

JOINT BUDGET COMMITTEE



STAFF FIGURE SETTING FY 2017-18

DEPARTMENT OF TRANSPORTATION

JBC WORKING DOCUMENT - SUBJECT TO CHANGE
STAFF RECOMMENDATION DOES NOT REPRESENT COMMITTEE DECISION

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HOW TO USE THIS DOCUMENT

The Department Overview contains a table summarizing the staff recommended incremental changes followed by brief explanations of each incremental change. A similar overview table is provided for each division, but the description of incremental changes is not repeated, since it is available under the Department Overview. More details about the incremental changes are provided in the sections following the Department Overview and the division summary tables.

Decision items, both department-requested items and staff-initiated items, are discussed either in the Decision Items Affecting Multiple Divisions or at the beginning of the most relevant division. Within a section, decision items are listed in the requested priority order, if applicable.

Appropriations to Administrative Line have an inverse effect on the Construction, Maintenance, and Operations (CMO) Line. Since the overall revenue estimate for the State Highway Fund does not change, when appropriations to the Administration Line are increased, the appropriation to CMO line is decreased. Conversely, if appropriations to the Administration Line are decreased, then the CMO line appropriation is increased.

DEPARTMENT OVERVIEW

The Department is responsible for operating and maintaining Colorado's 9,146 mile state highway system, including 3,437 bridges, under the policy direction of the eleven-member Transportation Commission. The Department's responsibilities include managing highway construction projects, implementing the State's Highway Safety Plan, repairing and maintaining roads, providing technical support to local airports regarding aviation safety, and administering the reimbursement of aviation fuel tax revenues and discretionary grants to local airports. The Department's section of the Long Bill corresponds with legislative authority over particular areas of the Department's budget and does not exactly match the Department's administrative organization.

Most policy and budget authority for the Department rests with the Transportation Commission, pursuant to Section 43-1-113 (1), C.R.S. The High Performance Transportation Enterprise and the Statewide Bridge Enterprise (both created by S.B. 09-108) are controlled by their own Boards. These line items are included (for informational purposes) in the Long Bill as estimates of the anticipated revenues available to the Commission or Boards.

The General Assembly approves funding for four Long Bill line items: Administration (primarily from the State Highway Fund), the First Time Drunk Driving Offenders Account (created pursuant to H.B. 08-1194 and funded with driver's license reinstatement fees), the Marijuana Impaired Driving Program (funded with Marijuana Tax Cash Funds), and the Southwest Chief Rail Commission.

SUMMARY OF STAFF RECOMMENDATIONS

DEPARTMENT OF TRANSPORTATION						
	TOTAL FUNDS	GENERAL FUND	CASH FUNDS	REAPPROPRIATED FUNDS	FEDERAL FUNDS	FTE
FY 2016-17 APPROPRIATION						
H.B. 16-1405 (Long Bill)	\$1,404,629,871	\$0	\$747,880,934	\$5,866,138	\$650,882,799	3,326.8
S.B. 17-171 (Supplemental)	95,000	0	95,000	0	0	0.0
TOTAL	\$1,404,724,871	\$0	\$747,975,934	\$5,866,138	\$650,882,799	3,326.8
FY 2017-18 RECOMMENDED APPROPRIATION						
FY 2016-17 Appropriation	\$1,404,724,871	\$0	\$747,975,934	\$5,866,138	\$650,882,799	3,326.8
R1 Marijuana impaired driving campaign	0	0	0	0	0	0.0
Staff initiated Southwest Chief adjustment	(31,000)	0	(31,000)	0	0	0.0
Centrally appropriated line items	0	0	(132)	132	0	0.0
Informational revenue projections	173,812,733	0	103,900,080	2,685,700	67,226,953	0.0
TOTAL	\$1,578,506,604	\$0	\$851,844,882	\$8,551,970	\$718,109,752	3,326.8
INCREASE/(DECREASE)	\$173,781,733	\$0	\$103,868,948	\$2,685,832	\$67,226,953	0.0
Percentage Change	12.4%	0.0%	13.9%	45.8%	10.3%	0.0%
FY 2017-18 EXECUTIVE REQUEST	\$1,578,942,604	\$0	\$852,280,882	\$8,551,970	\$718,109,752	3,326.8
Request Above/(Below) Recommendation	\$436,000	n/a	\$436,000	\$0	\$0	0.0

DESCRIPTION OF INCREMENTAL CHANGES

R1 MARIJUANA IMPAIRED DRIVING CAMPAIGN: The request includes a total increase of \$500,000 cash funds from the Marijuana Tax Cash Fund, including a reduction of \$500,000 cash funds in the First Time Drunk Driving Offenders Account line item and an increase of \$1,000,000 cash fund in the Marijuana Impaired Driving Program line item, to fund a statewide marijuana impaired driving public education campaign. Staff recommends a net zero increase of cash funds from the Marijuana Tax Cash Fund, including the transfer of \$500,000 from the First Time Drunk Driving Offenders Account line item to the Marijuana Impaired Driving Program. Staff does not recommend the additional increase of \$500,000 cash funds.

STAFF INITIATED SOUTHWEST CHIEF ADJUSTMENT: The recommendation includes a decrease of \$31,000 cash funds from the FY 2016-17 appropriation made during the supplemental process in order to allow the Department to continue to expend funds for the Southwest Chief improvements in FY 2017-18.

CENTRALLY APPROPRIATED LINE ITEMS: The request includes adjustments to centrally appropriated line items for the following: state contributions for health, life, and dental benefits; short-term disability; supplemental state contributions to the Public Employees' Retirement Association (PERA) pension fund; salary survey; shift differential; workers' compensation; legal services; payment to risk management and property funds; CORE operations; and payments to the Governor's Office of Information Technology (OIT). These requests will be discussed in separate staff briefings.

CENTRALLY APPROPRIATED LINE ITEMS: ADMINISTRATION						
	TOTAL FUNDS	GENERAL FUND	CASH FUNDS	REAPPROPRIATED FUNDS	FEDERAL FUNDS	FTE
Total Compensation Adjustment	\$514,909	\$0	\$535,458	(\$20,549)	\$0	0.0
NP OIT Secure Colorado	341,445	0	341,445	0	0	0.0
Operating Common Policy Adjustments	254,852	0	254,852	0	0	0.0
NP OIT Deskside	136,546	0	136,546	0	0	0.0
BANP2 Property Fund Adjustment	98,524	0	98,524	0	0	0.0
Indirect cost assessment adjustment	5,561	0	7,533	(1,972)	0	0.0
Salary survey adjustment	840	0	708	132	0	0.0
BANP1 HLD Adjustment	(6,897)	0	(6,897)	0	0	0.0
TOTAL	\$1,345,780	0	\$1,368,169	(\$22,389)	\$0	0.0

CENTRALLY APPROPRIATED LINE ITEMS: CONSTRUCTION, MAINTENANCE, AND OPERATIONS						
	TOTAL FUNDS	GENERAL FUND	CASH FUNDS	REAPPROPRIATED FUNDS	FEDERAL FUNDS	FTE
BANP1 HLD Adjustment	\$6,897	\$0	\$6,897	\$0	\$0	0.0
Total Compensation Adjustment	(514,909)	0	(535,458)	20,549	0	0.0
NP OIT Secure Colorado	(341,445)	0	(341,445)	0	0	0.0
Operating Common Policy Adjustments	(254,852)	0	(254,852)	0	0	0.0
NP OIT Deskside	(136,546)	0	(136,546)	0	0	0.0
BANP2 Property Fund Adjustment	(98,524)	0	(98,524)	0	0	0.0
Indirect cost assessment adjustment	(5,561)	0	(7,533)	1,972	0	0.0
Salary survey adjustment	(840)	0	(840)	0	0	0.0
TOTAL	(\$1,345,780)	0	(\$1,368,301)	\$22,521	\$0	0.0

INFORMATIONAL REVENUE PROJECTIONS: The request includes updates to the Department's revenue projections, which are provided for informational purposes only. The request includes adjustments to Department's estimated S.B. 09-228 transfer, an increase in expected HUTF revenue, an increase in available federal funds, and increases in revenue from tolls.

MAJOR DIFFERENCES FROM THE REQUEST

- The staff recommendation for the Marijuana Impaired Driving Program is \$500,000 cash funds below the Department request.
- The staff recommendation includes \$64,000 cash funds for the Southwest Chief Rail Line that was not included in the Department's FY 2017-18 request.

DECISION ITEMS AFFECTING MULTIPLE DIVISIONS

→ R1 MARIJUANA IMPAIRED DRIVING CAMPAIGN

REQUEST: The request includes a total increase of \$500,000 cash funds from the Marijuana Tax Cash Fund, including a reduction of \$500,000 cash funds in the First Time Drunk Driving Offenders Account line item and an increase of \$1,000,000 cash funds in the Marijuana Impaired Driving Program line item, to increase funding for the statewide marijuana impaired driving public education campaign.

RECOMMENDATION: Staff recommends a net zero increase of cash funds from the Marijuana Tax Cash Fund, including the transfer of \$500,000 from the First Time Drunk Driving Offenders Account line item to the Marijuana Impaired Driving Program. Staff does not recommend the additional increase of \$500,000 cash funds.

IMPAIRED DRIVING CAMPAIGNS FUNDED BY MARIJUANA TAX CASH FUNDS			
	2016-17 APPROPRIATION	2017-18 REQUEST	2017-18 RECOMMENDATION
“Drive High, Get A DUP” (Marijuana Specific)	\$450,000	\$1,450,000	\$950,000
“Heat Is On” (Comprehensive Impaired Driving)	500,000	0	0
TOTAL	\$950,000	\$1,450,000	\$950,000

ANALYSIS:

Background

The CDOT Offices of Communications and Transportation Safety manage statewide public awareness campaigns focused on impaired driving, in coordination with enforcement campaigns run by state and local law enforcement agencies. The first strategic policy initiative of CDOT’s FY 2016-17 Performance Plan is safety – with a goal of moving towards zero deaths by reducing traffic related deaths by one half by 2020. A major component of that effort includes education intended to influence driver behavior.

In FY 2013-14, CDOT used \$350,000 in federal funding from the National Highway Traffic Safety Administration to develop a public awareness campaign directed at marijuana impaired driving. “Drive High, Get a DUI” was launched, targeting males ages 18-34, who are a target audience primarily because they have a higher likelihood to mix marijuana and alcohol, higher binge risk, limited awareness of marijuana DUI laws and consequences, higher propensity for getting a DUI, and higher risk of being involved in an impaired driving fatality.

CDOT continued this campaign in FY 2014-15 with funding received from the Marijuana Tax Cash Fund (MTCF) via an agreement with the Colorado Department of Public Health and Environment (CDPHE). Funds were appropriated to CDPHE in FY 2014-15 for marijuana public awareness programs pursuant to Section 25-3.5-1001 C.R.S. Funds were not directly appropriated to CDOT for their proposed “Drive High, Get a DUI” campaign in FY 2014-15.

The FY 2015-16 appropriation of \$450,000 cash funds from the MTCF continued the existing program, jointly managed by the CDOT Office of Transportation Safety and the CDOT

Communications Office. The goals of the campaign included reductions in serious injuries and fatalities on Colorado roads, as well as declines in marijuana impaired driving behavior and citations. The appropriation included funding for data collection, intended to inform future awareness efforts.

In 2016-17, the Department received \$450,000 cash funds to continue the funding for the “Drive High, Get a DUI” marijuana impaired driving campaign. In addition, the Department received \$500,000 cash funds from the MTCF for a more comprehensive impaired driving program within the First Time Drunk Driving Offenders Account line item, to be operated in concert with the Heat Is On campaign.

2016-17 PROGRAM	MTCF FUNDS
Marijuana Impaired Driving Program	\$450,000
“Heat Is On” (Comprehensive Impaired Driving)	500,000
Total	\$950,000

Data provided by the Department from previous campaigns centers on paid and earned media impressions, as well as results from a phone survey which asked if respondents had heard the “Drive High, Get a DUI” slogan. Results from the 2015 and 2016 campaigns are included in the table below.

"DRIVE HIGH, GET A DUI" CAMPAIGN RESULTS		
	2015	2016
Paid media impressions	34,547,063	17,457,763
Earned media impressions	200,000,000	100,000,000
Percent of respondents who recalled hearing the "Drive High, Get a DUI" slogan	47.0%	37.0%

As seen above, the Department noted in its hearing responses that they see greater impressions on earned media than paid media in nearly every department safety campaign, including Drive High, Get a DUI, which has received significant earned media coverage following the legalization of marijuana.

CDOT conducted a statewide mail survey of Colorado drivers in 2015, receiving 829 completed responses. The survey focused on driving behaviors, including seat belt use, speeding, distracted driving, and impaired driving. Of particular interest to this request, of the 839 responses, 129 of those surveyed (15.4 percent) reported driving a motor vehicle within 2 hours of consuming marijuana in the last 30 days. 32.0 percent of those respondents stated that they believed they drove safely while under the influence of marijuana. Finally, 62.0 percent of the respondents that understood they could be arrested for Driving Under the Influence of marijuana did not believe they would ever be contacted by law enforcement.

In addition to survey data focused on behavior, the Department uses crash and fatality data to inform their campaign efforts. In 2014, the Department cited 84 drivers that tested positive for marijuana involved in fatal crashes. In 2015, the Department reports that 88 drivers in fatal crashes tested positive for marijuana, while there were 151 deaths in alcohol-related crashes.

Best Practices and Research

Based on staff research and information provided by the Department, there are a number of best practices that lead to effective public awareness campaigns. Common components and strategies include:

- Target a specific audience for the most effective use of limited dollars;
- Incorporate evaluation into the development of a campaign;
- Identify underlying factors (e.g. motivation, social norms) contributing to the behavior to better inform the message;
- Collaborate other organizations/approaches, especially enforcement activities;
- Combine paid and earned media strategies; and
- Use direct, easily understood messaging.

According to staff research, there are a number of limitations and common factors in public education campaigns, specifically those related to impaired driving.

- Results are achieved over many years;
- Effectiveness and behavioral change is difficult to measure; and
- Audiences respond differently/inconsistently to various messages and approaches (e.g. legal consequences, social norming).

FY 2017-18 Request

The Department request includes an increase of \$1,000,000 cash funds from the Marijuana Tax Cash Fund to the Marijuana Impaired Driving Program, as well as a reduction of \$500,000 Marijuana Tax Cash Funds to the “Heat Is On” campaign. This is a total increase of \$500,000 over the Department’s FY 2016-17 appropriation for public awareness campaigns, and total increase of \$1,000,000 to the Marijuana Impaired Driving Program, as seen in the table below.

IMPAIRED DRIVING CAMPAIGNS FUNDED BY MARIJUANA TAX CASH FUNDS	
2016-17 PROGRAM	MTCF FUNDS
Marijuana Impaired Driving Program	\$450,000
“Heat Is On” (Comprehensive Impaired Driving)	\$500,000
TOTAL	\$950,000
2017-18 REQUEST	MTCF FUNDS
“Drive High, Get A DUP” (Marijuana Specific)	\$1,450,000
“Heat Is On” (Comprehensive Impaired Driving)	\$0
TOTAL	\$1,450,000
TOTAL MTCF CHANGE	\$500,000

According to the Department, the \$500,000 reduction to the Heat Is On campaign is expected to have little impact on the program, as the Department can utilize National Highway Traffic Safety Administration (NHTSA) fund reserves from previous years. Additionally, the goals of the campaign can be absorbed into future campaigns.

The additional \$1,000,000 to the Marijuana Impaired Driving Program would be used to expand the existing “Dangerous Consequences” and “Drive High, Get a DUI” campaigns, targeting both Colorado residents and visitors to the state through expanded advertising and public relations efforts. The Department request would combine three strategies: paid advertising, strategic partnerships, and earned media. Efforts would include broadcast, online, print, and outdoor advertising at locations near or within marijuana dispensaries, movie theaters, and concert venues. Strategic partnerships would focus on law enforcement, the marijuana industry, college campuses,

and expand existing partnerships with other state agencies, including the Colorado Department of Health and the Environment and the Colorado State Patrol.

The Department considers its capacity to support heightened enforcement and Drug Recognition Expert (DRE) training, which operates in combination with the education campaign, to be adequate, but believes the existing public awareness campaign funding to be insufficient. The table below shows how the Department will use the requested funds. The current media buy for the campaign is \$255,000, and would rise to \$700,000 if the request is approved.

ESTIMATED REQUEST COSTS	
Administration: Program strategy, research, management, execution, consultation	\$50,000
Creative Development: Develop further executions of campaign, test creative concepts	100,000
Media Buying: Implement one-year media campaign, fee to buy, manage, and monitor media	700,000
Public Relations: Media pitching, community building, partnership development	100,000
Evaluation: Develop evaluation plan to measure behavioral patterns and message retention	50,000
TOTAL	\$1,000,000

Recommendation

Staff recommends continuing the Marijuana Tax Cash Fund appropriations already dedicated to the Department’s impaired driving campaign. Based on staff’s research, the Department’s strategy for the campaign seems to line up with best practices in public awareness/mass media campaigns for alcohol and drug impaired driving. However, given the difficulty in assessing the effectiveness of public awareness campaigns, the relative newness of this campaign, and the short period of time from which evaluations have been conducted, staff recommends a measured approach to increases to the campaign. Transferring the additional \$500,000 will double the existing budget for the Marijuana Impaired Driving Campaign, allowing for an increase to their programming and continued evaluation of the campaign. This does not preclude additional funding in future years, but would allow for an additional year of data collection and evaluation, hopefully providing more insight into future requests/appropriations.

IMPAIRED DRIVING CAMPAIGNS FUNDED BY MARIJUANA TAX CASH FUNDS			
	2016-17 APPROPRIATION	2017-18 REQUEST	2017-18 RECOMMENDATION
“Drive High, Get A DUP” (Marijuana Specific)	\$450,000	\$1,450,000	\$950,000
“Heat Is On” (Comprehensive Impaired Driving)	500,000	0	0
TOTAL	\$950,000	\$1,450,000	\$950,000

(1) ADMINISTRATION

This line item is created by Section 43-1-113 (2) (III), C.R.S., and includes the salaries and expenses for a variety of offices and programs. The line supports the administrative expenditures for the Department, including the Executive Director, the Regional Directors, and budgeting, accounting, purchasing, and personnel. It is a program line, which gives the Department the discretion to move funds from personal services to operating (and vice versa) and also from one program or unit in the line to another without seeking approval from the General Assembly. Section 43-1-113 (6), C.R.S. limits the Administration line item expenditures to no more than 5.0 percent of the total Department of Transportation budget. This line item provides administrative support for the more than 3,000 FTE that work for the Department statewide.

ADMINISTRATION						
	TOTAL FUNDS	GENERAL FUND	CASH FUNDS	REAPPROPRIATED FUNDS	FEDERAL FUNDS	FTE
FY 2016-17 Appropriation						
H.B. 16-1405 (Long Bill)	\$31,748,583	\$0	\$29,863,386	\$1,885,197	\$0	183.5
S.B. 17-171 (Supplemental)	0	0	0	0	0	0.0
TOTAL	\$31,748,583	\$0	\$29,863,386	\$1,885,197	\$0	183.5
FY 2017-18 RECOMMENDED APPROPRIATION						
FY 2016-17 Appropriation	\$31,748,583	\$0	\$29,863,386	\$1,885,197	\$0	183.5
Centrally appropriated line items	1,345,780	0	1,368,169	(22,389)	0	0.0
TOTAL	\$33,094,363	\$0	\$31,231,555	\$1,862,808	\$0	183.5
INCREASE/(DECREASE)	\$1,345,780	\$0	\$1,368,169	(\$22,389)	\$0	0.0
Percentage Change	4.2%	0.0%	4.6%	(1.2%)	0.0%	0.0%
FY 2017-18 EXECUTIVE REQUEST						
Request Above/(Below) Recommendation	\$0	n/a	\$0	\$0	\$0	0.0

LINE ITEM DETAIL – ADMINISTRATION

REQUEST: The Department requests an appropriation of \$33,094,363 total funds and 183.5 FTE, comprised of \$31,231,555 cash funds and \$1,862,208 reappropriated funds. The Administration request is 2.1 percent of the Department's total request, well within the statutory requirement that the Administration line not exceed 5.0 percent of the Department's total budget.

RECOMMENDATION: Staff recommends an appropriation of \$33,094,363 total funds and 183.5 FTE. Staff requests permission to adjust the line item based on the Committee's actions for pending common policies.

COMPONENTS OF THE ADMINISTRATION LINE ITEM

The following are the staff recommendations for the components that make up the Administration line item shown in the Long Bill. Note the Department has the flexibility to manage the costs of each component without coming back to the General Assembly. The following is intended to provide the Committee with a breakdown of what changes were made to each component.

PERSONAL SERVICES

This line funds the personnel expenses for the Department's administration.

STATUTORY AUTHORITY: Section 43-1-113 (2) (c) (III), C.R.S.

REQUEST: The Department requests an appropriation of \$17,851,770 total funds and 183.5 FTE.

RECOMMENDATION: Staff recommends the Department's request.

ADMINISTRATION, PERSONAL SERVICES						
	TOTAL FUNDS	GENERAL FUND	CASH FUNDS	REAPPROPRIATED FUNDS	FEDERAL FUNDS	FTE
FY 2016-17 APPROPRIATION						
H.B. 16-1405 (Long Bill)	\$17,342,918	\$0	\$16,620,457	\$722,461	\$0	183.5
TOTAL	\$17,342,918	\$0	\$16,620,457	\$722,461	\$0	183.5
FY 2017-18 RECOMMENDED APPROPRIATION						
FY 2016-17 Appropriation	\$17,342,918	\$0	\$16,620,457	\$722,461	\$0	183.5
Centrally appropriated line items	508,852	0	529,269	(20,417)	0	0.0
TOTAL	\$17,851,770		\$17,149,726	\$702,044	\$0	183.5
INCREASE/(DECREASE)	\$508,852	\$0	\$529,269	(\$20,417)	\$0	0.0
Percentage Change	2.9%	0.0%	3.2%	(2.8%)	0.0%	0.0%
FY 2017-18 EXECUTIVE REQUEST	\$17,851,770	\$0	\$17,149,726	\$702,044	\$0	183.5
Request Above/(Below) Recommendation	\$0	n/a	\$0	\$0	n/a	0.0

OPERATING EXPENSES

This line funds the operating costs for the Department's administration.

STATUTORY AUTHORITY: Section 43-1-113 (2) (c) (III), C.R.S.

REQUEST: The Department requests an appropriation of \$15,242,593 total funds.

RECOMMENDATION: Staff recommends the Department's request.

ADMINISTRATION, OPERATING EXPENSES						
	TOTAL FUNDS	GENERAL FUND	CASH FUNDS	REAPPROPRIATED FUNDS	FEDERAL FUNDS	FTE
FY 2016-17 APPROPRIATION						
H.B. 16-1405 (Long Bill)	\$14,405,665	\$0	\$13,242,929	\$1,162,736	\$0	0.0
S.B. 17-171 (Supplemental)	\$0	\$0	\$0	\$0	\$0	0.0
TOTAL	\$14,405,665	\$0	\$13,242,929	\$1,162,736	\$0	0.0
FY 2017-18 RECOMMENDED APPROPRIATION						
FY 2016-17 Appropriation	\$14,405,665	\$0	\$13,242,929	\$1,162,736	\$0	0.0
Centrally appropriated line items	836,928	0	838,900	(1,972)	0	0.0
TOTAL	\$15,242,593		\$14,081,829	\$1,160,764	\$0	0.0

ADMINISTRATION, OPERATING EXPENSES						
	TOTAL FUNDS	GENERAL FUND	CASH FUNDS	REAPPROPRIATED FUNDS	FEDERAL FUNDS	FTE
INCREASE/(DECREASE)	\$836,928	\$0	\$838,900	(\$1,972)	\$0	0.0
Percentage Change	5.8%	0.0%	6.3%	(0.2%)	0.0%	0.0%
FY 2017-18 EXECUTIVE REQUEST	\$15,242,593	\$0	\$14,081,829	\$1,160,764	\$0	0.0
Request Above/(Below) Recommendation	\$0	n/a	\$0	\$0	n/a	n/a

(2) CONSTRUCTION, MAINTENANCE, AND OPERATIONS

These funds are appropriated by the Transportation Commission. The money pays for work performed by CDOT staff and its contracting partners to (1) repair and reconstruct the state highway system and to keep it in safe working order; (2) provide safety education; (3) provide flexible funding for cost-saving initiatives such as Intelligent Transportation Systems; (4) increase highway capacity; (5) pass funding through to other governmental units such as airports, local governments, and transit providers as formula or discretionary grants; and (6) pay for annual debt service for highway and bridge projects. These funds are shown in the Long Bill for informational purposes only.

CONSTRUCTION, MAINTENANCE, AND OPERATIONS						
	TOTAL FUNDS	GENERAL FUND	CASH FUNDS	REAPPROPRIATED FUNDS	FEDERAL FUNDS	FTE
FY 2016-17 Appropriation						
H.B. 16-1405 (Long Bill)	\$1,236,114,586	\$0	\$598,339,646	\$1,892,141	\$635,882,799	3,137.3
TOTAL	\$1,236,114,586	\$0	\$598,339,646	\$1,892,141	\$635,882,799	3,137.3
FY 2017-18 RECOMMENDED APPROPRIATION						
FY 2016-17 Appropriation	\$1,236,114,586	\$0	\$598,339,646	\$1,892,141	\$635,882,799	3,137.3
Centrally appropriated line items	(1,345,780)	0	(1,368,301)	22,521	0	0.0
Informational revenue projections	184,725,270	0	102,498,317	0	82,226,953	(1.0)
TOTAL	\$1,419,494,076	\$0	\$699,469,662	\$1,914,662	\$718,109,752	3,136.3
INCREASE/(DECREASE)	\$183,379,490	\$0	\$101,130,016	\$22,521	\$82,226,953	(1.0)
Percentage Change	14.8%	0.0%	16.9%	1.2%	12.9%	(0.0%)
FY 2017-18 EXECUTIVE REQUEST	\$1,419,494,076	\$0	\$699,469,662	\$1,914,662	\$718,109,752	3,136.3
Request Above/(Below) Recommendation	\$0	n/a	\$0	\$0	\$0	0.0

LINE ITEM DETAIL – CONSTRUCTION, OPERATIONS, AND MAINTENANCE

STATUTORY AUTHORITY: Section 43-1-113 (2) (c), C.R.S.

REQUEST: The Department requests \$1,419,494,076 total funds and 3,136.3 FTE. The request includes updated revenue projections and technical adjustments primarily for adjustments to expected S.B. 09-228/H.B. 16-1416 transfers.

RECOMMENDATION: Staff recommends the Committee reflect the Department's request for informational purposes in FY 2017-18.

(3) HIGH PERFORMANCE TRANSPORTATION ENTERPRISE

The High Performance Transportation Enterprise (HPTE), created in S.B. 09-108, replaces the Statewide Tolling Enterprise created pursuant to S.B. 02-179 and H.B. 02-1310. In addition to taking over the responsibilities of the former Statewide Tolling Enterprise, the HPTE was established to pursue public-private partnerships and other means of completing surface transportation projects, including collecting tolls on existing roadways if such projects are approved by local transportation entities. Because the HPTE Board has sole statutory responsibility for allocating revenues, the appropriations shown in the Long Bill are for informational purposes only.

HIGH PERFORMANCE TRANSPORTATION ENTERPRISE						
	TOTAL FUNDS	GENERAL FUND	CASH FUNDS	REAPPROPRIATED FUNDS	FEDERAL FUNDS	FTE
FY 2016-17 Appropriation						
H.B. 16-1405 (Long Bill)	\$7,716,702	\$0	\$5,627,902	\$2,088,800	\$0	4.0
TOTAL	\$7,716,702	\$0	\$5,627,902	\$2,088,800	\$0	4.0
FY 2017-18 RECOMMENDED APPROPRIATION						
FY 2016-17 Appropriation	\$7,716,702	\$0	\$5,627,902	\$2,088,800	\$0	4.0
Informational revenue projections	3,445,798	0	760,098	2,685,700	0	1.0
TOTAL	\$11,162,500	\$0	\$6,388,000	\$4,774,500	\$0	5.0
INCREASE/(DECREASE)						
	\$3,445,798	\$0	\$760,098	\$2,685,700	\$0	1.0
Percentage Change	44.7%	0.0%	13.5%	128.6%	0.0%	25.0%
FY 2017-18 EXECUTIVE REQUEST						
Request Above/(Below) Recommendation	\$0	n/a	\$0	\$0	n/a	0.0

LINE ITEM DETAIL – HIGH PERFORMANCE TRANSPORTATION ENTERPRISE

STATUTORY AUTHORITY: Section 43-4-806, C.R.S.

REQUEST: The Department requests \$11,162,500 total funds and 5.0 FTE.

RECOMMENDATION: Staff recommends the Committee reflect the Department's request for informational purposes in FY 2017-18.

(4) FIRST TIME DRUNK DRIVING OFFENDERS ACCOUNT

The line item uses increased drivers' license reinstatement fees following drunk driving convictions to fund additional high visibility drunk driving enforcement events. Prior to the passage of H.B. 08-1194, the Department had conducted an average of seven high visibility events per year. These events were funded out of DUI fines paid into the Law Enforcement Assistance Fund (LEAF) for the Prevention of Drunken Driving created in Section 43-4-401, C.R.S. House Bill 08-1194 directs the Department to 12 high visibility events per year in addition to those required by LEAF, and allows a legislative appropriation of up to \$2 million.

The Department partners with the Colorado State Patrol and with local law enforcement agencies for the high visibility events. The program funds overtime expenses at local law enforcement agencies to increase enforcement efforts for defined periods of time, for example over holiday weekends. Local agencies apply to CDOT to receive funding and participate, and the Department targets areas with elevated enforcement needs. Program expenses also include advertising to inform the public of upcoming and ongoing enforcement events in an effort to prevent individuals from driving drunk in the first place, as well as costs to reach out to law enforcement agencies.

FIRST TIME DRUNK DRIVING OFFENDERS ACCOUNT						
	TOTAL FUNDS	GENERAL FUND	CASH FUNDS	REAPPROPRIATED FUNDS	FEDERAL FUNDS	FTE
FY 2016-17 Appropriation						
H.B. 16-1405 (Long Bill)	\$2,000,000	\$0	\$2,000,000	\$0	\$0	0.0
TOTAL	\$2,000,000	\$0	\$2,000,000	\$0	\$0	0.0
FY 2017-18 RECOMMENDED APPROPRIATION						
FY 2016-17 Appropriation	\$2,000,000	\$0	\$2,000,000	\$0	\$0	0.0
R1 Marijuana impaired driving campaign	(500,000)	0	(500,000)	0	0	0.0
TOTAL	\$1,500,000	\$0	\$1,500,000	\$0	\$0	0.0
INCREASE/(DECREASE)	(\$500,000)	\$0	(\$500,000)	\$0	\$0	0.0
Percentage Change	(25.0%)	0.0%	(25.0%)	0.0%	0.0%	0.0%
FY 2017-18 EXECUTIVE REQUEST	\$1,500,000	\$0	\$1,500,000	\$0	\$0	0.0
Request Above/(Below) Recommendation	\$0	n/a	\$0	n/a	n/a	n/a

LINE ITEM DETAIL – FIRST TIME DRUNK DRIVING OFFENDERS ACCOUNT

STATUTORY AUTHORITY: Section 42-2-132 (4) (b) (II) (A), C.R.S.

REQUEST: The Department requests \$1,500,000 cash funds.

RECOMMENDATION: Staff recommends the Committee approve the Department's request.

(5) STATEWIDE BRIDGE ENTERPRISE

This line item was created by S.B. 09-108. It is funded through the bridge safety surcharge on vehicle registrations set forth in Section 43-4-805 (5) (g) (I), C.R.S. Use of these funds requires the approval of the Statewide Bridge Enterprise Board. The Enterprise's purpose is to facilitate the repair or replacement of bridges rated to be in poor condition and to be either structurally deficient or functionally obsolete. The Enterprise has the authority to issue revenue bonds and borrow funds from the Transportation Commission to be repaid from bridge safety surcharge revenues. The section can maintain enterprise status as long as it retains the authority to issue revenue bonds and receives less than 10.0 percent of its total revenues from grants from state and local governments. 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 allocation the Enterprise's funding. The amounts are shown in the Long Bill for informational purposes only.

STATEWIDE BRIDGE ENTERPRISE						
	TOTAL FUNDS	GENERAL FUND	CASH FUNDS	REAPPROPRIATED FUNDS	FEDERAL FUNDS	FTE
FY 2016-17 Appropriation						
H.B. 16-1405 (Long Bill)	\$126,600,000	\$0	\$111,600,000	\$0	\$15,000,000	2.0
TOTAL	\$126,600,000	\$0	\$111,600,000	\$0	\$15,000,000	2.0
FY 2017-18 RECOMMENDED APPROPRIATION						
FY 2016-17 Appropriation	\$126,600,000	\$0	\$111,600,000	\$0	\$15,000,000	2.0
Informational revenue projections	(14,358,335)	0	641,665	0	(15,000,000)	0.0
TOTAL	\$112,241,665		\$112,241,665	\$0	\$0	2.0
INCREASE/(DECREASE)	(\$14,358,335)	\$0	\$641,665	\$0	(\$15,000,000)	0.0
Percentage Change	(11.3%)	0.0%	0.6%	0.0%	(100.0%)	0.0%
FY 2017-18 EXECUTIVE REQUEST	\$112,241,665	\$0	\$112,241,665	\$0	\$0	2.0
Request Above/(Below) Recommendation	\$0	n/a	\$0	n/a	\$0	0.0

LINE ITEM DETAIL – STATEWIDE BRIDGE ENTERPRISE

STATUTORY AUTHORITY: Section 43-4-805 (5) (g) (I), C.R.S.

REQUEST: The Department requests \$112,241,665 total funds and 2.0 FTE.

RECOMMENDATION: Staff recommends the Committee reflect the Department's request for informational purposes in FY 2017-18.

(6) MARIJUANA IMPAIRED DRIVING PROGRAM

The Marijuana Impaired Driving Program provides Marijuana Tax Cash Fund funding for the Department's "Drive High, Get a DUI" public awareness campaign.

MARIJUANA IMPAIRED DRIVING PROGRAM						
	TOTAL FUNDS	GENERAL FUND	CASH FUNDS	REAPPROPRIATED FUNDS	FEDERAL FUNDS	FTE
FY 2016-17 Appropriation						
H.B. 16-1405 (Long Bill)	\$450,000	\$0	\$450,000	\$0	\$0	0.0
TOTAL	\$450,000	\$0	\$450,000	\$0	\$0	0.0
FY 2017-18 RECOMMENDED APPROPRIATION						
FY 2016-17 Appropriation	\$450,000	\$0	\$450,000	\$0	\$0	0.0
R1 Marijuana impaired driving campaign	500,000	0	500,000	0	0	0.0
TOTAL	\$950,000		\$950,000	\$0	\$0	0.0
INCREASE/(DECREASE)	\$500,000	\$0	\$500,000	\$0	\$0	0.0
Percentage Change	111.1%	0.0%	111.1%	0.0%	0.0%	0.0%
FY 2017-18 EXECUTIVE REQUEST	\$1,450,000	\$0	\$1,450,000	\$0	\$0	0.0
Request Above/(Below) Recommendation	\$500,000	n/a	\$500,000	n/a	n/a	n/a

LINE ITEM DETAIL – MARIJUANA IMPAIRED DRIVING PROGRAM

STATUTORY AUTHORITY: Section 39-28.8-501 (2) (b) (IV) (A), C.R.S.

REQUEST: The request includes an increase of \$1,000,000 cash funds from the Marijuana Tax Cash Fund to increase funding for the statewide marijuana impaired driving public education campaign.

RECOMMENDATION: Staff recommends a total appropriation of \$950,000 cash funds, including an increase of \$500,000 cash funds from the Marijuana Tax Cash Fund.

(7) SOUTHWEST CHIEF RAIL LINE

House Bill 14-1161 created the Southwest Chief Rail Line Economic Development, Rural Tourism, and Infrastructure Repair and Maintenance Fund in an effort to encourage Amtrak to continue the existing Southwest Chief rail line service and expand service to include a stop in Pueblo, Colorado and potentially Walsenberg, Colorado. Pursuant to Section 43-4-1002, C.R.S., money from the fund may be expended to further the goal of continuing Southwest Chief rail line service in Colorado and is subject to annual appropriation by the General Assembly

DECISION ITEMS – SOUTHWEST CHIEF RAIL LINE

→ STAFF-INITIATED: SOUTHWEST CHIEF

REQUEST: The Department’s request did not include a change for FY 2017-18.

RECOMMENDATION: Staff recommends the continuation of a portion of the funding approved as a 2016-17 supplemental.

The legislatively-created Southwest Chief Rail Line Economic Development, Rural Tourism, and Infrastructure Repair and Maintenance Commission coordinates and oversees efforts by the state and local governments and cooperates with the states of Kansas and New Mexico, Amtrak, and the Burlington Northern and Santa Fe railway to ensure continuation of existing Amtrak Southwest Chief Rail Line service in the state, expansion of such service to include a stop in Pueblo, and exploration of the benefits of adding an additional stop in Walsenburg. In January 2016, the Department received a \$95,000 donation from Pueblo County to evaluate revenue and ridership data on the Southwest Chief Rail line, and to hire a consultant that will work with the Burlington Northern Railroad and Amtrak to ensure their planned Southwest Chief rail improvements align with the mission of the Southwest Chief Commission. During FY 2016-17 supplementals, the Committee approved \$95,000 cash funds spending authority for this purpose. However, the Department is unlikely to spend the entire amount of funding in FY 2016-17.

The Department provided the following descriptions of their expected FY 2016-17 expenditures:

- \$6,000 will be used to purchase Amtrak ridership data and projections, and to purchase the results of an Amtrak study and opinion of the ridership benefits of adding a stop in Pueblo (from La Junta), given current Amtrak service assumptions. Amtrak largely completed the analysis by utilizing their own paid consultant, and is greatly reducing the cost to Colorado for this data and ridership information. The Commission will then use the data to plan for a future potential Amtrak route between La Junta and Pueblo. The Commission will also use already available ridership data located on Amtrak’s website.
- \$25,000 will be used to hire a consulting firm to evaluate Amtrak and Burlington Northern Santa Fe (BNSF) opinions of the Southwest Chief Rail Line. BNSF is providing guidance to the Commission, free of charge, to look at Amtrak’s service assumptions and possible capital costs to fit Amtrak trains to Pueblo into freight train “traffic” flows. The consultant will review:
 - 1 The accuracy of Amtrak’s rider numbers;
 - 2 Whether Amtrak’s service assumptions (travel speed, time of day Pueblo would see service, etc.) are consistent with the expectations of Colorado residents;
 - 3 If Amtrak can cover its operating costs with the fares it expects to charge, or if Amtrak would need an operating subsidy;
 - 4 BNSF’s capital costs and if they are realistic (i.e. make sure BNSF is neither “gouging” the public, nor hiding costs that the public would later need to bear;
 - 5 The capital expenditures (passing track, signal improvements, etc.) needed for track improvement, what reliability for on-time performance is BNSF guaranteeing the Amtrak service, and if the on-time performance metrics are reasonable (on-time means

the percentage of trips that are on-time, and how many minutes deviation is still considered on-time performance);

- 6 If the benefits of the potential service will outweigh the costs of the service; and
- 7 If the project should be pursued.

In November 2016, Pueblo County passed legislation that provides more local money to implement the idea of a Pueblo “through train” from La Junta. The Commission will continue work of this nature into FY 2017-18. The Southwest Chief Commission continues to wait for the Burlington Northern Santa Fe (BNSF) opinion of the costs of maintaining the existing rail line out of La Junta to Pueblo, regardless of implementing a rail stop in Pueblo. Once the BNSF opinion is provided, there will be follow-on engineering and design work that will utilize the remaining \$64,000, absent further donations, of Southwest Chief Commission funding. The engineering will evaluate passing track (location & lengths) between Pueblo and La Junta, and track improvements and switches near Pueblo Union Station. The design work will evaluate train operations to determine the optimal schedule and signaling requirements which maximize the reliability of train movements in both directions.

LINE ITEM DETAIL – SOUTHWEST CHIEF COMMISSION

SOUTHWEST CHIEF RAIL COMMISSION						
	TOTAL FUNDS	GENERAL FUND	CASH FUNDS	REAPPROPRIATED FUNDS	FEDERAL FUNDS	FTE
FY 2016-17 Appropriation						
H.B. 16-1405 (Long Bill)	\$0	\$0	\$0	\$0	\$0	0.0
S.B. 17-171 (Supplemental)	95,000	0	95,000	0	0	0.0
TOTAL	\$95,000	\$0	\$95,000	\$0	\$0	0.0
FY 2017-18 RECOMMENDED APPROPRIATION						
FY 2016-17 Appropriation	\$95,000	\$0	\$95,000	\$0	\$0	0.0
Staff initiated Southwest Chief adjustment	(31,000)	0	(31,000)	0	0	0.0
TOTAL	\$64,000		\$64,000	\$0	\$0	0.0
INCREASE/(DECREASE)	(\$31,000)	\$0	(\$31,000)	\$0	\$0	0.0
Percentage Change	(32.6%)	0.0%	(32.6%)	0.0%	0.0%	0.0%
FY 2017-18 EXECUTIVE REQUEST						
Request Above/(Below) Recommendation	(\$64,000)	n/a	(\$64,000)	n/a	n/a	n/a

STATUTORY AUTHORITY: Section 43-4-1002 (1), C.R.S.

REQUEST: The Department did not make a request for FY 2017-18.

RECOMMENDATION: Staff recommends an appropriation of \$64,000 cash funds in FY 2017-18.

LONG BILL FOOTNOTES AND REQUESTS FOR INFORMATION

LONG BILL FOOTNOTES

The Department of Transportation did not have any footnotes in the 2016 Long Bill. Staff is not recommending the addition of any footnotes specific to the Department of Transportation in the 2017 Long Bill.

REQUESTS FOR INFORMATION

There were no requests for information for the Department of Transportation as part of the FY 2016-17 budget. Staff is not recommending the addition of any requests for information for FY 2017-18.

INDIRECT COST ASSESSMENTS

The Department's indirect cost assessment methodology is calculated based on three components: an "Indirect Cost Pool", an "Indirect Cost Base", and an "Indirect Cost Rate". The Indirect Cost Pool is comprised of accumulated costs for activities chargeable to highway projects but not attributable to a single project that fall under the purview of the Construction, Maintenance, and Operations line. The Department incurs these indirect costs in Indirect Cost Centers that are established for each CDOT Region Program Engineering Unit. Total indirect costs accumulated in these centers for the 12 month period beginning on July 1 of the previous year and ending on June 30 of the current year make up the Indirect Cost Pool. For FY 2017-18 the Department's Indirect Cost Pool as requested is \$90,837,387. Table 1 outlines what is included in the department's Indirect Cost Pool (i.e. the total indirect cost center costs).

Item	FY 2017-18
Project Support Activities	\$ 43,754,739
Engineering Region Offices	\$ 42,696,894
DTD - Environmental	\$ 4,261,113
Travel	\$ 124,641
Total Indirect Costs	\$ 90,837,387

The Indirect Cost Base is comprised of all Indirect Eligible Expenditures for participating CDOT projects for the 12 month period beginning on July 1 of the previous year and ending on June 30 of the current year. For FY 2017-18 the Department's Indirect Cost Base as requested is \$845,017,100. Table 2 on the next page outlines what is included in the department's Indirect Cost Base (i.e. the total indirect eligible expenditures within the highway construction program).

Item	FY 2017-18
Surface Treatment	\$ 226,525,000
Structures On-System Program	\$ 70,060,000
Geohazards	\$ 10,300,000
Highway Safety Improvement Program	\$ 42,518,853
Railway-Highway Crossings Program	\$ 3,347,359
Hot Spots	\$ 2,167,154
Traffic Signals	\$ 15,545,646
FASTER - Safety Projects	\$ 62,517,819
Permanent Water Quality Mitigation	\$ 6,500,000
Safety Education	\$ 14,861,809
TSM&O: Congestion Relief	\$ 4,750,000
Regional Priority Program	\$ 48,375,000
Road X	\$ 12,096,525
ADA Compliance	\$ 10,500,000
Strategic Projects (including I-25 North)	\$ 71,100,000
National Freight Program	\$ 18,481,674
Permanent Recovery	\$ 129,500,000
Bridge Enterprise Projects	\$ 91,095,761
HPTE - Projects	\$ 4,774,500
Total Indirect Cost Base	\$ 845,017,100

The Indirect Cost Rate is calculated by dividing the total indirect costs accumulated in all of CDOT's Indirect Cost Centers for the 12 month period beginning on July 1 of the previous year and ending on June 30 of the current year by the total Indirect Eligible Expenditures from the same 12 month period. Cost recoveries come from charging a fixed percentage (Indirect Cost Rate) of the Construction Engineering rate to a project, with the offset charged to the appropriate Indirect Cost Center. Projects which are not administered by CDOT are exempt from the allocation, and the Indirect Cost Rate in effect on the date of project award does not change for the life of that project. Table 3 illustrates how the Indirect Cost Rate is calculated.

Table 3	
CDOT Cost Rate	
Total Indirect Cost Pool	\$ 90,837,387
Total Indirect Cost Base	\$ 845,017,100
Indirect Cost Rate (Base/Pool)	10.75%

All departmental indirect costs are recovered from and allocated back to programs housed within the "non-appropriated" portion of the CDOT budget. Most policy and budget authority for CDOT rests with the Transportation Commission, pursuant to Section 43-1-113 (1), C.R.S. Funds controlled by the Transportation Commission are reflected for informational purposes in three Long Bill line items: Construction, Maintenance, and Operations; the High Performance Transportation Enterprise (created by S.B. 09-108); and the Statewide Bridge Enterprise (created by S.B. 09-108). These line items are included in the Long Bill as estimates of the anticipated revenues available to the Commission.

JBC Staff Staff Figure Setting - FY 2017-18
Staff Working Document - Does Not Represent Committee Decision

Appendix A: Number Pages

	FY 2014-15 Actual	FY 2015-16 Actual	FY 2016-17 Appropriation	FY 2017-18 Request	FY 2017-18 Recommendation
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DEPARTMENT OF TRANSPORTATION
Shailen Bhatt, Executive Director

(1) ADMINISTRATION

(A) Administration

Personal Services	<u>15,001,911</u>	<u>15,102,045</u>	<u>17,342,918</u>	<u>17,851,770</u>	<u>17,851,770</u> *
FTE	151.4	183.5	183.5	183.5	183.5
Cash Funds	14,357,792	14,470,137	16,620,457	17,149,726	17,149,726
Reappropriated Funds	644,119	631,908	722,461	702,044	702,044
Federal Funds	0	0	0	0	0
Operating Expenses	<u>16,256,040</u>	<u>15,147,262</u>	<u>14,405,665</u>	<u>15,242,593</u>	<u>15,242,593</u> *
Cash Funds	15,703,267	14,540,928	13,242,929	14,081,829	14,081,829
Reappropriated Funds	552,773	606,334	1,162,736	1,160,764	1,160,764
Federal Funds	0	0	0	0	0
TOTAL - (1) Administration	31,257,951	30,249,307	31,748,583	33,094,363	33,094,363
FTE	<u>151.4</u>	<u>183.5</u>	<u>183.5</u>	<u>183.5</u>	<u>183.5</u>
Cash Funds	30,061,059	29,011,065	29,863,386	31,231,555	31,231,555
Reappropriated Funds	1,196,892	1,238,242	1,885,197	1,862,808	1,862,808
Federal Funds	0	0	0	0	0

JBC Staff Staff Figure Setting - FY 2017-18
Staff Working Document - Does Not Represent Committee Decision

	FY 2014-15 Actual	FY 2015-16 Actual	FY 2016-17 Appropriation	FY 2017-18 Request	FY 2017-18 Recommendation
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(2) CONSTRUCTION, MAINTENANCE, AND OPERATIONS

This line item includes non-appropriated revenues to the Transportation Commission as well as the Division of Aeronautics. Totals in this line item represent non-appropriated funds.

Construction Maintenance, And Operations	<u>1,704,668,941</u>	<u>1,688,696,968</u>	<u>1,236,114,586</u>	<u>1,419,494,076</u>	<u>1,419,494,076</u> *
FTE	2,741.2	3,137.3	3,137.3	3,136.3	3,136.3
General Fund	0	0	0	0	0
Cash Funds	840,812,366	955,893,635	598,339,646	699,469,662	699,469,662
Reappropriated Funds	816,388	821,006	1,892,141	1,914,662	1,914,662
Federal Funds	863,040,187	731,982,327	635,882,799	718,109,752	718,109,752

TOTAL - (2) Construction, Maintenance, and Operations	1,704,668,941	1,688,696,968	1,236,114,586	1,419,494,076	1,419,494,076
FTE	<u>2,741.2</u>	<u>3,137.3</u>	<u>3,137.3</u>	<u>3,136.3</u>	<u>3,136.3</u>
General Fund	0	0	0	0	0
Cash Funds	840,812,366	955,893,635	598,339,646	699,469,662	699,469,662
Reappropriated Funds	816,388	821,006	1,892,141	1,914,662	1,914,662
Federal Funds	863,040,187	731,982,327	635,882,799	718,109,752	718,109,752

JBC Staff Staff Figure Setting - FY 2017-18
Staff Working Document - Does Not Represent Committee Decision

	FY 2014-15 Actual	FY 2015-16 Actual	FY 2016-17 Appropriation	FY 2017-18 Request	FY 2017-18 Recommendation
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(3) HIGH PERFORMANCE TRANSPORTATION ENTERPRISE

The amounts shown are included for informational purposes only.

High Performance Transportation Enterprise	<u>7,899,718</u>	<u>28,013,987</u>	<u>7,716,702</u>	<u>11,162,500</u>	<u>11,162,500</u>
FTE	4.0	4.0	4.0	5.0	5.0
Cash Funds	6,894,802	27,040,482	5,627,902	6,388,000	6,388,000
Reappropriated Funds	1,004,035	945,211	2,088,800	4,774,500	4,774,500
Federal Funds	881	28,294	0	0	0

TOTAL - (3) High Performance Transportation Enterprise	7,899,718	28,013,987	7,716,702	11,162,500	11,162,500
FTE	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>	<u>5.0</u>	<u>5.0</u>
Cash Funds	6,894,802	27,040,482	5,627,902	6,388,000	6,388,000
Reappropriated Funds	1,004,035	945,211	2,088,800	4,774,500	4,774,500
Federal Funds	881	28,294	0	0	0

JBC Staff Staff Figure Setting - FY 2017-18
Staff Working Document - Does Not Represent Committee Decision

	FY 2014-15 Actual	FY 2015-16 Actual	FY 2016-17 Appropriation	FY 2017-18 Request	FY 2017-18 Recommendation
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(4) FIRST TIME DRUNK DRIVING OFFENDERS ACCOUNT

The line item is supported with fees paid to reinstate drivers' licenses following drunk driving convictions and provides funding for increased high visibility drunk driving law enforcement actions undertaken pursuant to H.B. 08-1194.

First Time Drunk Driving Offenders Account	<u>1,276,490</u>	<u>1,272,531</u>	<u>2,000,000</u>	<u>1,500,000</u>	<u>1,500,000</u> *
General Fund	0	0	0	0	0
Cash Funds	1,276,490	1,272,531	2,000,000	1,500,000	1,500,000
Reappropriated Funds	0	0	0	0	0
Federal Funds	0	0	0	0	0

TOTAL - (4) First Time Drunk Driving Offenders Account	1,276,490	1,272,531	2,000,000	1,500,000	1,500,000
<i>FTE</i>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
General Fund	0	0	0	0	0
Cash Funds	1,276,490	1,272,531	2,000,000	1,500,000	1,500,000
Reappropriated Funds	0	0	0	0	0
Federal Funds	0	0	0	0	0

JBC Staff Staff Figure Setting - FY 2017-18
Staff Working Document - Does Not Represent Committee Decision

	FY 2014-15 Actual	FY 2015-16 Actual	FY 2016-17 Appropriation	FY 2017-18 Request	FY 2017-18 Recommendation
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(5) STATEWIDE BRIDGE ENTERPRISE

The amounts shown are included for informational purposes only.

Statewide Bridge Enterprise	<u>11,671,947</u>	<u>11,008,575</u>	<u>126,600,000</u>	<u>112,241,665</u>	<u>112,241,665</u>
FTE	2.0	0.0	2.0	2.0	2.0
Cash Funds	(4,435,033)	(1,127,769)	111,600,000	112,241,665	112,241,665
Reappropriated Funds	0	0	0	0	0
Federal Funds	16,106,980	12,136,344	15,000,000	0	0
TOTAL - (5) Statewide Bridge Enterprise	11,671,947	11,008,575	126,600,000	112,241,665	112,241,665
FTE	<u>2.0</u>	<u>0.0</u>	<u>2.0</u>	<u>2.0</u>	<u>2.0</u>
Cash Funds	(4,435,033)	(1,127,769)	111,600,000	112,241,665	112,241,665
Reappropriated Funds	0	0	0	0	0
Federal Funds	16,106,980	12,136,344	15,000,000	0	0

JBC Staff Staff Figure Setting - FY 2017-18
Staff Working Document - Does Not Represent Committee Decision

	FY 2014-15 Actual	FY 2015-16 Actual	FY 2016-17 Appropriation	FY 2017-18 Request	FY 2017-18 Recommendation
(6) MARIJUANA IMPAIRED DRIVING PROGRAM					
Marijuana Impaired Driving Program	<u>0</u>	<u>439,524</u>	<u>450,000</u>	<u>1,450,000</u>	<u>950,000</u> *
Cash Funds	0	439,524	450,000	1,450,000	950,000
Reappropriated Funds	0	0	0	0	0
Federal Funds	0	0	0	0	0
TOTAL - (6) Marijuana Impaired Driving Program	0	439,524	450,000	1,450,000	950,000
<i>FTE</i>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
Cash Funds	0	439,524	450,000	1,450,000	950,000
Reappropriated Funds	0	0	0	0	0
Federal Funds	0	0	0	0	0

JBC Staff Staff Figure Setting - FY 2017-18
Staff Working Document - Does Not Represent Committee Decision

	FY 2014-15 Actual	FY 2015-16 Actual	FY 2016-17 Appropriation	FY 2017-18 Request	FY 2017-18 Recommendation
(7) SW CHIEF RAIL COMMISSION					
SW Chief Rail Commission	<u>0</u>	<u>0</u>	<u>95,000</u>	<u>0</u>	<u>64,000</u>
FTE	0.0	0.0	0.0	0.0	0.0
Cash Funds	0	0	95,000	0	64,000
Reappropriated Funds	0	0	0	0	0
Federal Funds	0	0	0	0	0
TOTAL - (7) SW Chief Rail Commission	<u>0</u>	<u>0</u>	<u>95,000</u>	<u>0</u>	<u>64,000</u>
FTE	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
Cash Funds	0	0	95,000	0	64,000
Reappropriated Funds	0	0	0	0	0
Federal Funds	0	0	0	0	0
TOTAL - Department of Transportation	1,756,775,047	1,759,680,892	1,404,724,871	1,578,942,604	1,578,506,604
FTE	<u>2,898.6</u>	<u>3,324.8</u>	<u>3,326.8</u>	<u>3,326.8</u>	<u>3,326.8</u>
General Fund	0	0	0	0	0
Cash Funds	874,609,684	1,012,529,468	747,975,934	852,280,882	851,844,882
Reappropriated Funds	3,017,315	3,004,459	5,866,138	8,551,970	8,551,970
Federal Funds	879,148,048	744,146,965	650,882,799	718,109,752	718,109,752