0</b>           | <b>\$161,340,000</b> | <b>\$161,340,000</b>    | <b>\$161,340,000</b>    |
| Cash (B)   |                      |                      | \$161,340,000        | \$161,340,000           | \$161,340,000           |
| Other Assets(Detail as necessary)                |                      |                      |                      |                         |                         |
| Receivables                                      |                      |                      |                      |                         |                         |
| <b>Liabilities Total</b>                         | <b>\$0</b>           | <b>\$0</b>           | <b>\$161,340,000</b> | <b>\$161,340,000</b>    | <b>\$161,340,000</b>    |
| Cash Liabilities (C )                            | \$0                  | \$0                  | \$161,340,000        | \$161,340,000           | \$161,340,000           |
| Long Term Liabilities                            | \$0                  | \$0                  |                      |                         |                         |
| <b>Ending Fund Balance (D)</b>                   | <b>\$0</b>           | <b>\$0</b>           | <b>\$0</b>           | <b>\$0</b>              | <b>\$0</b>              |
| <b>Logical Test</b>                              | <b>TRUE</b>          | <b>TRUE</b>          | <b>TRUE</b>          | <b>TRUE</b>             | <b>TRUE</b>             |
| <b>Net Cash Assets - (B-C)</b>                   | <b>\$0</b>           | <b>\$0</b>           | <b>\$0</b>           | <b>\$0</b>              | <b>\$0</b>              |
| <b>Change from Prior Year Fund Balance (D-A)</b> | <b>\$0</b>           | <b>\$0</b>           | <b>\$0</b>           | <b>\$0</b>              | <b>\$0</b>              |

**Cash Flow Summary**

|  |     |     |     |     |     |
|--|-----|-----|-----|-----|-----|
| Revenue Total                          | \$0 | \$0 | \$0 | \$0 | \$0 |
| Transfers in from General Fund Surplus | \$0 | \$0 | \$0 | \$0 | \$0 |
| Interest                               | \$0 | \$0 | \$0 | \$0 | \$0 |
| Expenses Total                         | \$0 | \$0 | \$0 | \$0 | \$0 |
| Cash Expenditures                      | \$0 | \$0 | \$0 | \$0 | \$0 |
| Change Requests (If Applicable)        | \$0 | \$0 | \$0 | \$0 | \$0 |
| Net Cash Flow                          | \$0 | \$0 | \$0 | \$0 | \$0 |

Schedule 9: Cash Funds Reports  
 Department of Transportation  
 FY 2022-23 Budget Request  
 Fund MTOF - Multimodal Transportation Options Fund  
 Section 43-4-1103, C.R.S. (2021)

|  | Actual<br>FY 2018-19 | Actual<br>FY 2019-20 | Actual<br>FY 2020-21 | Projected<br>FY 2021-22 | Projected<br>FY 2022-23 |
|--|----------------------|----------------------|----------------------|-------------------------|-------------------------|
| <b>Year Beginning Fund Balance (A)</b>           | <b>\$0</b>           | <b>\$73,343,643</b>  | <b>\$90,688,924</b>  | <b>\$84,948,339</b>     | <b>\$84,948,339</b>     |
| Changes in Cash Assets                           | \$73,343,643         | \$17,345,281         | -\$4,342,936         | \$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                  | -\$1,397,649         | \$0                     | \$0                     |
| <b>TOTAL CHANGES TO FUND BALANCE</b>             | <b>\$73,343,643</b>  | <b>\$17,345,281</b>  | <b>-\$5,740,585</b>  | <b>\$0</b>              | <b>\$0</b>              |
| <b>Assets Total</b>                              | <b>\$73,343,643</b>  | <b>\$90,688,924</b>  | <b>\$86,345,988</b>  | <b>\$86,345,988</b>     | <b>\$86,345,988</b>     |
| Cash (B)   | \$73,343,643         | \$90,688,924         | \$86,345,988         | \$86,345,988            | \$86,345,988            |
| Other Assets(Detail as necessary)                |                      |                      |                      |                         |                         |
| Receivables                                      | \$0                  | \$0                  | \$0                  | \$0                     | \$0                     |
| <b>Liabilities Total</b>                         | <b>\$0</b>           | <b>\$0</b>           | <b>\$1,397,649</b>   | <b>\$1,397,649</b>      | <b>\$1,397,649</b>      |
| Cash Liabilities (C)                             | \$0                  | \$0                  | \$1,397,649          | \$1,397,649             | \$1,397,649             |
| Long Term Liabilities                            | \$0                  | \$0                  | \$0                  | \$0                     | \$0                     |
| <b>Ending Fund Balance (D)</b>                   | <b>\$73,343,643</b>  | <b>\$90,688,924</b>  | <b>\$84,948,339</b>  | <b>\$84,948,339</b>     | <b>\$84,948,339</b>     |
| <b>Logical Test</b>                              | <b>TRUE</b>          | <b>TRUE</b>          | <b>TRUE</b>          | <b>TRUE</b>             | <b>TRUE</b>             |
| <b>Net Cash Assets - (B-C)</b>                   | <b>\$73,343,643</b>  | <b>\$90,688,924</b>  | <b>\$84,948,339</b>  | <b>\$84,948,339</b>     | <b>\$84,948,339</b>     |
| <b>Change from Prior Year Fund Balance (D-A)</b> | <b>\$73,343,643</b>  | <b>\$17,345,281</b>  | <b>-\$5,740,585</b>  | <b>\$0</b>              | <b>\$0</b>              |

**Cash Flow Summary**

|  |              |              |              |              |              |
|--|--------------|--------------|--------------|--------------|--------------|
| Revenue Total                          | \$75,843,643 | \$27,349,173 | -\$1,126,482 | \$0          | \$17,600,442 |
| Transfers in from General Fund Surplus | \$74,250,000 | \$22,500,000 | \$0          | \$0          | \$10,900,000 |
| Interest                               | \$1,593,643  | \$4,849,173  | \$1,084,072  | \$0          | \$0          |
| Unrealized Gain/Loss                   | \$0          | \$0          | -\$2,210,554 | \$0          | \$0          |
| Retail Delivery Fee                    | \$0          | \$0          | \$0          | \$0          | \$6,700,442  |
| Expenses Total                         | \$2,500,000  | \$10,003,892 | \$4,614,103  | \$4,614,103  | \$4,614,103  |
| Cash Expenditures                      | \$2,500,000  | \$10,003,892 | \$4,614,103  | \$4,614,103  | \$4,614,103  |
| Change Requests (If Applicable)        |              |              |              |              |              |
| Net Cash Flow                          | \$73,343,643 | \$17,345,281 | -\$5,740,585 | -\$4,614,103 | \$12,986,339 |

## Summary Tables

|                                       | FY 2019-20             | FY 2020-21             | FY 2021-22             | FY 2022-23             |
|---------------------------------------|------------------------|------------------------|------------------------|------------------------|
| CDOT Revenue                          | Actual                 | Actual                 | Forecast               | Forecast               |
| Highway Users Tax Fund – CDOT Portion | \$552,247,132          | \$536,517,936          | \$546,832,557          | \$560,697,104          |
| General Fund                          | \$215,000,000          | \$1,000,000            | \$324,000,000          | \$700,000              |
| SB 17-267 Lease-Purchase Agreements   | \$559,809,594          | \$620,559,397          | \$500,000,000          | \$0                    |
| Federal Programs                      | \$690,407,311          | \$856,299,655          | \$642,391,800          | \$644,874,855          |
| Aeronautics                           | \$26,620,907           | \$12,330,742           | \$20,000,000           | \$35,052,827           |
| Miscellaneous                         | \$50,580,787           | \$34,855,000           | \$31,856,809           | \$30,886,000           |
| State Multimodal Funding              | \$29,921,374           | \$154,440,000          | \$22,200,000           | \$24,510,730           |
| State Safety Education Funding        | \$3,810,279            | \$2,325,000            | \$3,874,000            | \$2,852,000            |
| State Infrastructure Bank             | \$684,989              | \$360,000              | \$168,000              | \$286,000              |
| Capital Construction Fund             | \$500,000              | \$500,000              | \$800,000              | \$950,000              |
| <b>Total</b>                          | <b>\$2,129,582,373</b> | <b>\$2,219,187,731</b> | <b>\$2,092,123,166</b> | <b>\$1,300,809,515</b> |

|  | FY 2019-20             | FY 2020-21             | FY 2021-22             | FY 2022-23             |
|--|------------------------|------------------------|------------------------|------------------------|
| CDOT Enterprise Revenue                    | Actual                 | Actual                 | Current22              | Current23              |
| High Performance Transportation Enterprise | \$22,433,690           | \$22,494,428           | \$22,680,735           | \$23,913,867           |
| Bridge and Tunnel Enterprise               | \$133,683,596          | \$116,518,364          | \$125,344,441          | \$145,186,737          |
| Clean Transit Enterprise                   | \$0                    | \$0                    | \$0                    | \$8,280,329            |
| Nonattainment Enterprise                   | \$0                    | \$0                    | \$0                    | \$7,125,226            |
|  | <b>\$156,117,286</b>   | <b>\$139,012,792</b>   | <b>\$148,025,176</b>   | <b>\$184,506,159</b>   |
| Total CDOT w/ Enterprises                  | <b>\$2,285,699,659</b> | <b>\$2,358,200,523</b> | <b>\$2,240,148,342</b> | <b>\$1,485,315,674</b> |

## FY 2019-20 - Long Bill View

| CDOT Long Bill Divisions                                       | Total                  | General Fund<br>Appropriation | Cash Funds             | Reappropriated Funds | Federal Funds        |
|--|------------------------|-------------------------------|------------------------|----------------------|----------------------|
| Administration (Appropriation)                                 | \$38,281,507           | \$0                           | \$38,218,284           | \$63,223             | \$0                  |
| CM&O   | \$2,065,250,866        | \$0                           | \$1,373,428,682        | \$1,414,873          | \$690,407,311        |
| Bridge Enterprise  | \$133,683,596          | \$0                           | \$133,683,596          | \$0                  | \$0                  |
| HPTE   | \$22,433,690           | \$0                           | \$16,833,690           | \$5,600,000          | \$0                  |
| Clean Transit Enterprise                                       | \$0                    | \$0                           | \$0                    | \$0                  | \$0                  |
| Nonattainment Enterprise                                       | \$0                    | \$0                           | \$0                    | \$0                  | \$0                  |
| Southwest Chief and Front Range Passenger Rail (Appropriation) | \$100,000              | \$0                           | \$100,000              | \$0                  | \$0                  |
| Special Purpose  |                        |                               |                        |                      |                      |
| FTDD (Appropriation)   | \$2,500,000            | \$0                           | \$2,500,000            | \$0                  | \$0                  |
| Marijuana Impaired Driving (Appropriation)                     | \$950,000              | \$0                           | \$950,000              | \$0                  | \$0                  |
| MTMOF (Appropriation)  | \$22,500,000           | \$0                           | \$22,500,000           | \$0                  | \$0                  |
| <b>Total</b>   | <b>\$2,285,199,659</b> | <b>\$0</b>                    | <b>\$1,588,214,252</b> | <b>\$7,078,096</b>   | <b>\$690,407,311</b> |

**FY 2020-21 - Long Bill View**

| <b>CDOT Long Bill Divisions</b>                                | <b>Total</b>           | <b>General Fund<br/>Appropriation</b> | <b>Cash Funds</b>      | <b>Reappropriated Funds</b> | <b>Federal Funds</b> |
|--|------------------------|---------------------------------------|------------------------|-----------------------------|----------------------|
| Administration (Appropriation)                                 | \$35,657,005           | \$0                                   | \$35,593,818           | \$63,187                    | \$0                  |
| CM&O   | \$2,180,480,726        | \$0                                   | \$1,322,766,162        | \$1,414,909                 | \$856,299,655        |
| Bridge Enterprise  | \$116,518,364          | \$0                                   | \$116,518,364          | \$0                         | \$0                  |
| HPTE   | \$22,494,428           | \$0                                   | \$16,894,428           | \$5,600,000                 | \$0                  |
| Clean Transit Enterprise                                       | \$0                    | \$0                                   | \$0                    | \$0                         | \$0                  |
| Nonattainment Enterprise                                       | \$0                    | \$0                                   | \$0                    | \$0                         | \$0                  |
| Southwest Chief and Front Range Passenger Rail (Appropriation) | \$100,000              | \$0                                   | \$100,000              | \$0                         | \$0                  |
| Special Purpose  |                        |                                       |                        |                             |                      |
| FTDD (Appropriation)   | \$1,500,000            | \$0                                   | \$1,500,000            | \$0                         | \$0                  |
| Marijuana Impaired Driving (Appropriation)                     | \$450,000              | \$0                                   | \$450,000              | \$0                         | \$0                  |
| Transportation Services for Vulnerable Populations             | \$1,000,000            | \$1,000,000                           | \$0                    | \$0                         | \$0                  |
| MTMOF (Appropriation)  | \$0                    | \$0                                   | \$0                    | \$0                         | \$0                  |
| <b>Total</b>   | <b>\$2,357,700,523</b> | <b>\$1,000,000</b>                    | <b>\$1,493,822,772</b> | <b>\$7,078,096</b>          | <b>\$856,299,655</b> |

## HUTF Forecast by Source

|   | FY 2020-21<br>Actual   | FY 2021-22<br>Forecast | FY 2022-23<br>Forecast |
|---|------------------------|------------------------|------------------------|
| <b>Statewide HUTF Revenue by Source</b> | <b>\$1,043,104,749</b> | <b>\$1,076,392,100</b> | <b>\$1,114,850,346</b> |
| Motor Fuel Tax                          | \$593,646,466          | \$620,000,000          | \$635,000,000          |
| Motor Vehicle Registrations             | \$234,086,187          | \$228,000,000          | \$238,000,000          |
| Other HUTF*                             | \$25,695,843           | \$29,692,000           | \$27,534,000           |
| FASTER Collections                      | \$189,676,253          | \$198,700,100          | \$141,357,969          |
| Road Usage Fees                         | \$0                    | \$0                    | \$56,473,898           |
| Retail Delivery Fee                     | \$0                    | \$0                    | \$16,484,479           |

## Forecasted HUTF Distribution

|   | FY 2020-21<br>Actual   | FY 2021-22<br>Forecast | FY 2022-23<br>Forecast |
|---|------------------------|------------------------|------------------------|
| <b>Statewide HUTF Revenue by Source</b> | <b>\$1,043,104,749</b> | <b>\$1,076,392,100</b> | <b>\$1,114,850,346</b> |
| Distributions to Other State Agencies   | \$165,768,246          | \$181,217,280          | \$191,072,058          |
| CDOT                                    | \$536,517,936          | \$546,832,557          | \$560,697,104          |
| Counties                                | \$198,596,858          | \$202,210,593          | \$210,316,137          |
| Municipalities                          | \$136,921,709          | \$140,831,670          | \$147,465,047          |
| Distributed for Other Purposes          | \$5,300,000            | \$5,300,000            | \$5,300,000            |

## (1) Total Common Policy Allocations

|   | FY 2020-21 Final    | FY 2021-22 Final    | FY 2022-23<br>November 1 Request | FY 2022-23 Base<br>Adjustment |
|---|---------------------|---------------------|----------------------------------|-------------------------------|
| <b>TA-04 FY Statewide Operating Common Policy Adjustments</b>       | <b>\$9,084,431</b>  | <b>\$10,995,532</b> | <b>\$11,220,544</b>              | <b>\$225,012</b>              |
| Administrative Law Judge  | \$672               | \$15,646            | \$7,881                          | (\$7,765)                     |
| Capitol Complex Leased Space  | \$124,420           | \$139,820           | \$124,319                        | (\$15,501)                    |
| CORE Operations   | \$168,188           | \$133,036           | \$154,469                        | \$21,433                      |
| Risk Management   | \$3,901,191         | \$6,055,695         | \$7,279,726                      | \$1,224,031                   |
| Workers' Comp   | \$4,889,960         | \$4,651,335         | \$3,654,149                      | (\$997,186)                   |
| <b>TA-05 OIT Common Policy Adjustment</b>                           | <b>\$19,163,155</b> | <b>\$19,519,425</b> | <b>\$23,789,180</b>              | <b>\$4,269,755</b>            |
| Total OIT Common Policy Adjustment                                  | \$19,163,155        | \$19,519,425        | \$23,789,180                     | \$4,269,755                   |
| <b>TA-06 FY 2021-22 Total Compensation Request</b>                  | <b>\$7,875,073</b>  | <b>\$8,800,222</b>  | <b>\$9,100,319</b>               | <b>\$709,026</b>              |
| Salary Survey   | \$0                 | \$407,894           | \$425,223                        | \$425,223                     |
| Merit Pay   | \$0                 | \$0                 | \$0                              | \$0                           |
| PERA Direct Distribution  | \$5,197,200         | \$5,419,752         | \$5,267,647                      | (\$152,105)                   |
| Paid Family and Medical Leave Insurance                             | \$0                 | \$0                 | \$29,126                         | \$29,126                      |
| Shift   | \$30,643            | \$22,118            | \$12,024                         | (\$10,094)                    |
| AED   | \$555,104           | \$624,233           | \$647,253                        | \$23,020                      |
| SAED  | \$555,104           | \$624,233           | \$647,253                        | \$23,020                      |
| Short-term Disability   | \$18,523            | \$19,940            | \$20,695                         | \$755                         |
| Health, Life and Dental   | \$1,458,525         | \$1,681,017         | \$1,988,227                      | \$307,210                     |
| Annualization of SB 18-200  | \$59,974            | \$1,035             | \$62,871                         | \$62,871                      |
| <b>TA-07 Statewide Indirect Cost Recoveries Common Policy Adjus</b> | <b>\$1,500,681</b>  | <b>\$1,642,236</b>  | <b>\$1,909,099</b>               | <b>\$266,863</b>              |
| Statewide Indirects   | \$1,500,681         | \$1,642,236         | \$1,909,099                      | \$266,863                     |
| <b>TA-10 Legal Services Allocation</b>                              | <b>\$1,783,282</b>  | <b>\$1,582,230</b>  | <b>\$1,640,493</b>               | <b>\$58,263</b>               |
| Legal Services  | \$1,783,282         | \$1,582,230         | \$1,640,493                      | \$58,263                      |
| <b>Total Request</b>  | <b>\$39,406,622</b> | <b>\$42,539,645</b> | <b>\$47,659,635</b>              | <b>\$5,528,919</b>            |

**(2) Administration Division (Appropriated)**

|   | FY 2020-21 Final    | FY 2021-22 Final    | FY 2022-23<br>November 1 Request | Difference         |
|---|---------------------|---------------------|----------------------------------|--------------------|
| <b>TA-04 FY Statewide Operating Common Policy Adjustments</b>       | <b>\$4,463,419</b>  | <b>\$6,600,020</b>  | <b>\$7,767,373</b>               | <b>\$1,167,353</b> |
| Administrative Law Judge  | \$672               | \$15,646            | \$7,881                          | (\$7,765)          |
| Capitol Complex Leased Space  | \$124,420           | \$139,820           | \$124,319                        | (\$15,501)         |
| CORE Operations   | \$168,188           | \$133,036           | \$154,469                        | \$21,433           |
| Risk Management   | \$3,901,191         | \$6,055,695         | \$7,279,726                      | \$1,224,031        |
| Workers' Comp - 5.5% of total allocation                            | \$268,948           | \$255,823           | \$200,978                        | (\$54,845)         |
| <b>TA-05 OIT Common Policy Adjustment</b>                           | <b>\$7,083,044</b>  | <b>\$7,285,173</b>  | <b>\$9,135,056</b>               | <b>\$1,849,883</b> |
| OIT Administration Adjustment -37.5% of total allocation            | \$7,083,044         | \$7,285,173         | \$9,135,056                      | \$1,849,883        |
| <b>TA-06 FY 2021-22 Total Compensation Request</b>                  | <b>\$2,965,492</b>  | <b>\$3,680,405</b>  | <b>\$4,124,189</b>               | <b>\$852,713</b>   |
| Salary Survey   | \$0                 | \$407,894           | \$425,223                        | \$425,223          |
| Merit Pay   | \$0                 | \$0                 | \$0                              | \$0                |
| PERA Direct Distribution - 5.5% of total allocation                 | \$287,619           | \$299,935           | \$291,517                        | (\$8,418)          |
| Paid Family and Medical Leave Insurance                             | \$0                 | \$0                 | \$29,126                         | \$29,126           |
| Shift   | \$30,643            | \$22,118            | \$12,024                         | (\$10,094)         |
| AED   | \$555,104           | \$624,233           | \$647,253                        | \$23,020           |
| SAED  | \$555,104           | \$624,233           | \$647,253                        | \$23,020           |
| Short-term Disability   | \$18,523            | \$19,940            | \$20,695                         | \$755              |
| Health, Life and Dental   | \$1,458,525         | \$1,681,017         | \$1,988,227                      | \$307,210          |
| Annualization of SB 18-200  | \$59,974            | \$1,035             | \$62,871                         | \$62,871           |
| <b>TA-07 Statewide Indirect Cost Recoveries Common Policy Adjus</b> | <b>\$82,537</b>     | <b>\$90,323</b>     | <b>\$105,000</b>                 | <b>\$14,677</b>    |
| Statewide Indirects -5.5% of total allocation                       | \$82,537            | \$90,323            | \$105,000                        | \$14,677           |
| <b>TA-10 Legal Services Allocation</b>                              | <b>\$1,058,882</b>  | <b>\$949,338</b>    | <b>\$984,296</b>                 | <b>\$34,958</b>    |
| Legal Services - 60% of total allocation                            | \$1,058,882         | \$949,338           | \$984,296                        | \$34,958           |
| <b>Total Request</b>  | <b>\$15,653,374</b> | <b>\$18,605,259</b> | <b>\$22,115,914</b>              | <b>\$3,919,584</b> |

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

|   | FY 2020-21 Final    | FY 2021-22 Final    | FY 2022-23<br>November 1 Request | Difference         |
|---|---------------------|---------------------|----------------------------------|--------------------|
| <b>TA-04 FY Statewide Operating Common Policy Adjustments</b>       | <b>\$4,621,012</b>  | <b>\$4,395,512</b>  | <b>\$3,453,171</b>               | <b>(\$942,341)</b> |
| Workers' Comp - CM&O  | \$4,617,935         | \$4,392,435         | \$3,450,094                      | (\$942,341)        |
| Workers' Comp - Aeronautics Allocation                              | \$3,077             | \$3,077             | \$3,077                          | \$0                |
| <b>TA-05 OIT Common Policy Adjustment</b>                           | <b>\$3,830,767</b>  | <b>\$3,749,497</b>  | <b>\$4,014,882</b>               | <b>\$265,385</b>   |
| OIT TC Directed State Highway Fund                                  | \$1,016,138         | \$1,045,136         | \$1,310,521                      | \$265,385          |
| Digital Trunk Radio   | \$2,814,629         | \$2,704,361         | \$2,704,361                      | \$0                |
| <b>TA-06 FY 2021-22 Total Compensation Request</b>                  | <b>\$3,133,858</b>  | <b>\$3,268,055</b>  | <b>\$3,176,337</b>               | <b>(\$91,718)</b>  |
| PERA Direct Distribution - 60.3% of total allocation                | \$3,133,858         | \$3,268,055         | \$3,176,337                      | (\$91,718)         |
| <b>TA-07 Statewide Indirect Cost Recoveries Common Policy Adjus</b> | <b>\$1,418,144</b>  | <b>\$1,551,913</b>  | <b>\$1,804,099</b>               | <b>\$252,186</b>   |
| Statewide Indirects -94.5% of total allocation                      | \$1,418,144         | \$1,551,913         | \$1,804,099                      | \$252,186          |
| <b>Total Request</b>  | <b>\$13,003,781</b> | <b>\$12,964,977</b> | <b>\$12,448,489</b>              | <b>(\$516,488)</b> |

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

|  | FY 2020-21 Final    | FY 2021-22 Final    | FY 2022-23<br>November 1 Request | Difference         |
|--|---------------------|---------------------|----------------------------------|--------------------|
| <b>TA-05 OIT Common Policy Adjustment</b>            | <b>\$8,249,344</b>  | <b>\$8,484,756</b>  | <b>\$10,639,242</b>              | <b>\$2,154,486</b> |
| OIT Indirect   | \$8,249,344         | \$8,484,756         | \$10,639,242                     | \$2,154,486        |
| <b>TA-06 FY 2021-22 Total Compensation Request</b>   | <b>\$1,775,723</b>  | <b>\$1,851,762</b>  | <b>\$1,799,793</b>               | <b>(\$51,969)</b>  |
| PERA Direct Distribution - 34.2% of total allocation | \$1,775,723         | \$1,851,762         | \$1,799,793                      | (\$51,969)         |
| <b>TA-10 Legal Services Allocation</b>               | <b>\$724,400</b>    | <b>\$632,892</b>    | <b>\$656,197</b>                 | <b>\$23,305</b>    |
| Legal Services - Indirects - 40% of total allocation | \$724,400           | \$632,892           | \$656,197                        | \$23,305           |
| <b>Total Request</b>                                 | <b>\$10,749,467</b> | <b>\$10,969,410</b> | <b>\$13,095,232</b>              | <b>\$2,125,822</b> |



FY 2022-23 Revenue Allocation Plan

| Line      | Budget Category / Program                        | Estimated Rollforward from FY 2021-22* | FY 2021-22 Final Allocation Plan | FY 2022-23 Proposed Allocation Plan | FY 2022-23 Total Proposed Available Budget | Directed By  | Funding Source             |
|-----------|--|--|----------------------------------|-------------------------------------|--|--------------|----------------------------|
| <b>1</b>  | <b>COLORADO DEPARTMENT OF TRANSPORTATION</b>     |  |                                  |                                     |  |              |                            |
| <b>2</b>  | <b>Capital Construction</b>                      | <b>\$0.0 M</b>                         | <b>\$972.3 M</b>                 | <b>\$520.4 M</b>                    | <b>\$520.4 M</b>                           |              |                            |
| <b>3</b>  | <b>Asset Management</b>                          | <b>\$0.0 M</b>                         | <b>\$336.1 M</b>                 | <b>\$332.6 M</b>                    | <b>\$332.6 M</b>                           |              |                            |
| 4         | Surface Treatment                                | \$0.0 M                                | \$223.3 M                        | \$225.6 M                           | \$225.6 M                                  | TC           | FHWA / SH / SB 09-108      |
| 5         | Structures                                       | \$0.0 M                                | \$61.9 M                         | \$63.7 M                            | \$63.7 M                                   | TC           | FHWA / SH / SB 09-108      |
| 6         | System Operations                                | \$0.0 M                                | \$34.3 M                         | \$26.9 M                            | \$26.9 M                                   | TC           | FHWA / SH                  |
| 7         | Geohazards Mitigation                            | \$0.0 M                                | \$10.1 M                         | \$10.0 M                            | \$10.0 M                                   | TC           | SB 09-108                  |
| 8         | Permanent Water Quality Mitigation               | \$0.0 M                                | \$6.5 M                          | \$6.5 M                             | \$6.5 M                                    | TC           | FHWA / SH                  |
| 9         | Emergency Relief                                 | \$0.0 M                                | \$0.0 M                          | \$0.0 M                             | \$0.0 M                                    | FR           | FHWA                       |
| <b>10</b> | <b>Safety</b>                                    | <b>\$0.0 M</b>                         | <b>\$115.3 M</b>                 | <b>\$115.3 M</b>                    | <b>\$115.3 M</b>                           |              |                            |
| 11        | Highway Safety Improvement Program               | \$0.0 M                                | \$33.1 M                         | \$32.9 M                            | \$32.9 M                                   | FR           | FHWA / SH                  |
| 12        | Railway-Highway Crossings Program                | \$0.0 M                                | \$3.6 M                          | \$3.8 M                             | \$3.8 M                                    | FR           | FHWA / SH                  |
| 13        | Hot Spots  | \$0.0 M                                | \$2.2 M                          | \$2.2 M                             | \$2.2 M                                    | TC           | FHWA / SH                  |
| 14        | FASTER Safety                                    | \$0.0 M                                | \$69.2 M                         | \$69.2 M                            | \$69.2 M                                   | TC           | SB 09-108                  |
| 15        | ADA Compliance                                   | \$0.0 M                                | \$7.2 M                          | \$7.2 M                             | \$7.2 M                                    | TC           | FHWA / SH                  |
| <b>16</b> | <b>Mobility</b>                                  | <b>\$0.0 M</b>                         | <b>\$520.9 M</b>                 | <b>\$72.5 M</b>                     | <b>\$72.5 M</b>                            |              |                            |
| 17        | Regional Priority Program                        | \$0.0 M                                | \$48.4 M                         | \$50.0 M                            | \$50.0 M                                   | TC           | FHWA / SH                  |
| 18        | Strategic Projects                               | \$0.0 M                                | \$450.0 M                        | \$0.0 M                             | \$0.0 M                                    | SL           | SB 17-267 / SB 19-262      |
| 19        | National Highway Freight Program                 | \$0.0 M                                | \$22.5 M                         | \$22.5 M                            | \$22.5 M                                   | FR           | FHWA / SH                  |
| <b>20</b> | <b>Maintenance and Operations</b>                | <b>\$24.0 M</b>                        | <b>\$347.7 M</b>                 | <b>\$365.8 M</b>                    | <b>\$377.8 M</b>                           |              |                            |
| <b>21</b> | <b>Asset Management</b>                          | <b>\$24.0 M</b>                        | <b>\$312.3 M</b>                 | <b>\$333.7 M</b>                    | <b>\$345.7 M</b>                           |              |                            |
| 22        | Maintenance Program Areas                        | \$12.0 M                               | \$263.5 M                        | \$271.3 M                           | \$271.3 M                                  |              |                            |
| 23        | Roadway Surface                                  | \$0.0 M                                | \$40.4 M                         | \$40.6 M                            | \$40.6 M                                   | TC           | SH                         |
| 24        | Roadside Facilities                              | \$0.0 M                                | \$21.4 M                         | \$21.9 M                            | \$21.9 M                                   | TC           | SH                         |
| 25        | Roadside Appearance                              | \$0.0 M                                | \$9.8 M                          | \$10.1 M                            | \$10.1 M                                   | TC           | SH                         |
| 26        | Structure Maintenance                            | \$0.0 M                                | \$5.4 M                          | \$5.6 M                             | \$5.6 M                                    | TC           | SH                         |
| 27        | Tunnel Activities                                | \$0.0 M                                | \$4.0 M                          | \$4.9 M                             | \$4.9 M                                    | TC           | SH                         |
| 28        | Snow and Ice Control                             | \$0.0 M                                | \$79.1 M                         | \$83.5 M                            | \$83.5 M                                   | TC           | SH                         |
| 29        | Traffic Services                                 | \$0.0 M                                | \$69.0 M                         | \$70.1 M                            | \$70.1 M                                   | TC           | SH                         |
| 30        | Materials, Equipment, and Buildings              | \$0.0 M                                | \$17.5 M                         | \$17.8 M                            | \$17.8 M                                   | TC           | SH                         |
| 31        | Planning and Scheduling                          | \$0.0 M                                | \$16.8 M                         | \$16.9 M                            | \$16.9 M                                   | TC           | SH                         |
| 32        | Express Lane Corridor Maintenance and Operations | \$0.0 M                                | \$5.0 M                          | \$13.0 M                            | \$13.0 M                                   | TC           | SH                         |
| 33        | Property   | \$0.0 M                                | \$19.9 M                         | \$27.9 M                            | \$27.9 M                                   | TC           | SH                         |
| 34        | Capital Equipment                                | \$0.0 M                                | \$23.9 M                         | \$21.5 M                            | \$21.5 M                                   | TC           | SH                         |
| **35      | Maintenance Reserve Fund                         | \$12.0 M                               | \$0.0 M                          | \$0.0 M                             | \$12.0 M                                   | TC           | SH                         |
| <b>36</b> | <b>Safety</b>                                    | <b>\$0.0 M</b>                         | <b>\$11.4 M</b>                  | <b>\$11.4 M</b>                     | <b>\$11.4 M</b>                            |              |                            |
| 37        | Strategic Safety Program                         | \$0.0 M                                | \$11.4 M                         | \$11.4 M                            | \$11.4 M                                   | TC           | FHWA / SH                  |
| <b>38</b> | <b>Mobility</b>                                  | <b>\$0.0 M</b>                         | <b>\$24.0 M</b>                  | <b>\$20.7 M</b>                     | <b>\$20.7 M</b>                            |              |                            |
| 39        | Real-Time Traffic Operations                     | \$0.0 M                                | \$14.0 M                         | \$10.7 M                            | \$10.7 M                                   | TC           | SH                         |
| 40        | ITS Investments                                  | \$0.0 M                                | \$10.0 M                         | \$10.0 M                            | \$10.0 M                                   | TC           | FHWA / SH                  |
| <b>41</b> | <b>Multimodal Services</b>                       | <b>\$0.0 M</b>                         | <b>\$69.8 M</b>                  | <b>\$22.1 M</b>                     | <b>\$22.1 M</b>                            |              |                            |
| <b>42</b> | <b>Mobility</b>                                  | <b>\$0.0 M</b>                         | <b>\$69.8 M</b>                  | <b>\$22.1 M</b>                     | <b>\$22.1 M</b>                            |              |                            |
| 43        | Innovative Mobility Programs                     | \$0.0 M                                | \$11.1 M                         | \$11.6 M                            | \$11.6 M                                   | TC           | FHWA / SH                  |
| 44        | Strategic Transit and Multimodal Projects        | \$0.0 M                                | \$50.0 M                         | \$2.6 M                             | \$2.6 M                                    | SL           | SB 17-267, SB 21-260       |
| 45        | Rail Commission                                  | \$0.0 M                                | \$0.4 M                          | \$0.0 M                             | \$0.0 M                                    | SL           | SL                         |
| 46        | Bustang  | \$0.0 M                                | \$8.3 M                          | \$7.9 M                             | \$7.9 M                                    | TC           | SB 09-108 / Fare Rev.      |
| <b>47</b> | <b>Suballocated Programs</b>                     | <b>\$0.0 M</b>                         | <b>\$224.1 M</b>                 | <b>\$255.7 M</b>                    | <b>\$255.0 M</b>                           |              |                            |
| <b>48</b> | <b>Aeronautics</b>                               | <b>\$0.0 M</b>                         | <b>\$19.3 M</b>                  | <b>\$34.3 M</b>                     | <b>\$34.3 M</b>                            |              |                            |
| 49        | Aviation System Program                          | \$0.0 M                                | \$19.3 M                         | \$34.3 M                            | \$34.3 M                                   | AB           | SA                         |
| <b>50</b> | <b>Highway</b>                                   | <b>\$0.0 M</b>                         | <b>\$126.5 M</b>                 | <b>\$126.9 M</b>                    | <b>\$126.9 M</b>                           |              |                            |
| 51        | STBG-Urban (STP-Metro)                           | \$0.0 M                                | \$56.0 M                         | \$55.9 M                            | \$55.9 M                                   | FR           | FHWA / LOC                 |
| 52        | Congestion Mitigation and Air Quality            | \$0.0 M                                | \$50.7 M                         | \$50.7 M                            | \$50.7 M                                   | FR           | FHWA / LOC                 |
| 53        | Metropolitan Planning                            | \$0.0 M                                | \$9.2 M                          | \$9.2 M                             | \$9.2 M                                    | FR           | FHWA / FTA / LOC           |
| 54        | Off-System Bridge Program                        | \$0.0 M                                | \$10.6 M                         | \$11.2 M                            | \$11.2 M                                   | TC / FR      | FHWA / SH / LOC            |
| <b>55</b> | <b>Transit and Multimodal</b>                    | <b>\$0.0 M</b>                         | <b>\$78.4 M</b>                  | <b>\$94.5 M</b>                     | <b>\$93.8 M</b>                            |              |                            |
| 56        | Recreational Trails                              | \$0.0 M                                | \$1.6 M                          | \$1.6 M                             | \$1.6 M                                    | FR           | FHWA                       |
| 57        | Safe Routes to School                            | \$0.0 M                                | \$3.1 M                          | \$3.1 M                             | \$3.1 M                                    | TC           | FHWA                       |
| 58        | Transportation Alternatives Program              | \$0.0 M                                | \$12.0 M                         | \$12.1 M                            | \$12.1 M                                   | FR           | FHWA / LOC                 |
| 59        | Transit Grant Programs                           | \$0.0 M                                | \$61.7 M                         | \$62.0 M                            | \$62.0 M                                   | FR / SL / TC | FTA / LOC / SB 09-108      |
| 60        | Multimodal Options Program                       | \$0.0 M                                | \$0.0 M                          | \$15.0 M                            | \$15.0 M                                   | SL           | SB 21-260                  |
| 61        | Revitalizing Main Streets Program                | \$0.0 M                                | \$0.0 M                          | \$0.7 M                             | \$0.7 M                                    | SL / TC      | SB 21-260                  |
| <b>62</b> | <b>Administration &amp; Agency Operations</b>    | <b>\$0.0 M</b>                         | <b>\$102.7 M</b>                 | <b>\$105.4 M</b>                    | <b>\$105.4 M</b>                           |              |                            |
| 63        | Agency Operations                                | \$0.0 M                                | \$62.6 M                         | \$62.6 M                            | \$62.6 M                                   | TC / AB      | FHWA / SH / SA / SB 09-108 |
| 64        | Administration                                   | \$0.0 M                                | \$37.5 M                         | \$40.2 M                            | \$40.2 M                                   | SL           | SH                         |
| 65        | Project Initiatives                              | \$0.0 M                                | \$2.6 M                          | \$2.6 M                             | \$2.6 M                                    | TC           | SH                         |
| <b>66</b> | <b>Debt Service</b>                              | <b>\$223.5 M</b>                       | <b>\$9.6 M</b>                   | <b>\$0.0 M</b>                      | <b>\$223.5 M</b>                           |              |                            |
| 67        | Debt Service                                     | \$223.5 M                              | \$9.6 M                          | \$0.0 M                             | \$223.5 M                                  | DS           | SH                         |
| <b>68</b> | <b>Contingency Reserve</b>                       | <b>\$50.0 M</b>                        | <b>\$0.0 M</b>                   | <b>\$3.4 M</b>                      | <b>\$53.4 M</b>                            |              |                            |
| 69        | Contingency Fund                                 | \$25.0 M                               | \$0.0 M                          | \$0.0 M                             | \$25.0 M                                   | TC           | FHWA / SH                  |
| 70        | Reserve Fund                                     | \$25.0 M                               | \$0.0 M                          | \$3.4 M                             | \$28.4 M                                   | TC           | FHWA / SH                  |
| <b>71</b> | <b>Other Programs</b>                            | <b>\$0.0 M</b>                         | <b>\$24.8 M</b>                  | <b>\$27.5 M</b>                     | <b>\$27.5 M</b>                            |              |                            |
| 72        | Safety Education                                 | \$0.0 M                                | \$9.9 M                          | \$13.3 M                            | \$13.3 M                                   | TC/FR        | NHTSA / SSE                |
| 73        | Planning and Research                            | \$0.0 M                                | \$14.7 M                         | \$14.0 M                            | \$14.0 M                                   | FR           | FHWA / SH                  |
| 74        | State Infrastructure Bank                        | \$0.0 M                                | \$0.2 M                          | \$0.3 M                             | \$0.3 M                                    | TC           | SIB                        |
| <b>75</b> | <b>TOTAL - CDOT</b>                              | <b>\$297.5 M</b>                       | <b>\$1,751.1 M</b>               | <b>\$1,300.4 M</b>                  | <b>\$1,585.2 M</b>                         |              |                            |

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

|   |   |                |                  |                  |                  |               |
|---|---|----------------|------------------|------------------|------------------|---------------|
| <b>76 COLORADO BRIDGE &amp; TUNNEL ENTERPRISE</b> |   |                |                  |                  |                  |               |
| 77  | Capital Construction                          | \$0.0 M        | \$105.8 M        | \$125.6 M        | \$125.6 M        |               |
| 78  | Asset Management                              | \$0.0 M        | \$105.8 M        | \$125.6 M        | \$125.6 M        |               |
| 79  | Bridge Enterprise Projects                    | \$0.0 M        | \$105.8 M        | \$125.6 M        | \$125.6 M        | BEB SB 09-108 |
| 80  | Maintenance and Operations                    | \$0.0 M        | \$0.5 M          | \$0.5 M          | \$0.5 M          |               |
| 81  | Asset Management                              | \$0.0 M        | \$0.5 M          | \$0.5 M          | \$0.5 M          |               |
| 82  | Maintenance and Preservation                  | \$0.0 M        | \$0.5 M          | \$0.5 M          | \$0.5 M          | BEB SB 09-108 |
| 83  | Administration & Agency Operations            | \$0.0 M        | \$1.9 M          | \$1.9 M          | \$1.9 M          |               |
| 84  | Agency Operations-CBE                         | \$0.0 M        | \$1.9 M          | \$1.9 M          | \$1.9 M          | BEB SB 09-108 |
| 85  | Debt Service                                  | \$0.0 M        | \$17.2 M         | \$17.2 M         | \$17.2 M         |               |
| 86  | Debt Service-CBE                              | \$0.0 M        | \$17.2 M         | \$17.2 M         | \$17.2 M         | BEB FHWA / SH |
| 87  | <b>TOTAL - BRIDGE &amp; TUNNEL ENTERPRISE</b> | <b>\$0.0 M</b> | <b>\$125.3 M</b> | <b>\$145.2 M</b> | <b>\$145.2 M</b> |               |

|  |   |                |                 |                 |                 |                                     |
|--|---|----------------|-----------------|-----------------|-----------------|-------------------------------------|
| <b>88 HIGH PERFORMANCE TRANSPORTATION ENTERPRISE</b> |   |                |                 |                 |                 |                                     |
| 89   | Maintenance and Operations                                | \$0.0 M        | \$9.9 M         | \$19.9 M        | \$19.9 M        |                                     |
| 90   | Express Lanes Operations                                  | \$0.0 M        | \$9.9 M         | \$19.9 M        | \$19.9 M        | HPTEB Tolls / Managed Lanes Revenue |
| 91   | Administration & Agency Operations                        | \$0.0 M        | \$4.1 M         | \$4.1 M         | \$4.1 M         |                                     |
| 92   | Agency Operations - HPTE                                  | \$0.0 M        | \$4.1 M         | \$4.1 M         | \$4.1 M         | HPTEB Fee for Service               |
| 93   | Debt Service  | \$0.0 M        | \$8.7 M         | \$0.0 M         | \$0.0 M         |                                     |
| 94   | Debt Service- HPTE  | \$0.0 M        | \$8.7 M         | \$0.0 M         | \$0.0 M         | HPTEB Fee for Service               |
| 95   | <b>TOTAL - HIGH PERFORMANCE TRANSPORTATION ENTERPRISE</b> | <b>\$0.0 M</b> | <b>\$22.7 M</b> | <b>\$23.9 M</b> | <b>\$23.9 M</b> |                                     |

|                                    |   |                |                |                |                |                                     |
|------------------------------------|---|----------------|----------------|----------------|----------------|-------------------------------------|
| <b>96 CLEAN TRANSIT ENTERPRISE</b> |   |                |                |                |                |                                     |
| 97                                 | Maintenance and Operations              | \$0.0 M        | \$0.0 M        | \$8.3 M        | \$8.3 M        |                                     |
| 98                                 | tbd                                     | \$0.0 M        | \$0.0 M        | \$8.3 M        | \$8.3 M        | HPTEB Tolls / Managed Lanes Revenue |
| 99                                 | Administration & Agency Operations      | \$0.0 M        | \$0.0 M        | \$0.0 M        | \$0.0 M        |                                     |
| 100                                | Agency Operations - Clean Transit       | \$0.0 M        | \$0.0 M        | \$0.0 M        | \$0.0 M        | HPTEB Fee for Service               |
| 101                                | Debt Service                            | \$0.0 M        | \$0.0 M        | \$0.0 M        | \$0.0 M        |                                     |
| 102                                | Debt Service - Clean Transit            | \$0.0 M        | \$0.0 M        | \$0.0 M        | \$0.0 M        | HPTEB Fee for Service               |
| 103                                | <b>TOTAL - CLEAN TRANSIT ENTERPRISE</b> | <b>\$0.0 M</b> | <b>\$0.0 M</b> | <b>\$8.3 M</b> | <b>\$8.3 M</b> |                                     |

|   |   |                  |                    |                    |                    |                                     |
|---|---|------------------|--------------------|--------------------|--------------------|-------------------------------------|
| <b>104 NONATTAINMENT AREA AIR POLLUTION MITIGATION ENTERPRISE</b> |   |                  |                    |                    |                    |                                     |
| 105   | Maintenance and Operations  | \$0.0 M          | \$0.0 M            | \$7.1 M            | \$7.1 M            |                                     |
| 106   | tbd   | \$0.0 M          | \$0.0 M            | \$7.1 M            | \$7.1 M            | HPTEB Tolls / Managed Lanes Revenue |
| 107   | Administration & Agency Operations                                    | \$0.0 M          | \$0.0 M            | \$0.0 M            | \$0.0 M            |                                     |
| 108   | Agency Operations - Nonattainment                                     | \$0.0 M          | \$0.0 M            | \$0.0 M            | \$0.0 M            | HPTEB Fee for Service               |
| 109   | Debt Service  | \$0.0 M          | \$0.0 M            | \$0.0 M            | \$0.0 M            |                                     |
| 110   | Debt Service - Nonattainment  | \$0.0 M          | \$0.0 M            | \$0.0 M            | \$0.0 M            | HPTEB Fee for Service               |
| 111   | <b>TOTAL - NONATTAINMENT AREA AIR POLLUTION MITIGATION ENTERPRISE</b> | <b>\$0.0 M</b>   | <b>\$0.0 M</b>     | <b>\$7.1 M</b>     | <b>\$7.1 M</b>     |                                     |
| 112   | <b>TOTAL - CDOT AND ENTERPRISES</b>                                   | <b>\$297.5 M</b> | <b>\$1,899.2 M</b> | <b>\$1,484.9 M</b> | <b>\$1,769.7 M</b> |                                     |

\*Roll forward budget is budget from a prior year that hasn't been committed to a project or expended from a cost center prior to the close of the fiscal year. Estimated Roll forward budget will be incorporated prior to finalizing the FY 2023 budget, and updated after the close of FY 2022.

\*\* \$10M of the FY22 Maintenance Reserve roll forward budget is specifically allocated for Snow and Ice Control.

Of the separations last fiscal year, only 8% of those employees reported that they were separating due to dissatisfaction with pay or working conditions. The most common reasons for separation were retirement and accepting a new job outside of the state system, each accounting for about 25% of separations. However, it is possible that employees sought jobs outside of the state system due to dissatisfaction with pay or more immediate career growth opportunities.

Based on the Department's most recent available record, what is the FTE vacancy and turnover rate: (1) by department; (2) by division; (3) by program for programs with at least 20 FTE; and

| <b>CDOT Division</b>                       | <b>Vacancy Rate</b> | <b>Turnover Rate</b> |
|--|---------------------|----------------------|
| Chief Engineer                             | 0.0%                | 0.0%                 |
| Civil Rights                               | 6.7%                | 13.3%                |
| Colorado Bridge Enterprise                 | 0.0%                | 0.0%                 |
| Construction Engineering Services          | 6.3%                | 12.5%                |
| Deputy Executive Director                  | 25.0%               | 0.0%                 |
| Division of Accounting and Finance         | 6.8%                | 8.0%                 |
| Division of Aeronautics                    | 11.1%               | 11.1%                |
| Division of Audit                          | 21.4%               | 0.0%                 |
| Division of Human Resources                | 11.8%               | 11.8%                |
| Division of Maintenance and Operations     | 4.4%                | 9.6%                 |
| Division of Transit and Rail               | 13.6%               | 13.6%                |
| Division of Transportation Development     | 13.0%               | 9.8%                 |
| Engineering Standards Services             | 6.7%                | 9.8%                 |
| High Performance Transportation Enterprise | 11.1%               | 0.0%                 |
| I-70 (Central)                             | 25.0%               | 16.7%                |
| Information Technology                     | 10.0%               | 0.0%                 |
| Innovative Mobility                        | 40.0%               | 10.0%                |
| MLOS                                       | 7.3%                | 13.1%                |
| Office of Communications                   | 20.0%               | 4.0%                 |
| Office of Policy and Government Relations  | 20.0%               | 10.0%                |
| Office of the Executive Director           | 0.0%                | 33.3%                |
| Office of Transportation Commission        | 0.0%                | 0.0%                 |
| Office of Transportation Safety            | 11.1%               | 11.1%                |
| Program Reporting and Transparency Office  | 37.5%               | 25.0%                |
| Property Management                        | 6.1%                | 27.3%                |
| Region 1                                   | 8.5%                | 11.3%                |
| Region 2                                   | 6.1%                | 15.3%                |
| Region 3                                   | 7.9%                | 11.1%                |
| Region 4                                   | 7.4%                | 9.8%                 |
| Region 5                                   | 12.9%               | 11.4%                |
| <b>Department Total</b>                    | <b>8.1%</b>         | <b>13.4%</b>         |

(4) by occupational class for classes that are located within a larger occupational group containing at least 20 FTE.

| <b>Class Name</b>         | <b>Class</b> | <b>Vacancy Rate</b> | <b>Turnover Rate</b> |
|---------------------------|--------------|---------------------|----------------------|
| ELECTRICAL TRADES II      | D6A2XX       | 12%                 | 16%                  |
| EQUIPMENT MECHANIC III    | D7A3XX       | 4%                  | 7%                   |
| EQUIPMENT OPERATOR III    | D7B3XX       | 3%                  | 18%                  |
| EQUIPMENT OPERATOR IV     | D7B4XX       | 0%                  | 8%                   |
| TRANSPORTATION MTC I      | D7D1XX       | 10%                 | 23%                  |
| TRANSPORTATION MTC II     | D7D2XX       | 3%                  | 11%                  |
| TRANSPORTATION MTC III    | D7D3XX       | 3%                  | 10%                  |
| LTC OPERATIONS I          | D9D1XX       | 2%                  | 10%                  |
| ADMIN ASSISTANT III       | G3A4XX       | 9%                  | 6%                   |
| PROGRAM MANAGEMENT I      | H1A2XX       | 5%                  | 5%                   |
| PROGRAM MANAGEMENT II     | H1A3XX       | 6%                  | 6%                   |
| PROGRAM MANAGEMENT III    | H1A4XX       | 0%                  | 9%                   |
| ADMINISTRATOR III         | H1B3XX       | 10%                 | 0%                   |
| ADMINISTRATOR IV          | H1B4XX       | 13%                 | 15%                  |
| TECHNICIAN III            | H4M3XX       | 4%                  | 8%                   |
| TECHNICIAN IV             | H4M4XX       | 4%                  | 4%                   |
| PROGRAM ASSISTANT I       | H4R1XX       | 11%                 | 6%                   |
| PROGRAM ASSISTANT II      | H4R2XX       | 5%                  | 5%                   |
| MANAGEMENT                | H6G8XX       | 14%                 | 18%                  |
| ACCOUNTING TECHNICIAN III | H8B3XX       | 17%                 | 22%                  |
| ENGINEER-IN-TRAINING I    | I2C1IA       | 7%                  | 2%                   |
| ENGINEER-IN-TRAINING II   | I2C2TA       | 3%                  | 3%                   |
| ENGINEER-IN-TRAINING III  | I2C3*A       | 8%                  | 0%                   |
| PROFESSIONAL ENGINEER I   | I2C4*A       | 11%                 | 10%                  |
| PROFESSIONAL ENGINEER II  | I2C5*A       | 4%                  | 7%                   |
| PROFESSIONAL ENGINEER III | I2C6*A       | 0%                  | 8%                   |
| CIVIL ENG PROJ MANAGER I  | I5C1*A       | 5%                  | 5%                   |
| ENGR/PHYS SCI TECH I      | I5D1*A       | 8%                  | 3%                   |
| ENGR/PHYS SCI TECH II     | I5D2*A       | 8%                  | 3%                   |
| ENGR/PHYS SCI TECH III    | I5D3*A       | 9%                  | 6%                   |



**COLORADO**  
Department of Transportation

# Long Range Financial Plan

FISCAL YEAR 2021-22

November 1, 2022

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 2021-22 through FY 2025-26). 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 2022-23 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>

# CONTENTS

|  |           |
|--|-----------|
| <b>Section 1: CDOT Overview</b>  | <b>4</b>  |
| Department Description<br>Vision & Mission<br>Values<br>Major Functions<br>Organizational Chart  |           |
| <b>Section 2: Fiscal Year 2020-21 Performance Evaluation</b>   | <b>17</b> |
| SPI 1   Whole System, Whole Safety<br>SPI 2   Clean Transportation<br>SPI 3   Accountability & Transparency                                      |           |
| <b>Section 3: CDOT Financial Structure</b>   | <b>32</b> |
| CDOT Financial Structure Overview<br>Historical Long Bill Appropriations<br>Capital Construction Fund and Projects<br>Ongoing Debt Obligations   |           |
| <b>Section 4: CDOT Financial Forecast</b>  | <b>43</b> |
| Department Baseline Forecast<br>CDOT Major Budget Drivers<br>Scenario Evaluation<br>Emerging Transportation Trends<br>Major Expenses Anticipated |           |



# 01

---

## CDOT OVERVIEW



# 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, Article 1, Part 1 of the Colorado Revised Statutes (2019). C.R.S. 43-1-106 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, and to assure the preservation and enhancement of Colorado's environment, safety, mobility, and economics considered in the planning, selection, construction, and operation of all transportation projects in Colorado.

## CDOT BY THE NUMBERS



Responsible for the Colorado State Highway System, encompassing 9,074 centerline miles, with 22,996 total lane miles



Colorado's State Highways support more than 33 billion vehicle miles of travel each year



There are 3,460 bridges and other major structures throughout the State Highway System



CDOT operates and maintains approximately 1,850 traffic signals on Colorado's roadways



Colorado's aviation system includes 73 public use airports and one seaplane base



Bustang, CDOT's interregional bus service, accommodated 238,135 passenger trips in 2019



CDOT's Heavy Fleet includes 975 snowplows and other essential vehicles



CDOT Maintenance Crews plowed more than seven million lane miles last winter season



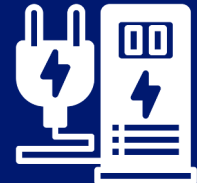
CDOT keeps 35 major mountain passes open for public travel throughout the entire year



Helps to maintain and monitor 278 out of 522 monitored avalanche paths



CDOT's light vehicle fleet includes 273 alternative fuel vehicles



Helped provide 415 publicly available DC fast charging electric vehicle stations along the state highway system

# VISION & MISSION

## CDOT'S VISION:



To enhance the quality of life and the environment of the citizens of Colorado by creating an integrated transportation system that focuses on safely moving people and goods by offering convenient linkages among modal choices.



## CDOT'S MISSION:

To provide the best multi-modal 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 foster a safety-focused environment, which is free of discrimination and harassment.



We value our **EMPLOYEES** and the **PEOPLE** of Colorado. We recognize the skills and abilities of our coworkers and communities draw strength from our diversity and commitment to equal opportunity. We advocate for an organizational culture where employees are empowered to speak up and encouraged to participate in providing the best transportation systems for Colorado. We understand that our success depends on teamwork and collaboration with all relevant stakeholders, including government, industry partners, and the communities we are accountable to and serve.



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 work to build trust and accountability with all in our collaborations to get the work done. We are intentionally transparent, inclusive, and collaborative as transportation strategies and organizational policies are formed.



We strive to provide the highest level of **CUSTOMER SATISFACTION** and experience. With a can-do attitude, we work together and with others to respond effectively to our internal and external customers' needs. We engage diverse voices in public processes to honor the cultural and environmental integrity of Colorado communities and to better provide access to the full range of transportation resources available. We support our co-workers by recognizing and encouraging their contributions to the workplace.



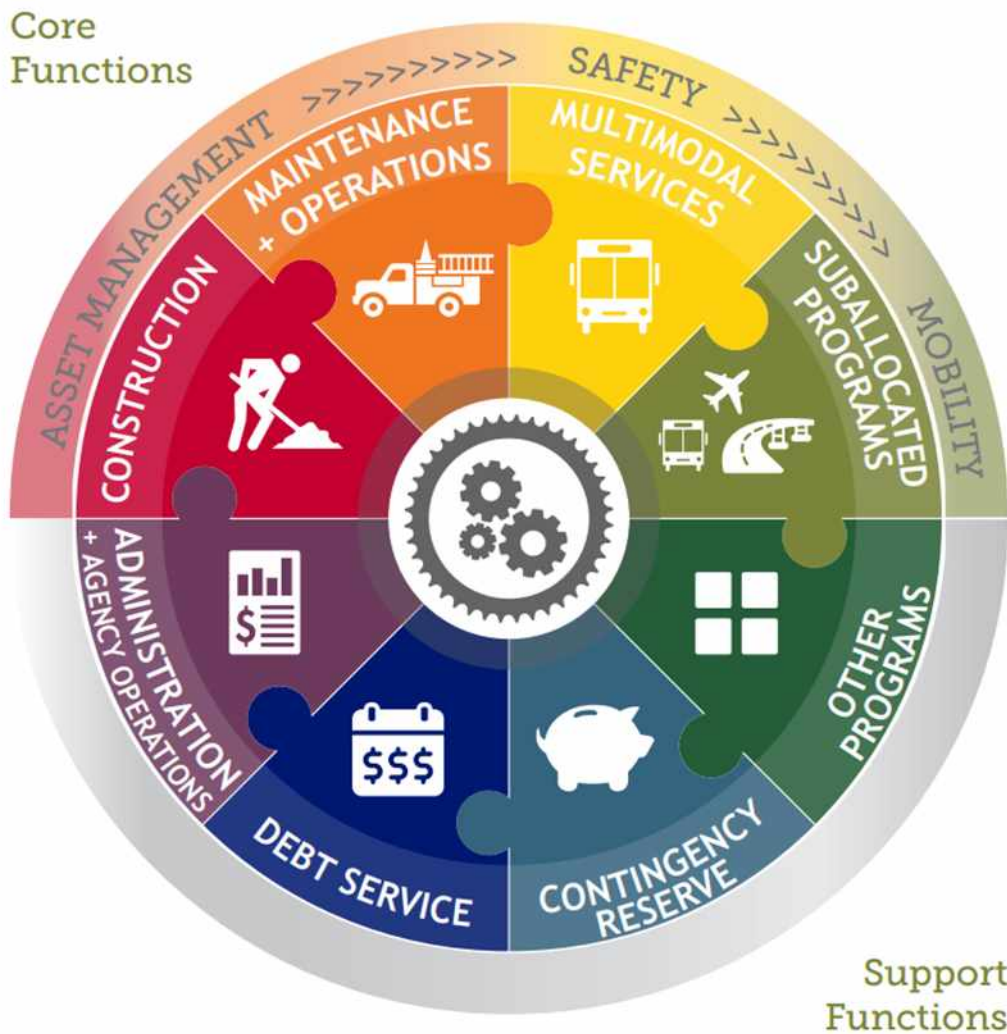
We are committed to **QUALITY**. We leverage diversity to bring different ideas, experiences, and perspectives to further excel in everything we do. We are transparent and inclusive leaders and problem solvers and hold ourselves to a high level of accountability. We continuously improve our products, services, and practices of financial, social, and environmental stewardship 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, humility, and accountability.

# CDOT VALUES

CDOT has four core functions pursuant to state and federal statute and the policies of the Colorado Transportation Commission, including construction, maintenance and operations, multimodal services, and suballocated programs. Each of these four core areas incorporate safety, mobility, and asset management. In addition to the core functions, the Department also performs several key support functions necessary for its operations.



# CDOT 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 & Operations

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



## Multimodal Services

CDOT works to reduce 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, bike and pedestrian programs, and other innovative programs focused on providing more travel 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.

# CDOT SUPPORT FUNCTIONS



## Other Programs

CDOT administers several other programs that support its core functions and the achievement of the Department's mission to provide the best multimodal transportation system for Colorado that most effectively and safely moves people, goods, and information. This includes the Department's planning and research programs, and safety education programs focused on driver education and enforcement activities.



## Contingency Reserves

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, the majority of contingency funds are allocated to Construction or Maintenance and Operations programs.



## Debt Services

CDOT, the Colorado Bridge Enterprise, and the High Performance Transportation Enterprise (HPTE) 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 HPTE on major toll corridor projects.



## Administration & Agency Operations

Administration & 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.

# CDOT ORGANIZATIONAL STRUCTURE

Total FTE: 3,291 positions | 3,021.5 filled

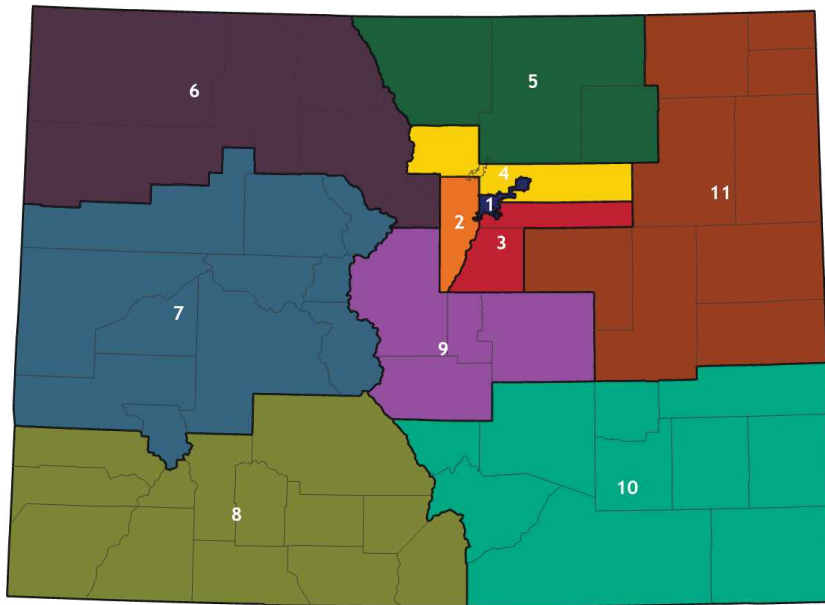
— Direct Reporting

..... Indirect Reporting



# TRANSPORTATION COMMISSION

The state’s transportation system is managed by CDOT under the direction of the Colorado Transportation Commission, which is composed of eleven members from geographic districts around the state, as established within C.R.S. 43-1-106 (2). Each commissioner, appointed by the Governor and confirmed by the Colorado Senate, serves a four-year term. The Commission directs policy and programs for the Department and adopts the Department’s annual budget.



**Commission District 1**  
**Commissioner Yessica Holguin**  
*Counties Representing:*  
 Denver

**Commission District 2**  
**Commissioner Don Stanton**  
*Counties Representing:*  
 Jefferson and a portion of Broomfield

**Commission District 3**  
**Commissioner Eula Adams**  
*Counties Representing:*  
 Arapahoe and Douglas

**Commission District 4**  
**Commission Chair Karen Stuart**  
*Counties Representing:*  
 Adams, Boulder, and a portion of Broomfield

**Commission District 5**  
**Commissioner Kathleen Bracke**  
*Counties Representing:*  
 Larimer, Morgan, Weld, and a portion of Broomfield

**Commission District 6**  
**Commissioner Barbara Vasquez**  
*Counties Representing:*  
 Clear Creek, Gilpin, Grand, Jackson, Moffat, Rio Blanco, and Routt

**Commission District 7**  
**Commission Vice-Chair Kathy Hall**  
*Counties Representing:*  
 Chaffee, Delta, Eagle, Garfield, Gunnison, Lake, Mesa, Montrose, Ouray, Pitkin, and Summit

**Commission District 8**  
**Commissioner Mark Garcia**  
*Counties Representing:*  
 Alamosa, Achuleta, Conejos, Costilla, Dolores, Hinsdale, La Plata, Mineral, Montezuma, Rio Grande, Saguache, San Juan, and San Miguel

**Commission District 9**  
**Commissioner X**  
*Counties Representing:*  
 El Paso, Fremont, Park, and Teller

**Commission District 10**  
**Commissioner Terry Hart**  
*Counties Representing:*  
 Bent, Baca, Custer, Huerfano, Kiowa, Las Animas, Otero, Prowers, and Pueblo

**Commission District 11**  
**Commissioner Gary Beedy**  
*Counties Representing:*  
 Cheyenne, Elbert, Kit Carson, Lincoln, Logan, Phillips, Washington, and Yuma

**Commission Secretary**  
**Herman Stockinger**



# CDOT DIVISIONS AND OFFICES



## Executive Director

The Executive Director's Office leads the Department in planning for and addressing Colorado's transportation needs. The Executive Director, with support of the Department's senior staff, sets the strategic direction for the Department, makes recommendations to the Colorado Transportation Commission, ensures consistent communication, sets internal policy, establishes short- and long-term strategic goals, and provides leadership for CDOT through the execution of the Colorado Transportation Commission's policies and adopted annual budgets.



## Division of Engineering

The division is led by the Chief Engineer and is responsible for integrated transportation program development functions including planning, engineering, design, and construction. Reporting to the Chief Engineer are CDOT's Division of Transportation Development, Division of Project Support, Office of Property Management, Office of Civil Rights & Business Resource Center, Office of Program Management, and the Central Interstate 70 Project Team.



## Division of Maintenance and Operations

The Division is responsible for coordinating the Department's maintenance program, implementing low cost, high-value operational improvements for the highway system, emergency management planning and preparation, providing asset management for various ancillary assets of the Department, and managing the Department's vehicle fleet.



## Division of Accounting and Finance

The Division is responsible for producing CDOT's annual budget, under the direction of the Colorado Transportation Commission. Other functions include: forecasting transportation funding revenue from the Highway Users Tax Fund, managing federal-aid billing, providing Department accounting services, and managing the department's procurement process.

# CDOT DIVISIONS AND OFFICES



## Office of Innovative Mobility

The Office of Innovative Mobility is focused on expanding mobility options and improving air quality, through transit, rail, ridesharing, electrification, and emerging technologies. The Division of Transit and Rail reports to the Office of Innovative Mobility.



## Office of Government Relations

Government Relations liaisons with both the state legislature and local governments on transportation issues effecting the diverse set of communities within the state. The Office also provides standards on retention of records and compliance with state and federal statutes.



## Office of Communications

The Office of Communications provides the traveling public with updated communication on the state of the highway system with updates through various media outlets including television, radio, social media, and the internet. It also conducts internal communication efforts throughout the Department to keep all employees informed on important events and initiatives.



## Office of Transportation Safety

The Office of Transportation Safety, which reports to the Deputy Executive Director, helps local law enforcement agencies with special funds to provide education programs to reduce distracted and impaired driving and to increase the use of safety belts. It also conducts internal safety programs to ensure that all employees are safe when performing their work duties.

# DIVISIONS AND OFFICES



## High Performance Transportation Enterprise

The Funding Advancement for Surface Transportation and Economic Recovery Act (FASTER) created the Enterprise (HPTE) in 2009 as a government-owned business within CDOT. HPTE has the responsibility to seek out opportunities for innovative and efficient means of financing and delivering important surface transportation infrastructure projects in the state. It has the statutory power, among others, to impose tolls and other user fees, to issue bonds, and to enter into contracts with public and private entities to facilitate Public-Private Partnerships (P3s).



## Division of Audit

The Division of Audit provides CDOT executive management assurance that controls are operating effectively and efficiently. It conducts and supervises: internal audits on the Department; external audits on persons or entities entering into contracts with the Department; federally required audits; financial audits in order to ensure the financial integrity of the Department; and performance audits to determine the efficiency and effectiveness of the operations of the Department.



## Division of Aeronautics

The Division of Aeronautics operates under the guidance of the Colorado Aeronautical Board and works to support aviation interests statewide, by awarding and administering grants to help improve Colorado's 74 airports, funded by aviation fuel tax receipts.

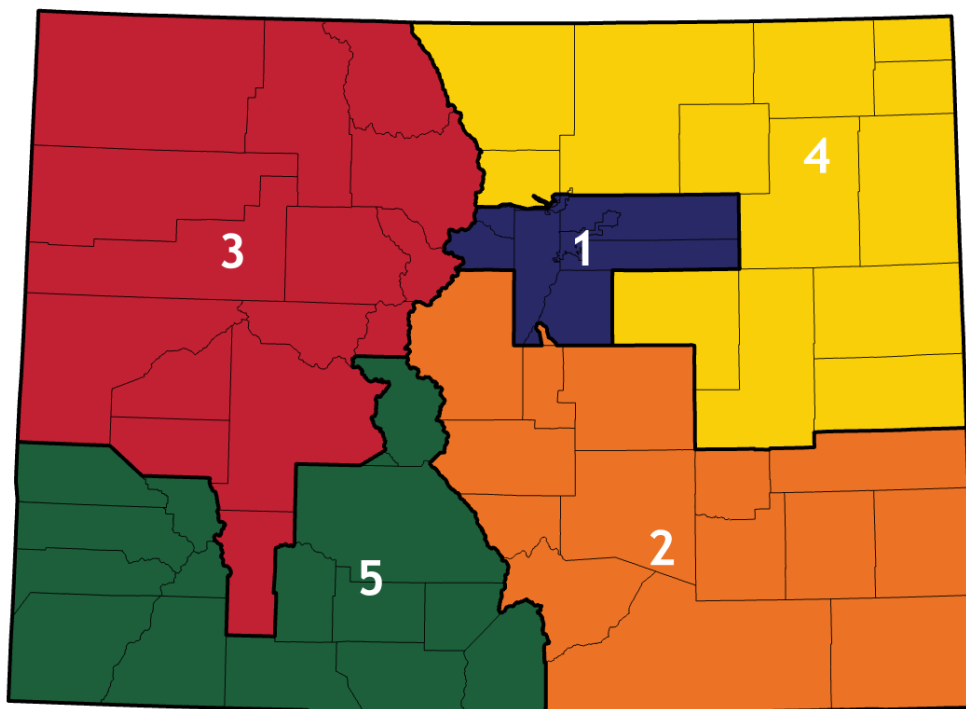


## Division of Human Resources

The Division works to maintain a talented and diverse workforce by recruiting new employees, managing positive relations with employees, and developing and administering programs to enhance employee's professional and career development. CDOT is committed to nondiscriminatory practices and providing equitable opportunities for employment and advancement throughout the Department.

# CDOT TRANSPORTATION REGIONS

Colorado's five Transportation Regions operate under the guidance of the Executive Director, the Deputy Executive Director, and their respective Regional Transportation Directors. All Regions design highway projects and award contracts to private companies that submit the lowest bids to construct the projects. The Regions also deliver needed maintenance for the state multimodal transportation system and maintain ongoing contact with local governments, industry, and the public within their geographic area. Each region covers all aspects of CDOT operations for that geographic area, including: engineering, planning and environmental management, traffic operations, right-of-way acquisition and surveying, and utilities management.



**CDOT Headquarters**  
Executive Director: Shoshana Lew  
2829 W. Howard Pl. | Denver, CO 80204

**Region 1**  
Director: Paul Jesaitis  
2829 W. Howard Pl. | Denver, CO 80204

**Region 2**  
Director: Richard Zamora  
5615 Willis Blvd. | Pueblo, CO 81008

**Region 3**  
Director: Michael Goolsby  
222 S. 6th St. | Grand Junction, CO 81501

**Region 4**  
Director: Heather Paddock  
10601 W. 10th St. | Greeley, CO 80634

**Region 5**  
Director: Julie Constan  
3803 N. Main Ave. #306 | Durango, CO 81301



# 02

---

## EVALUATION OF STRATEGIC POLICY INITIATIVES

# Update on FY 2020-21 CDOT GOALS

This section provides an update on CDOT's FY 2020-21 Strategic Policy Initiatives. These initiatives were developed by integrating the Department's functions into these the key priorities to achieve the goals established by the Governor for the administration. These initiatives are aligned with the Department's "Wildly Important Goals" or "WIGs," the top initiatives set by Department Senior Leadership yearly, outlining the strategic direction for the upcoming fiscal year. These goals support the key priorities of the Administration, including both the Governor's Bold Four goal areas, and the Reimage State Government initiative.

Transportation is an integral part of all of the Administration's key priority areas, ensuring that all Coloradans have equitable access to multimodal transportation options that can help drive the economy and give citizens access to jobs, healthcare, and education. Additionally, the transportation sector has a large impact on the environment, but options are available to reduce that impact and continue to ensure transportation connectivity for all citizens of the state.



## Wildly Important Goal #1

### WHOLE SYSTEM, WHOLE SAFETY

*Improve the safety of Colorado's Transportation System*



## Wildly Important Goal #2

### CLEAN TRANSPORTATION

*Reduce pollution in our air and congestion on our roads*



## Wildly Important Goal #3

### ACCOUNTABILITY & TRANSPARENCY

*Respond effectively to our internal and external customers' needs*

# GOVERNOR'S PRIORITIES



## ECONOMY

Foster an economy that works for everyone

As the backbone of the state's economy, the transportation system supports the Economy goal area through the following:

- Improving rural state highways
- Support tourism by providing multimodal access to popular destinations statewide
- Decreasing the economic impact of vehicle crashes
- Providing access for freight movement statewide
- Providing job opportunities through "shovel-ready" projects

## ENVIRONMENT & RENEWABLES



Move to renewable resources and protect the environment

Reducing the environmental impact of pollution from the transportation sector is a key goal for CDOT, including the following initiatives:

- Support adoption of zero emission vehicles by providing charging station access across the state highway system
- Reduce congestion and bottlenecks on the state highways system, reducing pollution and increasing reliability
- Increasing access to multimodal options, reducing the reliance on single occupancy gasoline-powered vehicles
- Increasing access for zero emission vehicles to the state's scenic and historic areas



## Governor's Dashboard: Bold Four Priorities



## HEALTH

Save Coloradans money on health care

The Governor's Health goal area is supported by CDOT through the following areas:

- Providing access to healthcare options through transportation options
- Increasing equitable access for all Coloradans through multimodal options
- Reducing pollution and ozone emissions from the transportation sector through zero-emission vehicle adoption and multimodal options
- Reducing the severity and incidence of vehicle crashes on all roads in the state

## EDUCATION



Fulfill every child's potential regardless of zip-code

CDOT supports the Governor's Education goal area by supporting the following initiatives:

- Providing access to education opportunities through transportation options
- Increasing equitable access for all Coloradans through providing more multimodal options
- Helping support zero-emission vehicle adoption through education initiatives with partners
- Educating citizens on transportation through the Department's project accountability dashboards and other resources



## Strategic Policy Initiative #1

# WHOLE SYSTEM, WHOLE SAFETY

*Improve the safety of Colorado's Transportation System*



### FISCAL YEAR 2020-21 GOAL:

Improve the safety of Colorado's Transportation System, reducing the overall vehicle crash rate per 100 million vehicle miles traveled (VMT) by two percent by June 30, 2021 and by six percent by June 30, 2023, from the estimated calendar year 2019 baseline of 223 crashes per 100 million vehicle miles traveled.



### Background

Even with a downward trend in overall travel throughout calendar year 2020, traffic-related fatalities and serious injuries have increased, particularly involving younger drivers and motorcyclists. The Department is aggressively addressing these safety challenges through its Whole System, Whole Safety program in three areas: Physical Assets, Human Behavior, and Organizational Change. This WIG allows the Department to meet statewide and national goals related to safety, and importantly, make the transportation system safer for all users by working reverse the trends that have developed in the past year.

Successful completion of this goal will improve the safety of transportation for the traveling public for all modes, reduce the incidence and severity of vehicle crashes, and make progress towards the Department's visionary goal of zero fatalities and serious injuries.

### Divisions Responsible



Division of Engineering



Office of Transportation Safety



Office of Communications

### Supporting Major Functions



Suballocated Programs



Administration & Agency Operations



Other Programs





## Strategic Policy Initiative #1

# WHOLE SYSTEM, WHOLE SAFETY

*Improve the safety of Colorado's Transportation System*

## FY 2020-21 Performance Targets

- ◆ **Increase the use of six-inch reflective striping on Colorado State Highways by 3,000 striped miles in fiscal year 2021 and 6,000 striped miles in fiscal years 2023, from the baseline of 11,509 miles.**

Lines with a wide edge are more effective at reducing run-off-the-road crashes, and six-inch reflective striping will help to reduce the total number of vehicle crashes and helps achieve the Department's goal of "Vision Zero." Studies show that lines with a wider edge can generate up to a 5:1 return on investment on Colorado roadways. Traffic lines with a wider edge 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 outreach to Colorado's future drivers on driver education, emerging technologies, and safe usage of the transportation system by training 50,951 young and future drivers through CDOT traffic safety training programs by June 30, 2021.**

In 2020, preliminary data indicates that there were 613 traffic fatalities in Colorado. Of those fatalities, 86, or 14 percent, involved a driver under the age of 21 years. Fatal crashes involving young drivers increased eleven percent between 2019 and 2020, and 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.
- ◆ **Enhance the safety of vulnerable users of the transportation system, delivering at least \$45 million through the Safer Main Streets Initiative in fiscal year 2021.**

Vulnerable users disproportionately 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 Revitalizing 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, ensuring that 100 percent of the 22 TIM teams statewide conduct a TIM capacity maturity assessment and identify two process improvement areas.**

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 the capability 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 and quick clearance of incidents decreases the risk of dangerous queues that lead to secondary crashes.



## Strategic Policy Initiative #1

# WHOLE SYSTEM, WHOLE SAFETY

*Improve the safety of Colorado's Transportation System*



### Current Strategies

- Continue to implement the tier one strategies in the joint-agency Strategic Transportation Safety Plan, including strategies in this SPI, but also including: Prioritizing Transportation Safety Funding; and twelve other important long-term strategies.

- Continue distribution of grants to provide for transportation safety enforcement to limit unsafe speeds on Colorado roadways.
- Meeting the short-term, five-year average targets for transportation safety as required under the Funding Advancement for Surface Transportation (FAST) Act of 2015.
- Continue to improve and construct new safety-related transportation infrastructure across the state highway system.



# WILDLY IMPORTANT GOAL #1

## WHOLE SYSTEM, WHOLE SAFETY

### FY2020-21 GOAL: Improve the safety of Colorado's Transportation System

Improve the safety of Colorado's Transportation System, reducing the overall vehicle crash rate per 100 million vehicle miles traveled (VMT) by two percent by June 30, 2021 and by six percent by June 30, 2023.

|            | Metric  | Baseline           | Q1 Actuals | Q2 Actuals   | Q3 Actuals   | Q4 Actuals | FY2021 Target | FY2023 Target |
|------------|---|--------------------|------------|--------------|--------------|------------|---------------|---------------|
| GOAL       | LAG: Improve the safety of Colorado's transportation system, reducing the overall vehicle crash rate per 100 million vehicle miles traveled (VMT).  | 223<br>(CY2019)    | 178.07     | 189.24       |              |            | 218.54        | 209.62        |
|            | LEAD: Increase the use of six-inch reflective striping on Colorado state highways by 3,000 striped miles in fiscal year 2021.   | 11,509<br>(FY2021) | 15,815     | 17,608       | 17,849       |            | 14,509        | 17,509        |
| STRATEGIES | LEAD: Perform outreach to Colorado's future drivers on driver education, emerging technologies, and safe usage of the transportation system by training 50,951 young and future drivers through CDOT traffic safety training programs by June 30, 2021.                               | 0<br>(FY2021)      | 40,405     | 92,593       | 180,584      |            | 50,951        | 70,058        |
|            | LEAD: Enhance the safety of vulnerable users of the transportation system, delivering at least \$45 million through the Safer Main Streets Initiative in fiscal year 2021.  | \$0<br>(FY2021)    | \$0        | \$59 million | \$59 million |            | \$45 million  |               |
|            | LEAD: Continue to improve incident response and real-time operations with CDOT's Traffic Incident Management (TIM) coalition partners, ensuring that 100 percent of the 22 TIM teams statewide conduct a TIM capacity maturity assessment and identify two process improvement areas. | 0%<br>(FY2021)     | 9%         | 41%          | 55%          |            | 100%          | 100%          |



## Strategic Policy Initiative #2

# CLEAN TRANSPORTATION

*Reduce pollution in our air and congestion on our roads*



### FISCAL YEAR 2020-21 GOAL:

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 one percent per capita by June 30, 2021 and three percent per capita by June 30, 2023.



### Background

Data from the Greenhouse Gas Pollution Reduction Roadmap reports that the transportation sector is one of the largest contributors of greenhouse gas pollution in Colorado, with approximately 85 percent of these emissions from ground transportation vehicles. By focusing on clean transportation initiatives, the Department, with help from other state, local, and private partners, can help reduce the impact to the environment through multimodal travel and fleet electrification. Along with reducing environmental impact, this initiative will also help achieve more reliable travel and provide equitable access to transportation service for all Coloradans.

Successful completion of this goal will provide a foundation towards achieving the vision of a transportation system that is cleaner, more reliable, and safer, in addition to creating multimodal options that will support Colorado's economy. In conjunction with the Colorado Energy Office (CEO) and the Colorado Department of Public Health and Environment (CDPHE), strategies within this goal will help work towards the achievement of the objectives of Executive Order B2019-002, HB19-1261, and the interagency Greenhouse Gas Pollution Reduction Roadmap.

#### Divisions Responsible



Office of Innovative Mobility



Division of Engineering



CDOT Transportation Regions

#### Supporting Major Functions



Multimodal Services



Suballocated Programs



Construction Programs



Administration & Agency Operations



## Strategic Policy Initiative #2 CLEAN TRANSPORTATION

*Reduce pollution in our air and congestion on our roads*

### FY 2020-21 Performance Targets

- ◆ **Restore Bustang bus service ridership to pre-COVID-19 level of the fiscal year 2019 baseline of 238,135 by 6/30/2021, and increase ridership by five percent from pre-COVID-19 levels in fiscal year 2023.**

Bustang services are critical to reducing congestion on Colorado’s major highway corridors, provide multimodal alternatives for interregional travel, and help reduce vehicle miles traveled and transportation greenhouse gas pollution by taking more vehicles off the roadway.

- ◆ **To support Front Range mobility options, develop and begin constructing comprehensive “Mobility Hubs,” with at least 23 percent of locations completed by 6/30/2021.**

“Mobility Hubs” connect multiple modes of transportation and transit services making riding transit more accessible and convenient for all Coloradans, resulting in less single occupancy vehicle trips.

- ◆ **Increase departmental funding for electric vehicle (EV) adoption for in the areas of infrastructure, awareness, and education, supporting Executive Order B2019-002, increasing EVs purchased by individuals and transit agencies in the state from 9,251 new registrations in 2020 to 14,434 new registrations in fiscal year 2021.**

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.

- ◆ **Increase the percentage of total state highway miles within a 30-mile travel buffer of DC fast-charging stations from 40 percent in fiscal year 2020 to 67 percent in fiscal year 2021.**

In order for Colorado to support a future fleet of electric vehicles, it will be necessary to rapidly expand access to publicly accessible charging infrastructure across the state. DC fast-charging locations will be needed to support long distance travel along major corridors to ensure benefits to all Colorado regions.

- ◆ **Increase the number of Colorado Scenic & Historic Byways classified as electrified byways from 3 currently to 10 by the end of the fiscal year.**

Targeting charging infrastructure development along Colorado’s 26 Scenic & Historic Byways will create greater EV access to these areas, fill in infrastructure availability gaps between major highway corridors, and foster local economic development opportunities for smaller communities and rural areas away from the state’s major metropolitan areas.

- ◆ **Launch an air quality research program focused on construction projects, with air quality measurements and analysis in place for fiscal year 2020 for one of CDOT’s major construction projects, and planning for follow-on projects.**

Increased monitoring will allow the Department and its partners to better understand and mitigate air pollution impacts from construction projects; thereby reducing greenhouse gas pollution and ozone emissions from the transportation sector.



## Strategic Policy Initiative #2

# CLEAN TRANSPORTATION

*Reduce pollution in our air and congestion on our roads*



### Current Strategies

- Continued coordination with other state agencies on the implementation of the Colorado Greenhouse Gas Pollution Reduction Roadmap.
- Encourage alternative commuting options through CDOT and partnership programs, increasing the usage of multimodal options for commuting to work (including telecommuting) to 35% by 2030.
- Continue the work of CDOT's Air Quality Research Program, ensuring monitors are installed along the Interstate 270 corridor and are publically accessible through CDOT's website.
- Implementation of revised NEPA processes that include clean transportation goals and climate change impacts.
- Ensure that communities are engaged early on environmental studies and focus on mitigation for both short- and long-term impacts.
- In addition to increasing the frequency of trips for Bustang Routes along both the I-70 and I-25 corridors, continue to safely increase ridership of Bustang, returning to fiscal year 2019 ridership levels.

# WILDLY IMPORTANT GOAL #2

## CLEAN TRANSPORTATION

**FY2020-21 GOAL: Reduce pollution in our air and congestion on our roads.**

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 one percent per capita by June 30, 2021 and three percent per capita by June 30, 2023.

|            | Metric   | Baseline         | Q1 Actuals | Q2 Actuals | Q3 Actuals | Q4 Actuals | FY2021 Target | FY2023 Target |
|------------|--|------------------|------------|------------|------------|------------|---------------|---------------|
| GOALS      | LAG: Reduce vehicle miles traveled (VMT) per capita by one percent annually.   | 9,300 (CY2019)   | 2,234.0    | 4,258.6    | 6,375.3    |            | 9,207         | 9,021         |
|            | LAG: Reduce greenhouse gas emission from carbon dioxide equivalents (CO2e) by one percent annually.  | 4.20 (CY2019)    | 1.03       | 1.97       | 2.95       |            | 4.16          | 4.07          |
|            | LAG: Reduce ozone-causing emissions from volatile organic compounds (VOC) per capita by one percent annually.  | 2.00 (CY2019)    | 0.50       | 0.95       | 1.42       |            | 1.98          | 1.92          |
|            | LAG: Reduce ozone-causing emissions from nitrogen oxides (NOx) per capita by one percent annually.   | 9.50 (CY2019)    | 2.27       | 4.32       | 6.47       |            | 9.41          | 9.12          |
| STRATEGIES | LEAD: Restore Bustang bus service ridership to pre-COVID-19 level of the fiscal year 2019 baseline of 238,135 by 6/30/2021, and increase ridership by five percent from pre-COVID-19 levels in fiscal year 2023.   | 238,135 (CY2019) | 10,949     | 23,076     | 36,470     |            | 238,135       | 250,042       |
|            | LEAD: To support Front Range mobility options, develop and begin constructing comprehensive "Mobility Hubs," with at least 23 percent of locations completed by 6/30/2021.   | 12% (FY2019)     | 12%        | 56%        | 56%        |            | 23%           | 23%           |
|            | LEAD: Increase departmental funding for electric vehicle (EV) adoption for in the areas of infrastructure, awareness, and education, supporting Executive Order B2019-002, increasing EVs purchased by individuals and transit agencies in the state from 9,251 new registrations in 2020 to 14,434 new registrations in fiscal year 2021. | 9,251 (FY2019)   | 2,227      | 5,061      | 8,665      |            | 14,434        | 44,136        |
|            | LEAD: Increase the percentage of total state highway miles within a 30-mile travel buffer of DC fast-charging stations from 40 percent in fiscal year 2020 to 67 percent in fiscal year 2021.  | 40% (FY2020)     | 40%        | 46%        | 49%        |            | 67%           | 67%           |
|            | LEAD: Increase the number of Colorado Scenic & Historic Byways classified as electrified byways from 3 currently to 10 by the end of the fiscal year.  | 3 (FY2020)       | 3          | 3          | 6          |            | 10            | 24            |
|            | LEAD: Launch an air quality research program focused on construction projects, with air quality measurements and analysis in place for fiscal year 2020 for one of CDOT's major construction projects, and planning for follow-on projects.  | 0% (FY2020)      | 15%        | 35%        | 65%        |            | 100%          | 100%          |



## Strategic Policy Initiative #3

# ACCOUNTABILITY & TRANSPARENCY

*Respond effectively to our internal and external customers' needs*



### FISCAL YEAR 2020-21 GOAL:

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.



### Background

It is paramount for the Department to invest efficiently in transportation infrastructure, limit non-construction costs and overhead, and be transparent to decision makers and the public with where funds are spent. This initiative works to limit costs associated with pre-construction and construction management, keeping these costs at 20 percent or below total project costs. It will demonstrate that the Department is a good steward of public funds, and fulfill the objectives outlined within the Department's 10-Year Plan.

Successful completion of this goal will lead towards efficient and effective construction program delivery that will maximize dollars spent directly on the transportation system in all parts of the state, positively impacting all Coloradans as they travel and continuing to support the backbone of the state's economy.

#### Divisions Responsible



Division of Engineering



CDOT Transportation Regions



Division of Accounting & Finance

#### Supporting Major Functions



Construction Programs



Administration & Agency Operations



Other Programs





## Strategic Policy Initiative #3

# ACCOUNTABILITY & TRANSPARENCY

*Respond effectively to our internal and external customers' needs*

## FY 2020-21 Performance Targets

- ◆ **To ensure that CDOT embraces a modern project management culture, require 100 percent of project delivery plans are completed in accordance with Chief Engineer Guidance annually from the current baseline of 50 percent.**

Preconstruction Project Delivery Plans (PDP) are a cornerstone in the Department's process for planning and executing projects statewide that enable progress to be tracked, accomplishments measured, and resources managed. PDP's include process for systematically anticipating and managing project risks to make most efficient use of taxpayer funds.

- ◆ **Ensure timely execution of statewide construction projects and reduce costs associated with schedule overruns; with a minimum of 95 percent of projects completed prior to the contract time allowed as established at contract award throughout fiscal year 2022, subject to cash availability.**

The majority of the Department's construction costs are incurred during a relatively short construction season (primarily the summer months in many locations throughout the state). As a result, proactive preconstruction schedule monitoring is critically important to ensure construction project advertisement and award is accomplished such that the available construction season is fully utilized.

- ◆ **Ensure that construction expenditures for the annual construction season are kept within 95 to 105 percent of the expenditure target established by the January 2020 month-end fiscal year data annually, subject to region change control process and cash availability.**

Establishing an annual construction expenditure target and assessing progress on a regular basis helps ensure that the Department is a good steward of available funding.

- ◆ **Ensure that 95 percent of construction projects (including locally administered projects) are closed and de-budgeted within twelve months of final acceptance.**

Closing projects in a timely manner enables any unneeded funding to be efficiently and effectively reprogrammed for other project priorities.

- ◆ **To ensure timely execution of statewide construction projects and reduce costs associated with schedule overruns, 95 percent of projects will be completed prior to the contract time allowed as established at contract award throughout fiscal year 2021, subject to cash availability.**

While some amount of indirect costs are necessary for execution of the construction program, limiting these costs, as appropriate, will help increase the amount of dollars allocated to roadway construction.



## Strategic Policy Initiative #3

# ACCOUNTABILITY & TRANSPARENCY

*Respond effectively to our internal and external customers' needs*



### Current Strategies

- Continue to improve project delivery plans on all projects, working towards the goal of all projects having plans and meeting the requirements outlined by the Chief Engineer.
- Continue implementation of a portfolio-wide project information management system (PMIS). This system, called "On-Base," will standardize reporting across all projects and provide decision makers information quickly about the status of the current program.
- Continue deployment and refinement of publicly available information on the construction program through CDOT's [Project Accountability Dashboard](#).

# WILDLY IMPORTANT GOAL #3

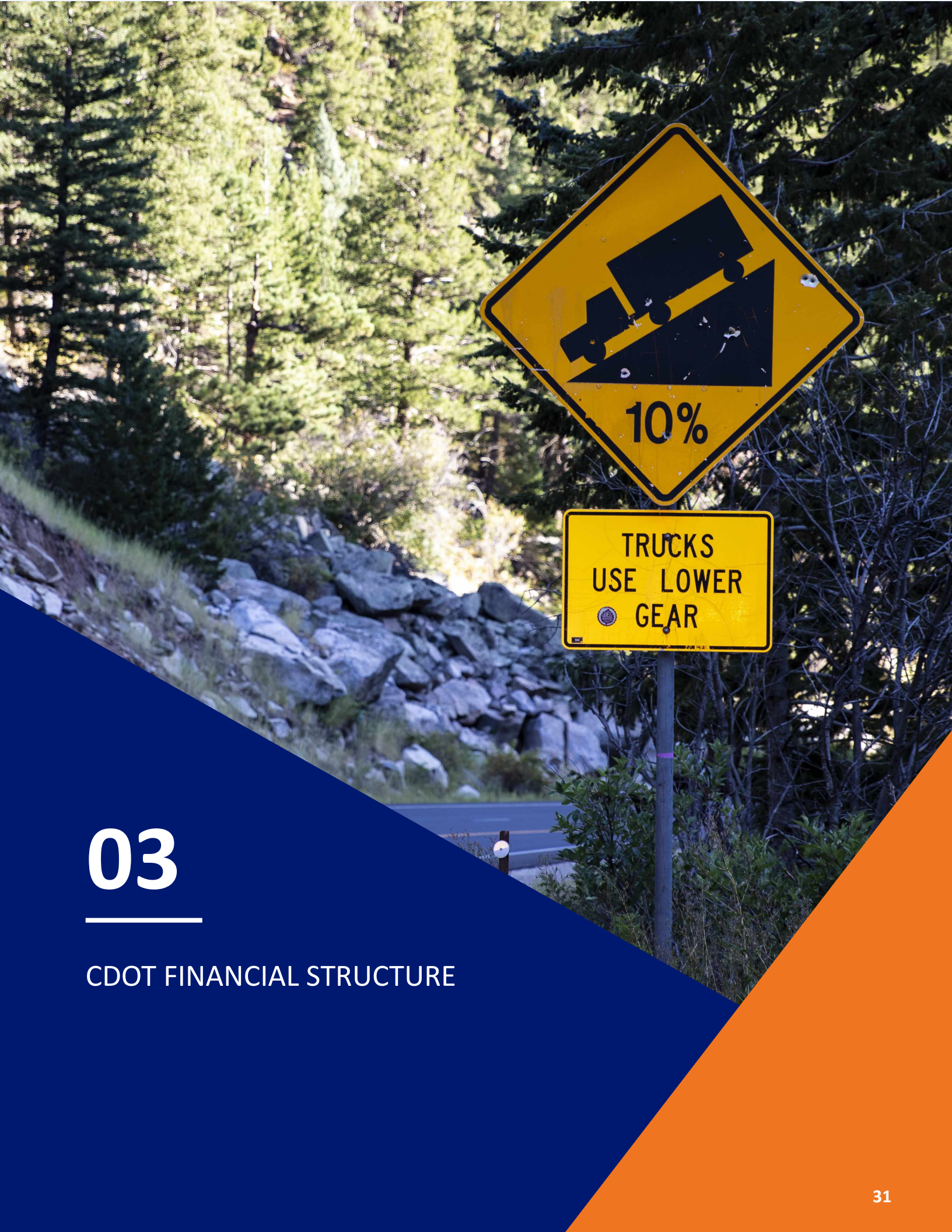
## ACCOUNTABILITY & TRANSPARENCY



### FY2020-21 GOAL: Limit pre-construction costs to no more than 20 percent of total construction costs

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.

|            | Metric  | Baseline       | Q1 Actuals | Q2 Actuals | Q3 Actuals | Q4 Actuals | FY2021 Target | FY2023 Target |
|------------|---|----------------|------------|------------|------------|------------|---------------|---------------|
| GOAL       | LAG: Ensure that preconstruction and construction engineering costs for Senate Bill 17-267 projects account for no more than 20 percent of total project costs in fiscal year 2021 and throughout fiscal years 2022 and 2023.   | 24.0% (FY2020) |            |            |            |            | 20%           | 20%           |
|            | LEAD: To ensure that CDOT embraces a modern project management culture, require 100 percent of project delivery plans are completed in accordance with Chief Engineer Guidance annually from the current baseline of 50 percent.  | 50% (CY2019)   | 78%        | 71%        | 70%        |            | 100%          | 100%          |
| STRATEGIES | LEAD: To ensure timely execution of CDOT's construction program, 95 percent of projects will be advertised prior to the baseline late AD date as established at field inspection review (FIR) annually, subject to cash availability.   | 83.1% (FY2020) | 80.0%      | 85.6%      | 91.5%      |            | 95%           | 95%           |
|            | LEAD: Ensure that construction expenditures for the annual construction season are kept within 95 to 105 percent of the expenditure target established by the January 2020 month-end fiscal year data annually, subject to region change control process and cash availability.                 | 80% (FY2020)   | 87%        | 94%        | 81%        |            | 95%-105%      | 95%-105%      |
|            | LEAD: Ensure that 95 percent of construction projects are closed and de-budgeted within 12 months of final acceptance.  | 73.7% (FY2020) | 74.0%      | 73.7%      | 67.9%      |            | 95%           | 95%           |
|            | LEAD: To ensure timely execution of statewide construction projects and reduce costs associated with schedule overruns, 95 percent of projects will be completed prior to the contract time allowed as established at contract award throughout fiscal year 2021, subject to cash availability. | 94.5% (FY2020) | 94.6%      | 95.8%      | 93.1%      |            | 95%           | 95%           |
|            |   |                |            |            |            |            |               |               |



# 03

---

## CDOT FINANCIAL STRUCTURE

## CDOT Funding Overview

Under the State Constitution (Article X Section 18), the revenue collected from state motor vehicle fuel taxes and fees 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) and 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. The majority of 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.

CDOT also has four Enterprises, the Colorado Bridge Enterprise, the High Performance Transportation Enterprise (HPTE), the Clean Transit Enterprise, and the Nonattainment Area Air Pollution Mitigation Enterprise. An enterprise is a self-supporting, government-owned business that receives revenue in return for the provision of a good or service. Enterprise revenue is not subject to statewide revenue limits under TABOR.

This section includes additional information on CDOT's:

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

# Historical Long Bill Appropriations

## Summary of Appropriations

This section provides a breakout of Long Bill appropriations to the Department. CDOT's portion of the Long Bill is split into six divisions. All appropriations with an (I) notation are continuously appropriated and provided for informational purposes only. This summary does not include the newly created Clean Transit and Nonattainment Area Air Pollution Mitigation enterprises, which will start receiving revenue in FY 2022-23.

**Table 1**  
**Summary of CDOT Appropriations**

|            | Total Funds     | General Fund | Cash Funds      | Reappropriated Funds | Federal Funds | FTE    |
|------------|-----------------|--------------|-----------------|----------------------|---------------|--------|
| FY 2017-18 | \$1,578,506,823 | \$0          | \$851,844,882   | \$8,552,189          | \$718,109,752 | 3326.8 |
| FY 2018-19 | \$1,827,788,544 | \$0          | \$1,209,197,195 | \$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 | \$2,327,939,402 | \$1,000,000  | \$1,346,783,625 | \$7,078,096          | \$973,077,681 | 3326.0 |
| FY 2021-22 | \$2,085,159,905 | \$0          | \$1,437,478,446 | \$5,478,096          | \$642,203,363 | 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 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 |
| FY 2021-22 | \$37,700,946 | \$0          | \$37,638,056 | \$62,890             | \$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.

# Historical Long Bill Appropriations

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

|            | Total Funds     | General Fund | Cash Funds      | Reappropriated Funds | Federal Funds | FTE    |
|------------|-----------------|--------------|-----------------|----------------------|---------------|--------|
| 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 | \$2,014,333,507 | \$0          | \$1,201,180,917 | \$1,414,909          | \$811,737,681 | 3156.0 |
| FY 2021-22 | \$2,004,983,783 | \$0          | \$1,361,365,214 | \$1,415,206          | \$642,203,363 | 3156.0 |

- The FTE amount for FY 2020-21 was adjusted in the Long Bill to reflect the actual FTE amount more accurately. 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.
- The Cash Funds amount for FY 2020-21 was increased by \$30.0 million to include a General Fund transfer to the State Highway Fund made pursuant to SB 21-110.
- The Federal Funds amount for FY 2020-21 was increased by \$182.16 million to include an American Rescue Plan Transfer made to CDOT pursuant to SB 21-260.
- The Cash Funds amount for FY 2021-22 was increased by \$294.0 million, which include a General Fund Transfer of \$170.0 million to the State Highway Fund made pursuant to SB 21-260 and a General Fund transfer of \$124.0 million made pursuant to SB 21-265.

(3) **Statewide Bridge and Tunnel Enterprise (I)** - This funding is directed by the Colorado Bridge and Tunnel Enterprise, which is a TABOR Enterprise. Historically, the FASTER Bridge Safety Surcharge has been the primary funding mechanism for this Enterprise. Beginning in FY 2022-23, this Enterprise will also receive revenue from the newly created Bridge and Tunnel Impact Fee and retail delivery fees.

|            | Total Funds   | General Fund | Cash Funds    | Reappropriated Funds | Federal Funds | FTE |
|------------|---------------|--------------|---------------|----------------------|---------------|-----|
| 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 |
| FY 2021-22 | \$125,344,441 | \$0          | \$125,344,441 | \$0                  | \$0           | 1.0 |

# Historical Long Bill Appropriations

**(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 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 |
| FY 2021-22 | \$22,680,735 | \$0          | \$18,680,735 | \$4,000,000          | \$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 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 |
| FY 2021-22 | \$14,900,000 | \$0          | \$14,900,000 | \$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 (FRPR) 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 remained available for expenditure until the close of the FY 2020-21 state fiscal year.
- SB 21-260 transferred and appropriated \$14.5 million from the Multimodal Transportation and Mitigation Options Fund to the Front Range Passenger Rail Commission. Of this amount, \$12 million must be used to provide additional funding for the Southwest Chief La Juna Route Restoration Program.
- Pursuant to SB 21-238, the Front Range Passenger Rail Commission will be repealed at the end of FY 2021-22 and replaced by the Front Range Passenger Rail District. Any unencumbered balance in the Commission's cash fund will be transferred to the new district.



# Historical Long Bill Appropriations

**(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 one-time funding was 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 2017-18 | \$2,450,000  | \$0          | \$2,450,000  | \$0                  | \$0           | 0.0 |
| FY 2018-19 | \$2,450,000  | \$0          | \$2,450,000  | \$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 |
| FY 2021-22 | \$3,550,000  | \$0          | \$3,550,000  | \$0                  | \$0           | 0.0 |

- HB 21-1376 transferred and appropriated \$2.0 million from the Marijuana Tax Cash Fund to the First Time Drunk Driving program in FY 2021-22.

**Multimodal Transportation Projects** - SB 18-001 transferred a total of \$94.25 million from the General Fund to 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 2023-24.

SB 21-260 replaced the Multimodal Transportation Options Fund with the Multimodal Transportation and Mitigation Options Fund. This bill transferred and appropriated \$161.34 million from the federal American Rescue Plan Act to the fund. Additionally, this fund will receive additional revenue in future years from General Fund transfers and Retail Delivery Fee Revenue.

|            | Total Funds   | General Fund | Cash Funds   | Reappropriated Funds | Federal Funds | FTE |
|------------|---------------|--------------|--------------|----------------------|---------------|-----|
| 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 | \$161,340,000 | \$0          | \$0          | \$0                  | \$161,340,000 | 0.0 |
| FY 2021-22 | \$0           | \$0          | \$0          | \$0                  | \$0           | 0.0 |

# Historical Long Bill Appropriations

## CDOT's Core and Support Functions

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 2021-22. More detailed information on the department's core and support functions can be found in the department's FY 2021-22 Budget Allocation Plan, which can be found [here](#).

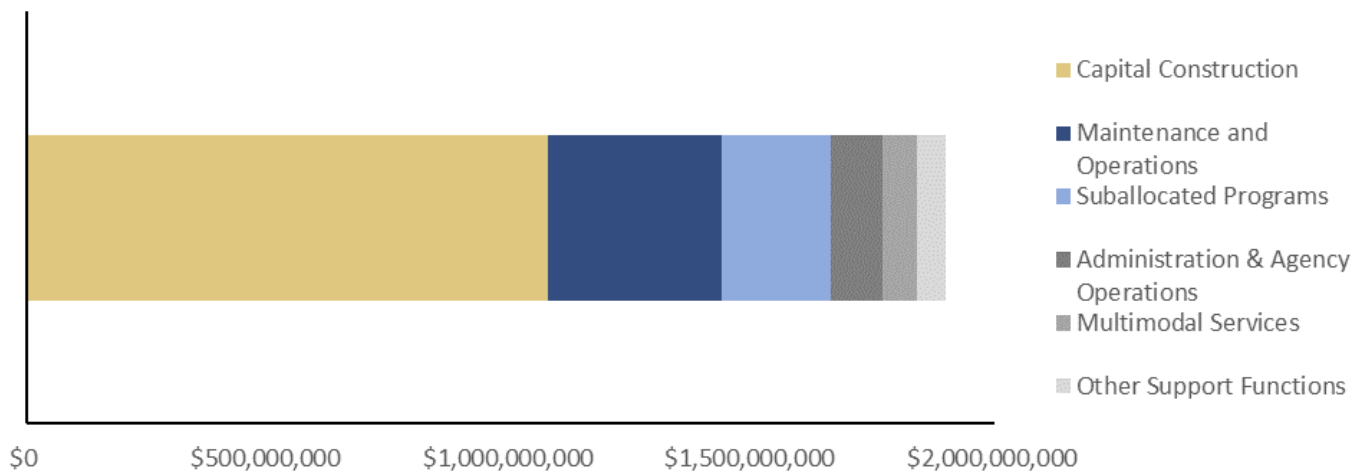
### Core Functions

Capital Construction  
Maintenance and Operations  
Suballocated Programs  
Multimodal Services

### Support Functions

Administration and Agency Operations  
Debt Service  
Contingency Reserve  
Other Programs

## CDOT FY 2021-22 Budget Allocation



# Capital Construction Fund and Projects

## Capital Construction Fund Overview

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.

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.

Additionally, CDOT received additional funding from the CDC in FY 2018-19 for a San Luis Valley Doppler Weather Radar partnership and in FY 2020-22 for weather radar systems in southwest Colorado. Table 2 below provides an overview of funding from the Capital Construction Fund.

|            | <b>Controlled Maintenance</b> | <b>Capital Renewal &amp; Recapitalization</b> | <b>Capital Expansion</b> | <b>Capital IT Projects</b> |
|------------|-------------------------------|---|--------------------------|----------------------------|
| FY 2017-18 | \$0                           | \$500,000                                     | \$0                      | \$0                        |
| FY 2018-19 | \$0                           | \$500,000                                     | \$302,000                | \$0                        |
| FY 2019-20 | \$0                           | \$500,000                                     | \$0                      | \$0                        |
| FY 2020-21 | \$0                           | \$500,000                                     | \$0                      | \$0                        |
| FY 2021-22 | \$0                           | \$500,000                                     | \$300,000                | \$0                        |

## Overview of CDOT Debt Obligations

The Department has ongoing debt service obligations resulting from the passage of Senate Bill (SB) 17-267 Sustainability of Rural Colorado, and from the building of its new Headquarters in Denver and renovations or replacements of other properties.

Additionally, the Bridge and Tunnel Enterprise has ongoing debt service obligations related to the accelerated replacement of the state's worst bridges upon the creation 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.

The Table below provides an outline of CDOT's current debt obligations.

# Ongoing Debt Obligations

## CDOT Debt Obligations

| <u>Purpose</u>   | <u>Issue</u>             | <u>Original Principal</u> | <u>Outstanding Principal</u> |
|--|--------------------------|---------------------------|------------------------------|
| <b><u>CDOT Certificates of Participation</u></b>                     |                          |                           |                              |
| Region Headquarters Buildings  | Series 2020              | \$19,050,000              | \$19,050,000                 |
| Region Headquarters Buildings  | Series 2017              | \$58,665,000              | \$53,900,000                 |
| Headquarters Building  | Series 2016              | \$70,000,000              | \$42,210,000                 |
| Refunding 2004 COPs  | Series 2012              | \$21,075,000              | \$2,315,000                  |
|  | <b>Subtotal</b>          | <b>\$168,790,000</b>      | <b>\$117,475,000</b>         |
| <b><u>Rural Colorado Certificates of Participation</u></b>           |                          |                           |                              |
| Transportation Infrastructure Projects                               | Series 2021A             | \$500,000,000             | \$500,000,000                |
| Transportation Infrastructure Projects                               | Series 2020A             | \$500,000,000             | \$485,630,000                |
| Transportation Infrastructure Projects                               | Series 2018A             | \$500,000,000             | \$445,995,000                |
|  | <b>Subtotal</b>          | <b>\$1,500,000,000</b>    | <b>\$1,431,625,000</b>       |
| <b><u>Bridge Enterprise Revenue Bonds</u></b>                        |                          |                           |                              |
| Refund a Portion of Series 2010 BABS                                 | Series 2019A             | \$38,740,000              | \$38,740,000                 |
| Central 70   | Series 2017 (Central 70) | \$114,660,000             | \$114,660,000                |
| Build America Taxable  | Series 2010A             | \$300,000,000             | \$257,180,000                |
|  | <b>Subtotal</b>          | <b>\$453,400,000</b>      | <b>\$410,580,000</b>         |
| <b><u>High Performance Transportation Enterprise Obligations</u></b> |                          |                           |                              |
| Bunham Yard  | Series 2021 Burnham      | \$45,810,000              | \$45,810,000                 |
| Series 2021 MEXL   | Series 2021 MEXL         | \$25,205,000              | \$25,205,000                 |
| C-470 TIFIA Loan   | Series 2017B             | \$106,950,231             | \$101,739,028                |
| 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                 |
|  | <b>Subtotal</b>          | <b>\$363,390,231</b>      | <b>\$358,179,028</b>         |
|  | <b>TOTAL</b>             | <b>\$2,485,580,231</b>    | <b>\$2,317,859,028</b>       |

# Ongoing Debt Obligations

## 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 ownership of the buildings.

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/Other:** 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.

**HB 20-1376** - 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/Other:** anything remaining after the first \$71 million, up to \$150 million

Beginning in FY 2022-23, the annual debt service will revert to the original formula.

**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 was transferred to the Capital Construction Fund, the department received \$559.8 million.

# Ongoing Debt Obligations

## 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.

With the passage of SB 21-260, the scope and mission of this Enterprise were expanded to include tunnel projects.

**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.



# 04

---

## CDOT FINANCIAL FORECAST

# Department Baseline Forecast

## Financial Forecast Overview

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 pandemic has resulted in a high level of revenue volatility over the last few fiscal years. 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

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.



# Department Baseline Forecast

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. The tables below outline CDOT’s four-year forecast by Long Bill appropriation, and fund type.

It should be noted that this forecast is based on current federal funding levels under the FAST Act, and is expected to change upon the passage of a new federal reauthorization act. Additional information on federal funding can be found in the CDOT Budget Drivers section below.

## CDOT Revenue Forecast by Source

| CDOT Revenue                          | FY 2022-23<br>Forecast | FY 2023-24<br>Forecast | FY 2024-25<br>Forecast | FY 2024-25<br>Forecast |
|---------------------------------------|------------------------|------------------------|------------------------|------------------------|
| Highway Users Tax Fund – CDOT Portion | \$560,697,104          | \$592,964,164          | \$613,659,185          | \$628,183,928          |
| General Fund                          | \$700,000              | \$3,100,000            | \$110,100,000          | \$107,000,000          |
| Federal Programs                      | \$644,874,855          | \$648,327,253          | \$651,528,780          | \$655,847,396          |
| Aeronautics                           | \$35,052,827           | \$32,817,922           | \$32,817,922           | \$32,817,922           |
| Miscellaneous                         | \$30,886,000           | \$37,052,000           | \$36,115,000           | \$35,047,000           |
| State Multimodal Funding              | \$24,510,730           | \$62,994,123           | \$74,162,046           | \$26,721,131           |
| State Safety Education Funding        | \$2,852,000            | \$1,357,000            | \$1,362,000            | \$1,367,000            |
| State Infrastructure Bank             | \$286,000              | \$334,000              | \$293,000              | \$251,000              |
| Capital Construction Fund             | \$950,000              | \$500,000              | \$500,000              | \$500,000              |
| <b>Total</b>                          | <b>\$1,300,809,516</b> | <b>\$1,379,446,462</b> | <b>\$1,520,537,933</b> | <b>\$1,487,735,377</b> |

# Department Baseline Forecast

## CDOT Revenue Forecast by Source (Continued)

|  | FY 2022-23             | FY 2023-24             | FY 2024-25             | FY 2025-26             |
|--|------------------------|------------------------|------------------------|------------------------|
| CDOT Enterprise Revenue                    | Forecast               | Forecast               | Forecast               | Forecast               |
| High Performance Transportation Enterprise | \$23,913,867           | \$23,579,205           | \$19,948,990           | \$20,206,850           |
| Bridge and Tunnel Enterprise               | \$145,186,737          | \$155,424,026          | \$164,705,353          | \$184,663,313          |
| Clean Transit Enterprise                   | \$8,280,329            | \$9,132,872            | \$9,834,347            | \$11,134,125           |
| Nonattainment Enterprise                   | \$7,125,226            | \$8,481,351            | \$10,094,332           | \$11,923,095           |
|  | <b>\$184,506,159</b>   | <b>\$196,617,454</b>   | <b>\$204,583,022</b>   | <b>\$227,927,383</b>   |
| <b>Total CDOT With Enterprises</b>         | <b>\$1,485,315,675</b> | <b>\$1,576,063,916</b> | <b>\$1,725,120,955</b> | <b>\$1,715,662,760</b> |

## CDOT Revenue Forecast by Long Bill Division—FY 2022-23

| CDOT Long Bill Divisions   | Total                  | General Fund | Cash Funds           | Reappropriated Funds | Federal Funds        |
|----------------------------|------------------------|--------------|----------------------|----------------------|----------------------|
| Administration             | \$43,097,712           | \$0          | \$43,034,817         | \$62,895             | \$0                  |
| CM&O                       | \$1,237,661,361        | \$0          | \$591,371,305        | \$1,415,201          | \$644,874,855        |
| Bridge Enterprise          | \$145,186,737          | \$0          | \$145,186,737        | \$0                  | \$0                  |
| HPTE                       | \$23,913,867           | \$0          | \$19,863,867         | \$4,050,000          | \$0                  |
| Clean Transit Enterprise   | \$8,280,329            | \$0          | \$8,280,329          | \$0                  | \$0                  |
| Nonattainment Enterprise   | \$7,125,226            | \$0          | \$7,125,226          | \$0                  | \$0                  |
| Special Purpose            |                        |              |                      |                      |                      |
| FTDD                       | \$1,500,000            | \$0          | \$1,500,000          | \$0                  | \$0                  |
| Marijuana Impaired Driving | \$950,000              | \$0          | \$950,000            | \$0                  | \$0                  |
| MTMOF                      | \$17,600,442           | \$0          | \$17,600,442         | \$0                  | \$0                  |
| <b>Total</b>               | <b>\$1,485,315,674</b> | <b>\$0</b>   | <b>\$834,912,723</b> | <b>\$5,528,096</b>   | <b>\$644,874,855</b> |

# Department Baseline Forecast

## CDOT Revenue Forecast by Long Bill Division—FY 2023-24

| CDOT Long Bill Divisions   | Total                  | General Fund | Cash Funds           | Reappropriated     |                      |
|----------------------------|------------------------|--------------|----------------------|--------------------|----------------------|
|                            |                        |              |                      | Funds              | Federal Funds        |
| Administration             | \$43,097,712           | \$0          | \$43,034,817         | \$62,895           | \$0                  |
| CM&O                       | \$1,279,410,429        | \$0          | \$629,168,514        | \$1,914,662        | \$648,327,253        |
| Bridge Enterprise          | \$155,424,026          | \$0          | \$155,424,026        | \$0                | \$0                  |
| HPTE                       | \$23,579,205           | \$0          | \$18,804,705         | \$4,774,500        | \$0                  |
| Clean Transit Enterprise   | \$9,132,872            | \$0          | \$9,132,872          | \$0                | \$0                  |
| Nonattainment Enterprise   | \$8,481,351            | \$0          | \$8,481,351          | \$0                | \$0                  |
| Special Purpose            |                        |              |                      |                    |                      |
| FTDD                       | \$0                    | \$0          | \$0                  | \$0                | \$0                  |
| Marijuana Impaired Driving | \$950,000              | \$0          | \$950,000            | \$0                | \$0                  |
| MTMOF                      | \$55,988,320           | \$0          | \$55,988,320         | \$0                | \$0                  |
| <b>Total</b>               | <b>\$1,576,063,915</b> | <b>\$0</b>   | <b>\$920,984,605</b> | <b>\$6,752,057</b> | <b>\$648,327,253</b> |

## CDOT Revenue Forecast by Long Bill Division—FY 2024-25

| CDOT Long Bill Divisions   | Total                  | General Fund | Cash Funds             | Reappropriated     |                      |
|----------------------------|------------------------|--------------|------------------------|--------------------|----------------------|
|                            |                        |              |                        | Funds              | Federal Funds        |
| Administration             | \$43,097,712           | \$0          | \$43,034,817           | \$62,895           | \$0                  |
| CM&O                       | \$1,409,434,267        | \$0          | \$755,990,825          | \$1,914,662        | \$651,528,780        |
| Bridge Enterprise          | \$164,705,353          | \$0          | \$164,705,353          | \$0                | \$0                  |
| HPTE                       | \$19,948,990           | \$0          | \$15,174,490           | \$4,774,500        | \$0                  |
| Clean Transit Enterprise   | \$9,834,347            | \$0          | \$9,834,347            | \$0                | \$0                  |
| Nonattainment Enterprise   | \$10,094,332           | \$0          | \$10,094,332           | \$0                | \$0                  |
| Special Purpose            |                        |              |                        |                    |                      |
| FTDD                       | \$0                    | \$0          | \$0                    | \$0                | \$0                  |
| Marijuana Impaired Driving | \$950,000              | \$0          | \$950,000              | \$0                | \$0                  |
| MTMOF                      | \$67,055,953           | \$0          | \$67,055,953           | \$0                | \$0                  |
| <b>Total</b>               | <b>\$1,725,120,954</b> | <b>\$0</b>   | <b>\$1,066,840,117</b> | <b>\$6,752,057</b> | <b>\$651,528,780</b> |

# Department Baseline Forecast

## CDOT Revenue Forecast by Long Bill Division—FY 2025-26

| CDOT Long Bill Divisions   | Total                  | General Fund | Cash Funds             | Reappropriated Funds | Federal Funds        |
|----------------------------|------------------------|--------------|------------------------|----------------------|----------------------|
| Administration             | \$43,097,712           | \$0          | \$43,034,817           | \$62,895             | \$0                  |
| CM&O                       | \$1,424,177,931        | \$0          | \$766,415,873          | \$1,914,662          | \$655,847,396        |
| Bridge Enterprise          | \$184,663,313          | \$0          | \$184,663,313          | \$0                  | \$0                  |
| HPTE                       | \$20,206,850           | \$0          | \$15,432,350           | \$4,774,500          | \$0                  |
| Clean Transit Enterprise   | \$11,134,125           | \$0          | \$11,134,125           | \$0                  | \$0                  |
| Nonattainment Enterprise   | \$11,923,095           | \$0          | \$11,923,095           | \$0                  | \$0                  |
| Special Purpose            |                        |              |                        |                      |                      |
| FTDD                       | \$0                    | \$0          | \$0                    | \$0                  | \$0                  |
| Marijuana Impaired Driving | \$950,000              | \$0          | \$950,000              | \$0                  | \$0                  |
| MTMOF                      | \$19,509,734           | \$0          | \$19,509,734           | \$0                  | \$0                  |
| <b>Total</b>               | <b>\$1,715,662,760</b> | <b>\$0</b>   | <b>\$1,053,063,307</b> | <b>\$6,752,057</b>   | <b>\$655,847,396</b> |

## 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 Project Reporting and Transparency Office (PRTO) 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.

# Department Baseline Forecast

Due to the events in response to the global COVID-19 pandemic, the Department anticipated a significant and immediate impact to revenue collections, followed by a longer downturn overall. Based upon motor fuel sales collections from the first quarter of calendar year 2021, and vehicle miles traveled (VMT) currently stabilizing at around 2019 levels, the current forecast now assumes a 2.5% reduction of prepandemic monthly gross gallons of gasoline consumed from April 2021 through June 2022. Staff will modify fuel sale assumptions as traffic patterns continue to adjust.

The actual closing cash balance for July 2021 was \$2.14 billion; \$1.89 billion above that month's cash balance target of \$250 million. July's cash balance is comprised of \$1.04 billion in the State Highway Fund, and \$1.10 billion in a Senate Bill 267 trustee account. July's closing cash balance for the State Highway Fund is \$84 million higher than June's forecast of that balance due to higher than expected federal reimbursements and lower than expected construction expenditures.

The forecast does not include \$500 million of revenues in FY 2021-22 from SB 17-267 COP proceeds. The cash balance forecast continues to report on only projects and revenues related to the State Highway Fund, and does not include revenue and expenditures associated with any pre-existing or new enterprises created through SB 21-260, including:

- Statewide Bridge and Tunnel Enterprise
- Clean Transit Enterprise
- Nonattainment Area Air Pollution Mitigation Enterprise

Cash balances will be drawn down closer to the target balances over the course of fiscal years 2022, 2023, and 2024 as projects funded with SB 18-001, SB 17-267, and 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.

| <i>\$ millions</i> | <i>CY 2017<br/>(actual)</i> | <i>CY 2018<br/>(actual)</i> | <i>CY 2019<br/>(actual)</i> | <i>CY 2020<br/>(actual)</i> | <i>CY 2021<br/>(forecast)</i> | <i>CY 2022<br/>(forecast)</i> | <i>CY 2023<br/>(forecast)</i> | <i>CY 2024<br/>(forecast)</i> |
|--------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|
| Expenditures       | \$642                       | \$578                       | \$669                       | \$774                       | \$729                         | \$885                         | \$839                         | \$662                         |

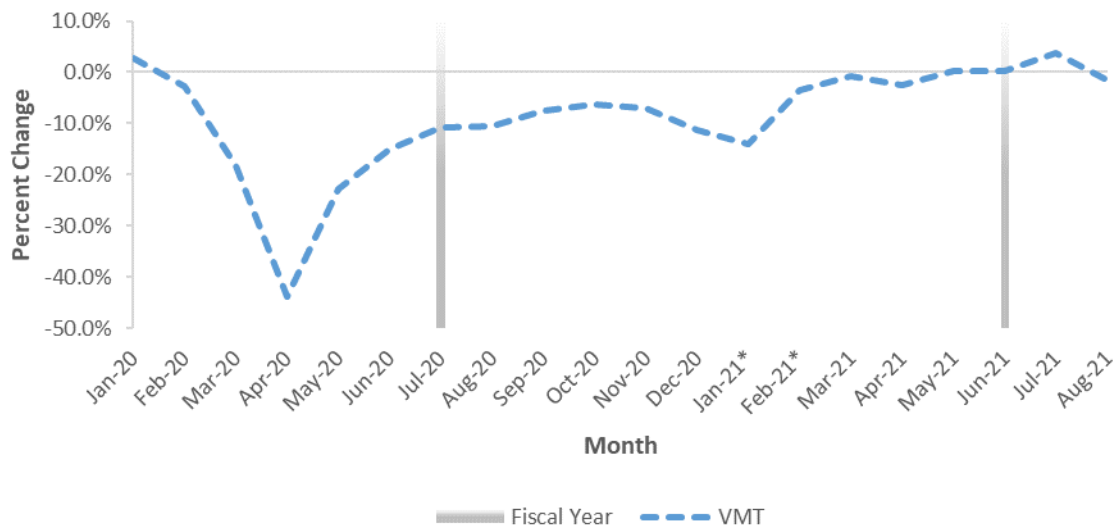
## COVID-19 Impact

Overall, CDOT revenue decreased substantially in 2020 and 2021 due to the impacts of the COVID-19 pandemic. As shown in the table below, measures taken to reduce the spread of the virus resulted in a substantial drop in Vehicle Miles Traveled (VMT) throughout 2020 and early 2021. With the increased distribution of vaccines and corresponding rollback of restrictions in recent months, the state’s VMT has been gradually returning to pre-pandemic levels.

### Year over Year VMT Patterns

Monthly VMT Compared to Pre-pandemic Levels

January 2020 - August 2021



CDOT’s primary source of state revenue comes from taxes on fees on the sale of gasoline and special fuels, as well as various vehicle registration fees. Gasoline taxes and fees are assessed on the number of gallons of gasoline sold. With the drop of VMT throughout 2020 and 2021, overall assessments on gasoline and special fuels decreased substantially between FY 2019-20 to the current FY 2021-22.

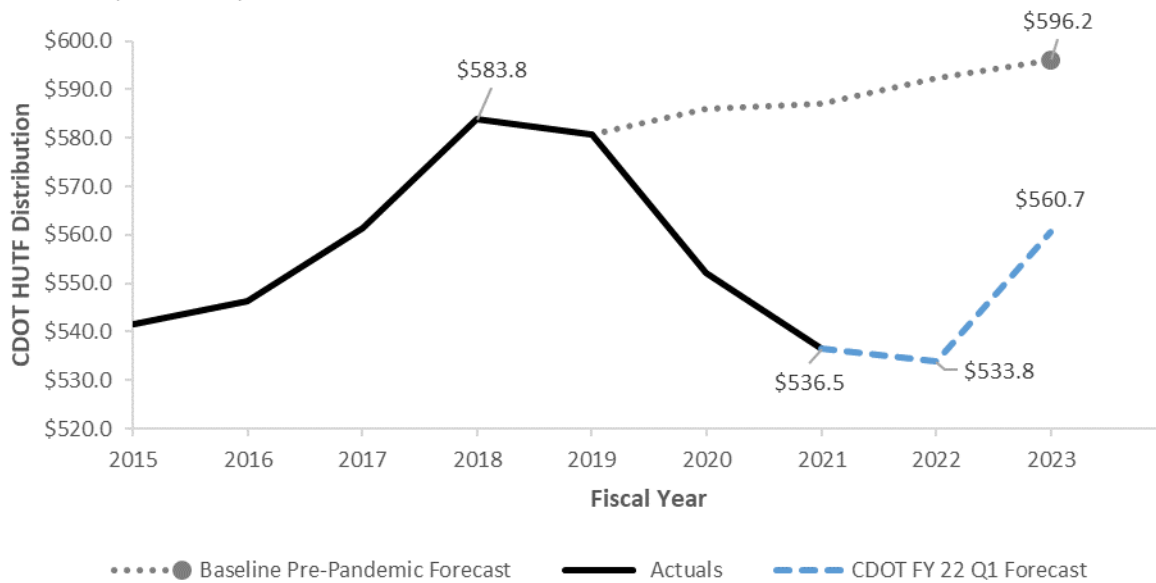
CDOT revenue is expected to increase substantially in FY 2022-23 as VMT returns to pre-pandemic levels. While the Department anticipates revenue to increase in future fiscal years, there is significant risk within the current forecast. For example, future actions taken to prevent the spread of the virus or behavior changes resulting from the pandemic (such as an increase to work from home) may impact VMT in future months.

The figure below provides an overview of the Department’s recent quarterly forecasts and compares them to the Department’s pre-pandemic forecast.

# CDOT Budget Drivers

## CDOT HUTF Distribution Outlook

FY 22 Q1 Forecasts, Actuals, & Pre-pandemic Baseline  
 FY 15 - FY 23 (in millions \$)



## SB 21-260

The passage of SB 21-260 established several new transportation fees and General Fund transfers, created or modified four state enterprises, and added new planning and environmental study requirements. This section provides an outline of the new fees and state Enterprises created within SB 21-260.

### American Rescue Plan Act Transfers

On June 30, 2021, transfers \$380.0 million from the federal American Rescue Plan Act of 2021 to transportation, as follows:

- \$182.16 million to the State Highway Fund. Of this amount, \$22.16 million must be used for the Revitalizing Main Streets program and \$0.5 million must be used for Burnham Yard
- \$161.34 million to the Multimodal Transportation and Mitigation Options Fund
- \$36.5 million to the Highway Users Tax Fund, of which 55 percent is distributed to counties and 45 percent is distributed to municipalities.

# CDOT Budget Drivers

## General Fund Transfers

On July 1, 2021, this bill transfers \$170 million from the General Fund to the State Highway Fund.

Between FY 2024-25 to FY 2031-32, the bill makes the following annual General Fund Transfers:

- \$10.5 million to the Multimodal Transportation and Mitigation Options Fund
- \$7.0 million to the State Highway Fund for the Revitalizing Main Streets and Safer Main Streets programs. This funding may be expended for multimodal projects.

Between FY 2024-25 to FY 2031-32, the bill makes the following annual General Fund Transfers:

- \$100.0 million from FY 2024-25 to FY 2028-29; out of this transfer, \$10 million must be spent to mitigate the environmental and health impacts of increased air pollution
- \$82.5 million from FY 2029-30 to FY 2031-32

Although not allocated statutorily to debt service, the majority of the \$170 million General Fund transfer in FY 2021-22 and the full amount of transfers between FY 2024-25 and FY 2031-32 are intended to assist the Department in meeting debt service requirements of SB 17-267 lease-purchase agreements.

Additionally, this bill transfers \$115 million of the revenue that is retained after increasing the excess state revenues cap to transportation. These transfers will occur over multiple fiscal years. Of this funding, 94 percent is transferred to the Multimodal Transportation and Mitigation Options Fund and 6 percent is transferred to the State Highway Fund for the Revitalizing Main Streets and Safer Main Streets programs.

## Front Range Passenger Rail

On July 1, 2021, this bill transfers \$12 million from the Multimodal Transportation and Mitigation Options Fund to the Southwest Chief and Front Range Passenger Rail Commission Fund to provide additional funding for the Southwest Chief La Junta Route restoration program. On February 15, 2022, the bill transfers an additional \$2.5 million to the Southwest Chief and Front Range Passenger Rail Commission Fund.

Contingent on the passage of SB 21-238, any unencumbered balance in the Southwest Chief and Front Range Passenger Rail Commission Fund will be transferred to the newly created Front Range Passenger Rail District.

## TRANS Ballot Measure

Prior to the passage of this bill, a ballot measure would have gone to the voters in November 2021 asking them to approve the sale of \$1.337 billion in Transportation Revenue Anticipation Notes (TRANS). Additionally, statute directed transfers from the General Fund to the State Highway Fund depending on the outcome of the ballot measure. This bill repeals the November 2021 ballot measure and the related



# CDOT Budget Drivers

## New Transportation Fees

The bill creates new fees for purchases of gasoline and diesel fuel, electric vehicle registrations, retail deliveries, passenger ride services, and short-term vehicle rentals. It phases in many of the new fees over time and indexes new and existing fees to inflation. Revenue collection for the new fees created in the bill begins in FY 2022-23.

**Road Usage Fee** - Each fuel distributor that pays excise taxes on gasoline and special fuels must also collect a Road Usage Fee. This fee is paid per gallon of gasoline and diesel, and the fees are phased in between FY 2022-23 to FY 2031-32. Beginning in FY 2032-33, this fee will be annually adjusted for inflation based on the NHCCI. Revenue from the Road Usage Fee is credited to the Highway Users Tax Fund.

**Bridge and Tunnel Impact Fee** - Each fuel distributor that pays excise taxes on special fuels must also collect the Bridge and Tunnel Impact Fee which is deposited in the Statewide Bridge Enterprise Special Revenue Fund. This fee is paid per gallon of diesel, and is phased in between FY 2022-23 to FY 2031-32. Beginning in FY 2032-33, this fee will be annually adjusted for inflation based on the NHCCI.

**Electric Vehicle Fees** - The bill requires the existing \$50 electric vehicle registration fee to be annually adjusted for inflation. It also imposes additional road usage equalization registration fees on regular and commercial electric vehicles. These fees are phased in through FY 2031-32, and then adjusted annually using the NHCCI. Revenues from the new fees are deposited in the Highway Users Tax Fund, with a portion going to the State Highway Fund for freight related projects.

**Retail Delivery Fees** - This bill imposes new fees on retail deliveries that are subject to the state sales tax, which are collected from the purchaser by the retailer. These fees are assessed by the state, the Statewide Bridge and Tunnel Enterprise, and four new enterprises created in the bill. The initial fee rates are shown in the table below. In subsequent years, these fees will be adjusted for inflation based on the Denver-Aurora-Lakewood Consumer Price Index. The fees will only be adjusted for inflation in future years if the sum of the adjustments to all the fees results in an increase of at least one whole cent. This revenue is distributed to the HUTF and the MMOF.

| <u>Retail Delivery Fees</u>                                | <u>FY 2022-23 Fee Rate</u>   |
|--|------------------------------|
| State (Highway Users Tax Fund and Multimodal Options Fund) | 8.4 cents / delivery         |
| Bridge and Tunnel Enterprise                               | 2.7 cents / delivery         |
| Community Access Enterprise                                | 6.9 cents / delivery         |
| Clean Fleet Enterprise                                     | 5.3 cents / delivery         |
| Clean Transit Enterprise                                   | 3.0 cents / delivery         |
| Air Pollution Mitigation Enterprise                        | 0.7 cents / delivery         |
| <b>Total of Retail Delivery Fees</b>                       | <b>27.0 cents / delivery</b> |

# CDOT Budget Drivers

**Passenger Ride Fees** - This bill creates new passenger ride fees on passenger rides provided by transportation network companies. These fees are discounted for rides that are pooled or in an electric vehicle. The passenger ride fees will be collected by the new Clean Fleet Enterprise and the new Nonattainment Area Air Pollution Mitigation Enterprise. The initial fee rates are shown in the table below. In subsequent years, this fee will be adjusted for inflation based on the Denver-Aurora-Lakewood Consumer Price Index in years where the sum of the inflation adjustments for the Clean Fleet Per Ride Fee and the Air Pollution Mitigation Per Ride Fee results in an increase of one whole cent.

| <u>Ride Fees (Full Price)</u>          | <u>FY 2022-23 Fee Rate</u> |
|--|----------------------------|
| Clean Fleet Enterprise                 | 7.5 cents / ride           |
| Air Pollution Mitigation Enterprise    | 22.5 cents / ride          |
| <b>Total of Ride Fees (Full Price)</b> | <b>30.0 cents / ride</b>   |

| <u>Ride Fees (Discounted)</u>          | <u>FY 2022-23 Fee Rate</u> |
|--|----------------------------|
| Clean Fleet Enterprise                 | 3.75 cents / ride          |
| Air Pollution Mitigation Enterprise    | 11.25 cents / ride         |
| <b>Total of Ride Fees (Discounted)</b> | <b>15.0 cents / ride</b>   |

**Road Safety Surcharge** - This bill reduces the amount of the road safety surcharge imposed on motor vehicle registrations by \$11.10 for registrations in 2022 and \$5.55 for registrations in 2023.

**Daily Vehicle Rental Fee** - Beginning in FY 2022-23, the Department of Revenue must annually adjust the daily rental fee for inflation based on the Denver-Aurora-Lakewood Consumer Price Index. The bill clarifies that car sharing programs must collect the daily rental fee for any short-term vehicle rentals of 24 hours or longer.

## New State Enterprises

SB 21-260 created four new state enterprises: The Community Access Enterprise, the Clean Fleet Enterprise, the Clean Transit Enterprise, and the Nonattainment Area Air Pollution Mitigation Enterprise. It also changes the name of the Colorado Bridge Enterprise to the Colorado Bridge and Tunnel Enterprise and creates new fees to support it. These enterprises are funded through various new fees, as described below.

# CDOT Budget Drivers

**Community Access Enterprise** - This bill creates the Community Access Enterprise in the Colorado Energy Office to support the widespread and equitable adoption of electric vehicles by investing in transportation infrastructure, providing grants or other financing options to fund the construction of electric vehicle charging infrastructure, and incentivizing the acquisition of electric vehicles. Revenue from the Community Access Retail Delivery Fee is deposited in the Community Access Enterprise Fund, which is continuously appropriated to the Enterprise.

**Clean Fleet Enterprise** - This bill creates the Clean Fleet Enterprise in the Colorado Department of Public Health and Environment to incentivize and support the use of electric and alternative fuel vehicles by business and governmental entities that own or operate motor vehicle fleets. Revenue from the Clean Fleet Retail Delivery Fee and the Clean Fleet Per Ride fee are deposited in the Clean Fleet Enterprise Fund, which is continuously appropriated to the Enterprise.

**Clean Transit Enterprise** - This bill creates the Clean Transit Enterprise in CDOT to reduce and mitigate the adverse environmental impacts and health impacts of air pollution and greenhouse gas emissions by supporting the replacement of existing gasoline and diesel transit vehicles with electric motor vehicles. Revenue from the Clean Transit Retail Delivery Fee is deposited in the Clean Transit Enterprise Fund, which is continuously appropriated to the Enterprise. The Transportation Commission is authorized to loan money to the Clean Fleet Enterprise to defray expenses incurred by the enterprise before it receives fee revenue or bond proceeds.

**Nonattainment Area Air Pollution Mitigation Enterprise** - This bill creates the Nonattainment Area Air Pollution Mitigation Enterprise in CDOT to mitigate the environmental and health impacts of increased air pollution for motor vehicle emissions in nonattainment areas resulting from the growth in TNC rides and retail deliveries. Revenue from the Air Pollution Mitigation Retail Delivery Fee and the Air Pollution Mitigation Per Ride Fee are deposited in the Nonattainment Area Air Pollution Mitigation Enterprise Fund, which is continuously appropriated to the Enterprise. The Transportation Commission is authorized to loan money to the Nonattainment Area Air Pollution Mitigation Enterprise to defray expenses incurred by the enterprise before it receives fee revenue or bond proceeds.

**Statewide Bridge and Tunnel Enterprise** - This bill changes the name and scope of the Statewide Bridge Enterprise to the Statewide Bridge and Tunnel Enterprise and authorizes it to impose a Bridge and Tunnel Impact Fee on diesel fuel and a Bridge and Tunnel Retail Delivery Fee. Revenue from the Bridge and Tunnel Retail Delivery Fee and the Bridge and Tunnel Impact fee are deposited in the existing Statewide Bridge Enterprise Special Revenue Fund.

## Federal Stimulus Funding

CDOT is receiving Federal Stimulus funding through three different pieces of legislation: (1) The CARES Act of 2020 (2) The Coronavirus Response and Relief Supplemental Appropriation Act (CRRSAA), and (3) The American Rescue Plan Act of 2021 (ARPA). The Department also received state stimulus funding from SB 21-110, SB 21-265, and SB 21-260.

### CARES Act (March 2020)

The Coronavirus Aid, Relief, & Economic Security (CARES) Act was signed into law providing \$2 trillion in support for a variety of industries affected by COVID-19, including the transit industry which was allocated \$25 billion in funding. This transit funding was provided to support transit operations to prevent, prepare for, and respond to COVID-19.

Of the \$25 billion in transit funds for the nation, funds were allocated by formula as follows:

- Urbanized Areas Formula Program (49 USC 5307): \$22.7 billion
- Formula Grants for Rural Areas (49 USC 5311): \$2.2 billion
- Tribal Transit Formula Program: \$3 million
- FTA administration and oversight: \$75 Million

Beginning January 20, 2020, all activities normally eligible under the Urbanized Area (49 USC 5307) and Rural Area (49 USC 5311) formula programs were eligible for CARES Act funding, including Operating (including Administrative cost), Capital (preventive maintenance, rolling stock), and Planning. Colorado received \$325.3 million, of which CDOT received \$39.8 million.

### Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) (H.R. 133)

The Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA) is a \$900 billion bill that provides funding for transportation, education, and other Coronavirus relief. CRRSAA was included in the Consolidated Appropriations Act, 2021 (H.R. 133), a \$2.3 trillion spending bill that combined the \$900 billion in stimulus relief for the COVID-19 pandemic in the United States with a \$1.4 trillion omnibus federal government spending bill for the 2021 federal fiscal year (the omnibus bill portion itself combining 12 separate annual appropriations bills). The funding was signed into law by the President on December 27, 2020.

Of the \$900 Billion, CRRSAA included \$14 billion to support the transit industry during the COVID-19 public health emergency. The bill also included \$9.8 billion in flexible COVID-19 relief funding for highways with 100 percent federal share. CDOT has been working to move quickly and distribute dollars equitably.

# CDOT Budget Drivers

**Highway Funding**— Of the \$9.8 billion flexible relief funding, CDOT received \$134,249,400. These funds may be used for preventive maintenance, routine maintenance, operations, personnel, including salaries of employees, and no state match is required. Funds were allocated based on the Surface Transportation Block Grant (STBG) Program formula, which allocates more than half of the funding on the basis of population.

Of the total amount, \$48.9 million was suballocated to Metropolitan Planning Organizations, as shown in the table below.

| <b>Metropolitan Planning Organization (MPO)</b> | <b>Allocation</b>   |
|---|---------------------|
| DRCOG   | \$36,280,780        |
| Pikes Peak                                      | \$8,548,463         |
| North Front Range                               | \$4,041,362         |
| <b>TOTAL</b>                                    | <b>\$48,870,605</b> |

**Transit Funding**—Of the \$14 billion allocated to support the transit industry, Colorado will receive \$284.1 million, of which \$78.4 million will flow through CDOT. The remaining \$205.7 million in funds coming to Colorado will flow directly from the Federal Transit Administration (FTA) to urban transit agencies such as RTD, TransFort, Pueblo Transit, and Grand Valley Transit (Grand Junction). CRRSAA directs transit recipients to prioritize payroll and operational needs.

The FTA funds that CDOT is responsible for managing are sub-allocated by program: 1) \$78.1 million in Section 5311 funds for rural transit agencies (transit outside urbanized areas), 2) \$0.2 million in Section 5310 funds (seniors & persons with disabilities) to small urban areas, and 3) \$0.1 million in Section 5310 funds for rural areas.

The FTA does not have a sub-allocation formula for 5311 rural transit agencies and relies on CDOT to make that allocation. The largest pool of funds (\$78.1 million) will be allocated proportionally based on the size of agency budgets.

## American Rescue Plan Act of 2021 (ARPA) (H.R. 1319)

CDOT received \$343.5 million from the American Rescue Plan (H.R. 1319) through SB 21-260 Sustainability of the Transportation System. These funds are an allocation of the State and Local Fiscal Recovery Funds (SLFRF) from the US Treasury and will fall into expenditure category 6: Revenue Replacement; 6.1 Provision of Government Services. The funds were available upon transfer on June 30, 2021 and costs can be incurred through December 31, 2024. The Treasury Interim Final Rule further clarified that as long as funds are obligated by December 31, 2024, the performance period extends through December 31, 2026.

Of the amount transferred to the Department, \$159.5 will be used for shovel ready state highway projects, \$161.34 will be transferred to the Multimodal Transportation and Mitigation Options Fund for multimodal projects, and the remainder will be used for the Revitalizing Main Streets Program and Burnham Yard.

## State Stimulus Funding

### Senate Bill 21-110

This bill transferred \$30 million from the General Fund to the State Highway Fund to provide additional funding for the Department's Revitalizing Main Streets program. This program helps communities across the state implement transportation-related projects that improve safety and yield long-term benefits to community main streets.

The Revitalizing Main Streets program supports infrastructure projects that will provide open spaces for mobility, community activities, and economic development in the wake of the COVID-19 pandemic. These projects will enable better winter maintenance for outdoor spaces that were repurposed for the pandemic, made key improvements to shared streets and plazas, and helped colleges and universities better adapt to the pandemic.

### Senate Bill 21-265

This bill transferred \$124.0 million from the General Fund to the State Highway Fund on July 1, 2021.

During the recent economic downturn, HB 20-1376 suspended \$50.0 million in General Fund transfers to the Department for FY 2020-21 and FY 2021-22 and required the Department to pay an additional \$12.0 million in SB 17-267 debt service, resulting in a total debt service payment of \$62.0 million in each of those fiscal years. This transfer is intended to restore the \$124.0 million that the Department covered in debt service from the State Highway Fund that would have otherwise been covered by the General Fund.

## Scenario Evaluation

### Federal Transportation Revenue

Federal funding to the Department is provided through multi-year transportation reauthorization bills. The current authorization act, the FAST Act, expired at the end of federal fiscal year 2020. The funding levels in the FAST Act have been extended through a continuing resolution.

# Scenario Evaluation

On August 10, 2021, the Senate passed the Infrastructure Investment and Jobs Act. This bill includes a reauthorization of surface transportation funding over five years and additional appropriations for U.S. Department of Transportation programs.

The Department estimates that Colorado would receive a total of \$3.9 billion for federal-aid highway programs over 5 years under this bill. This represents an increase over the current baseline funding of approximately \$950 million over five years, or about \$190 million per year. About \$45.0 million is dedicated to a new program focused on bridge repair and replacement and \$37.5 million per year is dedicated to a new Carbon Reduction program and Risk and Resiliency program. The rest is spread across existing programs. Federal transit funding to Colorado would also increase by about \$140.0 million to \$183.0 million per year for five years.

Additionally, about \$57.0 million would be available over 5 years to support expansion of the EV charging network in the state. Colorado would also be able to apply for the additional funding for competitive grant programs.

As of this writing, the Infrastructure Investment and Jobs Act has not been passed into law, and the information in this report is subject to change. Upon passage of a new surface transportation reauthorization, the Department will analyze the bill and incorporate it into financial plans.

## Changes Resulting from the Pandemic

Stay in place orders and shutdowns early in the COVID-19 pandemic resulted in a dramatic decrease in vehicle miles traveled across the state throughout the spring and summer of 2020. Vehicle miles traveled rebounded quickly in the fall and winter, but remained substantially below pre-pandemic levels for about a year. As the vaccines began rolling out, vehicle miles traveled gradually returned to the pre-pandemic baseline in the summer of 2021.

At this time, it is uncertain how changes made during the pandemic will impact vehicle miles traveled in the long-term. For example, a sustained increase in the number of employees working remotely or on hybrid schedules may slow the growth of vehicle miles in future years. Additionally, the spread of the Delta variant of COVID-19 has emerged as a primary economic driver as people adjust to the fluctuating health risk, and the evolving situation may have longer term impacts on statewide travel.

A substantial portion of CDOT's current revenue is generated from taxes and fees on gasoline. While electric vehicle registration fees and fees on retail deliveries will help bolster the department's revenue in the long term, any additional decreases to vehicles miles traveled could have substantial consequences to the Department's budget in the coming years.

# Emerging Transportation Trends

## Emerging Transportation Trends

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

### Greenhouse Gas Mitigation

According to the Colorado Greenhouse Gas Pollution Reduction Roadmap, the transportation sector contributed more than 25 million metric tons of greenhouse gases in 2020 , or 21 percent of the state’s total emissions. Nearly 85 percent of those emissions are coming from vehicles on the roadways. As such, reducing greenhouse gas emissions from vehicles and transportation infrastructure is critical to achieving the state’s greenhouse gas emission reduction goals. CDOT recently [proposed](#) a new standard to reduce greenhouse gas emissions from the transportation sector, improve air quality and reduce smog, and provide more travel options.

### 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.



# Major Expenses Anticipated

## 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.

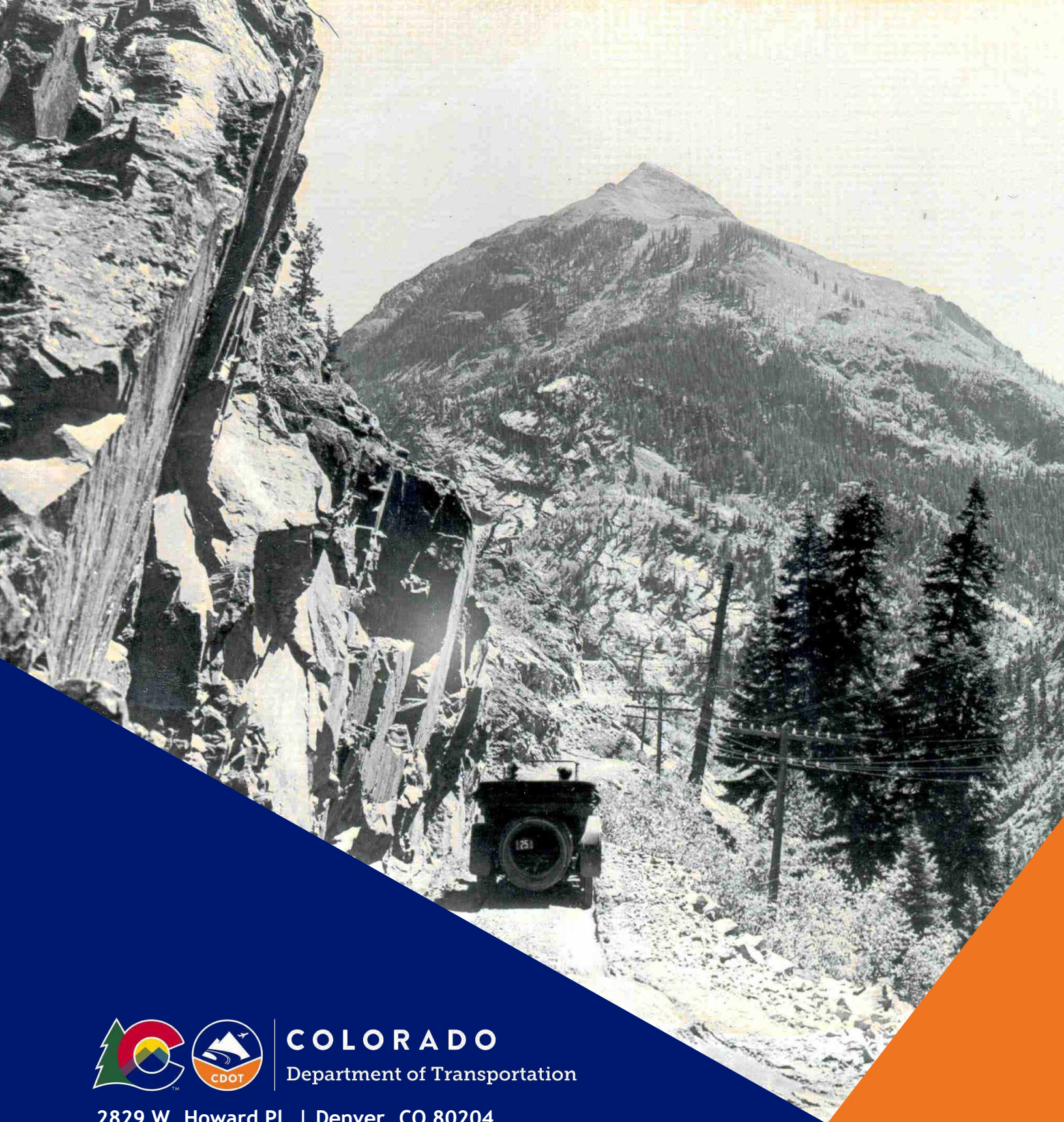
## Major Expenses Anticipated

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.

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.

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



**COLORADO**  
Department of Transportation

2829 W. Howard Pl. | Denver, CO 80204  
303-757-9007 | [www.codot.gov](http://www.codot.gov)



@coloradodot



@coloradodot



@coloradodot



coloradodot