JOINT
BUDGET
COMMITTEE

STAFF FIGURE SETTING
FY 2021-22

DEPARTMENT OF TRANSPORTATION

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

PREPARED BY:
ANDREA UHL, JBC STAFF
MARCH 2, 2020

JOINT BUDGET COMMITTEE STAFF
200 E. 14TH AVENUE, 3RD FLOOR · DENVER · COLORADO · 80203
TELEPHONE: (303) 866-2061 · TDD: (303) 866-3472
https://leg.colorado.gov/agencies/joint-budget-committee

CONTENTS

Department Overview 1
Summary of Staff Recommendations 3
Description of Incremental Changes 4
Revenue forecast changes 4
Offsetting revenue allocation adjustments 5
Non-offsetting expenditure adjustments 7
Major Differences from the Request 7
Decision Items Affecting Multiple Divisions 8
➔ R1 Administration efficiency savings 8
➔ Staff-initiated request for permission to update informational appropriations for new forecast prior to Long Bill introduction 8
(1) Administration 9
Decision Items – Administration (None) 10
Line Item Detail – Administration 10
(2) Construction, Maintenance, and Operations 11
Decision Items - Construction, Maintenance, and Operations (None) 11
Line Item Detail – Construction, Operations, and Maintenance 12
(3) Statewide Bridge Enterprise 12
Decision Items - Statewide Bridge Enterprise (None) 13
Line Item Detail – Statewide Bridge Enterprise 13
(4) High Performance Transportation Enterprise 14
Decision Items - High Performance Transportation Enterprise (None) 14
Line Item Detail – High Performance Transportation Enterprise 14
(5) Southwest Chief and Front Range Passenger Rail Commission 15
Decision Items - Southwest Chief Rail Commission 15
➔ BA1 Southwest Chief Fund 15
Line Item Detail – Southwest Chief Rail Commission 16
(6) Special Purpose 16
Decision Items – Spcecial Purpose (None) 17
Line Item Detail – Special Purpose 17
First Time Drunk Driving Offender Account 17
Marijuana Impaired Driving Program 18

Transportation Services for Vulnerable Populations, Including seniors 19
Long Bill Footnotes and Requests for Information 20
Long Bill Footnotes 20
Requests for Information 20
Indirect Cost Assessments 21
Indirect Cost Pool 21
Indirect Cost Base 21
Indirect Cost Rate 22
Appendix A: Numbers Pages (Digital Only) 24
Appendix B: Transportation Commission Budget 32

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.

DEPARTMENT OVERVIEW

The Colorado Department of Transportation (CDOT) is primarily responsible for the construction, maintenance, and operation of Colorado's state highway system, with additional responsibilities relating to aviation, inter-regional bus service, transit, multimodal transportation, and other state transportation systems. Most policy and budget authority for the Department rests with the Transportation Commission, which is composed of eleven governor-appointed members who represent specific districts around the state. Department staff provide support to the Commission as it adopts budgets, establishes policies, and implements Commission decisions. The Department's responsibilities include managing highway construction projects, implementing the State's Highway Safety Plan, operating and maintaining Colorado's 9,100-mile state highway system, providing technical support to local airports regarding aviation safety, distributing aviation fuel tax revenues and discretionary grants to local airports, and distributing grants for multimodal transportation projects.

The structure of the Department shown in the Long Bill corresponds with the General Assembly's authority over particular areas of the Department's budget and differs from the Department's administrative organization. CDOT has a highly unusual structure in the Long Bill; the key things to know about this portion of the Long Bill are discussed below.

Primarily Informational

- Approximately 98 percent of CDOT's projected FY 2021-22 revenue is continuously appropriated by statutory provisions and is controlled by the Transportation Commission or another CDOT board. As a result, the FY 2021-22 budget that the Transportation Commission will approve in March is in many ways the real CDOT budget. A preliminary version of that budget is shown in Appendix B. Numerous CDOT budget and planning documents are here.
- The General Assembly sets the following non-continuous CDOT appropriations:
  - Administration Division,
  - Southwest Chief and Front Range Passenger Rail Commission,
  - First Time Drunk Driving Offender Account,
  - Marijuana Impaired Driving Program, and
  - Additional appropriations for multimodal projects in some years.
- The Long Bill is a highly consolidated version of the Transportation Commission budget. In the Long Bill, the detail in the Transportation Commission budget is combined into a small number of one-line aggregates, the largest of which are:
  - The Administration Division,
  - The Construction, Maintenance and Operations (CM&O) Division, which is by far the largest division and is a catch-all for programs that don't fall into other divisions, and
  - The Bridge Enterprise Division.

Revenue-driven

- The budget in Appendix B shows the preliminary and draft final budget; the Transportation Commission will approve a final budget in March 2021 based on an updated revenue forecast. The informational appropriations recommended in this document are based on a fall 2020 forecast of FY 2021-22 revenue that was prepared by CDOT staff.

- The Transportation Commission budget and the Long Bill budget are *revenue allocation budgets*, which show how much total revenue CDOT expects to receive in FY 2021-22 and how that revenue will be allocated for use in FY 2021-22 *and subsequent years*. Though much of the revenue will be spent during FY 2021-22, substantial amounts will be set aside to be used in the future on projects that take more than one year to complete. Because the revenue is continuously appropriated, there is no need for roll-forward provisions; the revenue remains in a CDOT-controlled fund until it is spent. Thus, CDOT's spending in a given year is a combination of money informationally appropriated in the Long Bill for that year and money informationally appropriated in the Long Bill for prior years.
- Because the CDOT budget is a revenue allocation budget, projected revenue changes are the sole factor changing the total CDOT Long Bill appropriation from year to year. Revenue includes things such as expected General Fund transfers, revenue from S.B. 17-267 certificates of participation, and appropriations from the Marijuana Tax Cash Fund. Note that General Fund transfers appear in the CDOT budget as cash funds because they are deposited in the State Highway Fund or in the Highway Users Tax Fund.
- Economic changes and actions taken by the General Assembly through bills that are passed after the Long Bill *will not* be reflected in CDOT's Long Bill section or final budget.

<u>Common Policies</u>

- CDOT is subject to the common policies that affect all departments, but common policy expenditures are hidden in the CDOT Long Bill because appropriations for salary survey, amortization equalization disbursement (AED), vehicle lease expense, etc., are included in CDOT's aggregate appropriations.
  - Compensation-related common policy expenditures are paid from the aggregate appropriation of the division in which the related salary or wage is paid.
  - Some common policy expenditures are entirely paid from the Administration Division budget, others are partly paid from the Administration Division budget, yet others are paid entirely from non-administration budgets. This payment allocation is influenced by statutory provisions governing the Administration Division in Section 43-1-113 (2) (c) (III), C.R.S.
- In general, revenues are allocated first to the non-administrative divisions and, to the extent needed, are reallocated to the Administration Division to pay for its activities and for the common policy expenditures that are paid by that Division. Changes of common policy expenditures drive numerous changes to CDOT's Long Bill. For example, the cost of increased common policy expenditures in the Administration Division is typically paid by reallocating revenue to that Division from the Construction, Maintenance and Operations Division.

SUMMARY OF STAFF RECOMMENDATIONS

DEPARTMENT OF TRANSPORTATION						
	TOTAL FUNDS	GENERAL FUND	CASH FUNDS	REAPPROPRIATED FUNDS	FEDERAL FUNDS	FTE
FY 2020-21 APPROPRIATION						
HB 20-1360 (Long Bill)	$1,984,439,402	$1,000,000	$1,346,783,625	$7,078,096	$629,577,681	3,326.0
HB 20-1153	52,980	0	52,980	0	0	0.0
TOTAL	**$1,984,492,382**	**$1,000,000**	**$1,346,836,605**	**$7,078,096**	**$629,577,681**	**3,326.0**
FY 2021-22 RECOMMENDED APPROPRIATION						
FY 2020-21 Appropriation	$1,984,492,382	$1,000,000	$1,346,836,605	$7,078,096	$629,577,681	3,326.0
FY 2021-22 revenue forecast compared to FY 2020-21 forecast						
Revenue from Bridge Enterprise sources	4,504,279	0	4,504,279	0	0	0.0
Revenue from Transportation Enterprise sources	196,989	0	164,689	32,300	0	0.0
Revenue from CM&O sources	(82,698,764)	0	(95,324,446)	0	12,625,682	0.0
Total revenue adjustments	(77,997,496)	0	(90,655,478)	32,300	12,625,682	0.0
FY 2021-22 revenue forecast	**1,906,494,886**	**1,000,000**	**1,256,181,127**	**7,110,396**	**642,203,363**	**3,326.0**
Offsetting revenue allocation adjustments						
Other common policy changes in the Administration Division						
Admin impact	2,579,015	0	2,579,312	(297)	0	0.0
CM&O impact	(2,579,015)	0	(2,579,312)	297	0	0.0
Total-compensation changes in the Administration Division						
Admin impact	700,312	0	700,312	0	0	0.0
CM&O impact	(700,312)	0	(700,312)	0	0	0.0
Annualize prior year legislation						
Admin impact	548,282	0	548,282	0	0	0.0
CM&O impact	(548,282)	0	(548,282)	0	0	0.0
Non-prioritized decision items in the Administration Division						
Admin impact	(492,901)	0	(492,901)	0	0	0.0
CM&O impact	492,901	0	492,901	0	0	0.0
R1 Administration efficiency savings (Admin impact)						
Admin impact	(1,075,612)	0	(1,075,612)	0	0	0.0
CM&O impact	1,075,612	0	1,075,612	0	0	0.0
Impact of offsetting changes in affected divisions						
Admin impact	2,259,096	0	2,259,393	(297)	0	0.0
CM&O impact	(2,259,096)	0	(2,259,393)	297	0	0.0
Net impact of offsetting expenditure adjustments	**0**	**0**	**0**	**0**	**0**	**0.0**
Non-offsetting expenditure adjustments						
Expenditure adjustment for Marijuana Impaired Driving Program	500,000	0	500,000	0	0	0.0
BA1 Southwest Chief Fund	300,000	0	300,000	0	0	0.0
Expenditure adjustment for First Time Drunk Driving Offender Account	(900,000)	0	(900,000)	0	0	0.0
Annualize prior year budget actions	(1,000,000)	(1,000,000)	0	0	0	0.0
Total non-offsetting expenditure adjustments	**(1,100,000)**	**(1,000,000)**	**(100,000)**	**0**	**0**	**0.0**
TOTAL	**$1,905,394,886**	**$0**	**$1,256,081,127**	**$7,110,396**	**$642,203,363**	**$3,326.0**

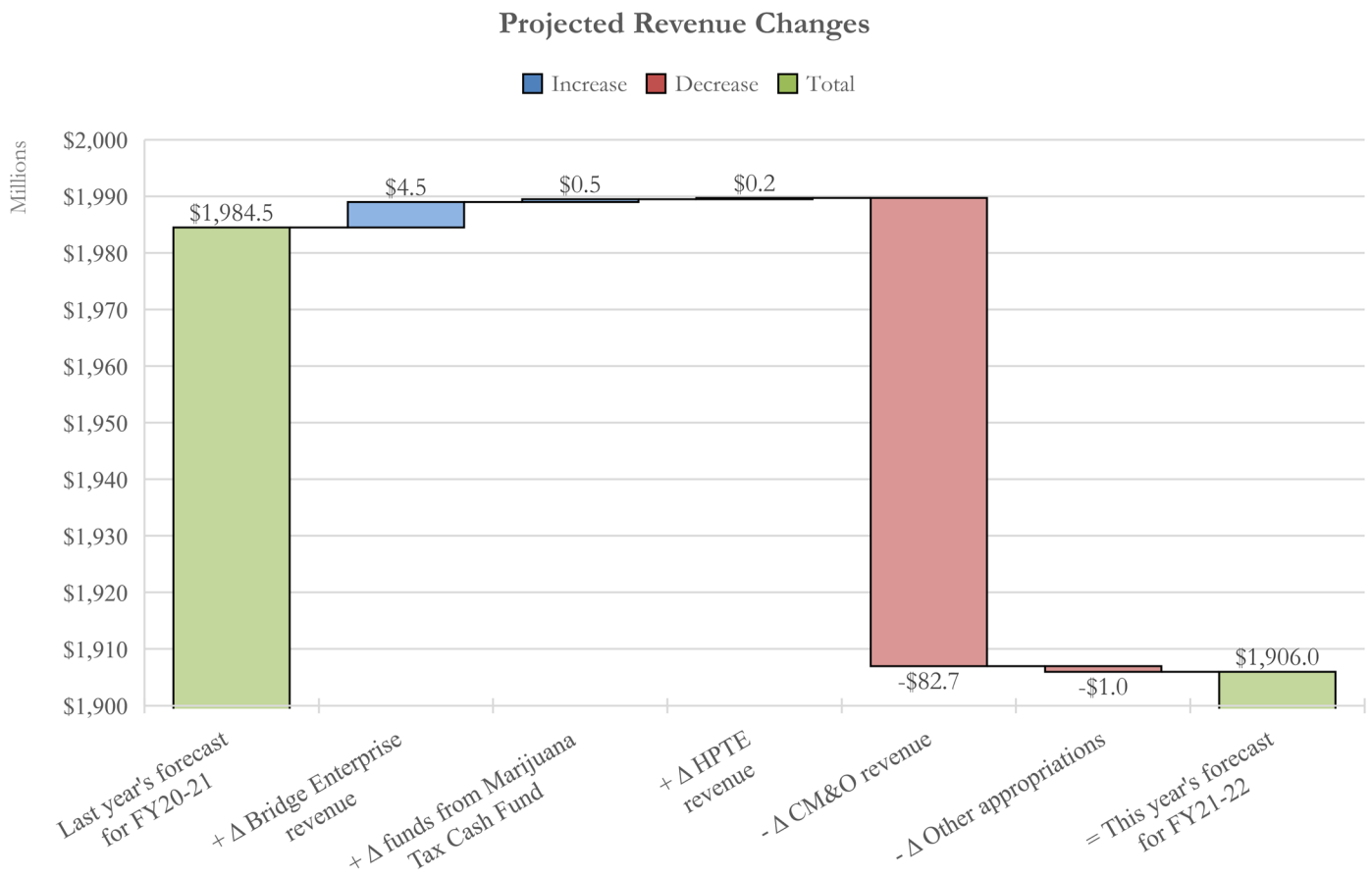
DEPARTMENT OF TRANSPORTATION						
	TOTAL FUNDS	GENERAL FUND	CASH FUNDS	REAPPROPRIATED FUNDS	FEDERAL FUNDS	FTE
INCREASE/(DECREASE)	**($79,097,496)**	**($1,000,000)**	**($90,755,478)**	**$32,300**	**$12,625,682**	**0.0**
Percentage Change	(4.0%)	(100.0%)	(6.7%)	0.5%	2.0%	0.0%
FY 2021-22 EXECUTIVE REQUEST	**$1,905,394,886**	**$0**	**$1,256,081,127**	**$7,110,396**	**$642,203,363**	**3,326.0**
Request Above/(Below) Recommendation	$0	$0	$0	$0	$0	0.0

Admin = Administration Division
CM&O = Construction, Maintenance, and Operations Division

DESCRIPTION OF INCREMENTAL CHANGES

REVENUE FORECAST CHANGES

CDOT's Long Bill budget request shows, at a highly aggregated level, how projected CDOT revenues are allocated. When CDOT submitted its FY 2020-21 budget request in November 2019, it was a forecast of the total revenue that CDOT expected to receive during FY 2020-21. The current budget request, submitted in November 2020, forecasts the revenue CDOT will receive during FY 2021-22. Revenue adjustments in the table below show the difference between this year's projection of next year's revenue and last year's projection of this year's revenue.



REVENUE FROM BRIDGE ENTERPRISE SOURCES: CDOT's current forecast of FY 2021-22 revenues from bridge safety surcharge fees is up $4.5 million from its November 2019 forecast of Bridge Enterprise revenue.

REVENUE FROM TRANSPORTATION ENTERPRISE SOURCES: CDOT's current forecast of FY 2021-22 revenues from user fees generated on corridors owned by the High Performance Transportation Enterprise (HPTE) is up slightly from November 2019.

REVENUE FROM CM&O SOURCES (CONSTRUCTION, MAINTENANCE, AND OPERATIONS DIVISION): The request reflects a decrease in anticipated revenue of $82.7 million. This includes changes made in H.B. 20-1376 (Modify Transportation Funding Mechanisms) that result in CDOT paying $62.0 million in debt service payments that were previously subsidized by the General Fund, as well as continued depression of transportation activity and revenue related to the COVID-19 pandemic.

In summary, CDOT requests $78.5 million less for FY 2021-22, which reflects the difference between this year's forecast of next year's Departmental revenue and last year's forecast of this year's Departmental revenue.

OFFSETTING REVENUE ALLOCATION ADJUSTMENTS

Offsetting revenue allocation adjustments move revenue from one CDOT division to another without altering total revenue. The adjustments usually move funding between the Administration Division and the Construction, Maintenance, and Operations (CM&O) Division. Less frequently, the adjustments involve the Bridge Enterprise or the Transportation Enterprise. As a general rule, CM&O revenue, Bridge Enterprise revenue, and Transportation Enterprise revenue are allocated to those divisions unless the revenue is needed in the Administration Division. For example, if the Administration Division requires an additional $1,000 to pay Administration salaries, or pay for an Administration-division common policy whose appropriation has increased, the revenue allocated to Administration will rise by $1,000 and the revenue allocated to another division (usually the CM&O) will decline by $1,000. Thus increased revenue allocated to the Administration Division will be offset by an equal and offsetting reduction of revenue allocated to the CM&O Division and possibly to another division. Conversely, reduced expenditures in the Administration Division increases revenue available to other divisions.

Most revenue allocation adjustments are due to common policy changes that alter the amount CDOT must expend in the Administration Division.

OTHER COMMON POLICY CHANGES IN ADMIN DIVISION: The recommendation allocates $2,579,015 more to the Administration Division for the following operating common policy adjustments, decreasing revenue to the CM&O Division by the same amount.

OTHER COMMON POLICY CHANGES IN ADMINISTRATION DIVISION

	TOTAL FUNDS	GENERAL FUND	CASH FUNDS	REAPPROPRIATED FUNDS	FTE
Payment to risk management/property funds	$2,154,287	$0	$2,154,287	$0	0.0
Payments to OIT	510,918	0	510,918	0	0.0
Capitol complex leased space	15,400	0	15,400	0	0.0
Administrative law judge	14,974	0	14,974	0	0.0

OTHER COMMON POLICY CHANGES IN ADMINISTRATION DIVISION					
	TOTAL FUNDS	GENERAL FUND	CASH FUNDS	REAPPROPRIATED FUNDS	FTE
Indirect cost assessment adjustment	7,786	0	8,083	(297)	0.0
Worker's compensation	(13,124)	0	(13,124)	0	0.0
CORE operations	(35,152)	0	(35,152)	0	0.0
Legal services adjustment	(76,074)	0	(76,074)	0	0.0
TOTAL	**$2,579,015**	**$0**	**$2,579,312**	**($297)**	**0.0**

TOTAL-COMPENSATION CHANGES IN ADMINISTRATION DIVISIOn: The recommendation allocates an additional $700,312 of revenue to the Administration Division to pay for changes in the following compensation-related common policy expenditures. To pay for the increase, revenue allocated to the CM&O Division is reduced by the same amount.

TOTAL COMPENSATION CHANGES IN ADMINISTRATION DIVISION						
	TOTAL FUNDS	GENERAL FUND	CASH FUNDS	REAPPROPRIATED FUNDS	FEDERAL FUNDS	FTE
Salary survey	$339,913	$0	$339,913	$0	$0	0.0
Health, life, and dental	222,492	0	222,492	0	0	0.0
AED	66,104	0	66,104	0	0	0.0
SAED	66,104	0	66,104	0	0	0.0
PERA Direct Distribution	12,316	0	12,316	0	0	0.0
SB 18-200	1,035	0	1,035	0	0	0.0
Short-term disability	873	0	873	0	0	0.0
Shift differential	(8,525)	0	(8,525)	0	0	0.0
TOTAL	**700,312**	**0**	**700,312**	**0**	**0**	**0.0**

Note that total compensation common policy adjustments occur in all divisions with employees, but the only adjustments that appear in the Long Bill are the adjustments that move funding into and out of the Administration Division to pay for the total compensation.

ANNUALIZE PRIOR YEAR LEGISLATION IN ADMINISTRATION DIVISION: The recommendation allocates an additional $548,282 of revenue to the Administration Division and an offsetting decrease in the CM&O Division for the annualization of H.B. 20-1153 (Colorado Partnership for Quality Jobs and Services Act).

NON-PRIORITIZED DECISION ITEMS IN ADMINISTRATION DIVISION: The recommendation includes a decrease to the Administration Division for the OIT Budget Request package. Revenue in the CM&O Division will be increased by the same amount.

NON-PRIORITIZED DECISION ITEMS IN THE ADMINISTRATION DIVISION						
	TOTAL FUNDS	GENERAL FUND	CASH FUNDS	REAPPROPRIATED FUNDS	FEDERAL FUNDS	FTE
NP DPA Center for Organizational Effectiveness	$0	$0	$0	$0	$0	0.0
NP OIT Budget request package	(492,901)	0	(492,901)	0	0	0.0
TOTAL	**($492,901)**	**$0**	**($492,901)**	**$0**	**$0**	**0.0**

R1 ADMINISTRATION EFFICIENCY SAVINGS: The recommendation includes a requested reduction of $1,075,612 cash funds for FY 2021-22 within the appropriated Administration Division line item, which represents a 2.8 percent reduction of spending on administrative activities that are paid from the State Highway Fund. The savings will be used to increase cash fund spending in the

continuously appropriated Construction, Maintenance, and Operations Division by an offsetting amount.

NON-OFFSETTING EXPENDITURE ADJUSTMENTS

EXPENDITURE ADJUSTMENT FOR MARIJUANA IMPAIRED DRIVING: FY 2020-21 balancing actions included a one-time reduction of $500,000 from the Marijuana Tax Cash Fund; the Department is requesting a corresponding increase as an annualization of the previous year's action.

EXPENDITURE ADJUSTMENT FOR FIRST TIME DRUNK DRIVING OFFENDER ACCOUNT: The FY 2021-22 request and recommendation for the First Time Drunk Driver program represents the remaining fund balance, not new revenue. The $900,000 reduction reflects a remaining balance of $600,000.

BA1 SOUTHWEST CHIEF FUND: The recommendation includes an additional $300,000 from the Southwest Chief Fund to support the Commission's Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant match obligations, as well as personal services and operating expenses.

ANNUALIZE PRIOR YEAR BUDGET ACTIONS: The request includes a $1.0 million General Fund decrease in the Special Purpose Division. FY 2020-21 balancing actions included a one-time appropriation of $1.0 million General Fund to a new line item for *Transportation for Vulnerable Populations, Including Seniors* that was intended to partially offset a transfer of $10.0 million from the Multimodal Transportation Options Fund to the General Fund.

MAJOR DIFFERENCES FROM THE REQUEST

The only difference between the request and the recommendation is from common policies that have already been approved by the Committee. However, the additional recommended amount in the Administration Division is cancelled out by a corresponding decrease in the Construction, Maintenance, and Operations Division's informational appropriation.

DECISION ITEMS AFFECTING MULTIPLE DIVISIONS

➔ R1 ADMINISTRATION EFFICIENCY SAVINGS

REQUEST: CDOT requests a one-time reduction of $1,075,612 cash funds for FY 2021-22 within the appropriated Administration Division line item, which represents a 2.8 percent reduction of spending on administrative activities that are paid from the State Highway Fund. The savings will be used to increase cash fund spending in the continuously appropriated Construction, Maintenance, and Operations Division by an offsetting amount.

RECOMMENDATION: **Staff recommends approval of this request.**

ANALYSIS:

The Department has identified $1,075,612 in reductions created through efficiencies in the Administration Division, including:

- Equipment and office supply purchases, including office phones and printed materials;
- Planned conference attendance for the upcoming fiscal year;
- Service subscriptions that aren't vital to program operations;
- Expenditures for certain professional development and training programs;
- Personal services and consulting services; and
- Increased scrutiny of expenditures related to phone costs and IT subscriptions and services.

Because the majority of these reductions are pandemic-driven, they are expected to be one-time.

➔ STAFF-INITIATED REQUEST FOR PERMISSION TO UPDATE INFORMATIONAL APPROPRIATIONS FOR NEW FORECAST PRIOR TO LONG BILL INTRODUCTION

The revenue forecast on which the recommendations in this document are based was formulated by CDOT staff last fall. In March, the Transportation Commission will finalize its FY 2021-22 revenue .allocation budget for the continuously appropriated funds that CDOT controls. The March revenue forecast will likely differ from the fall 2020 forecast, which means that the informational appropriations (i.e. the revenue allocations) in this document for the Construction, Maintenance and Operations Division and the two enterprises may be out-of-date. In an effort to make the Long Bill's informational appropriations as accurate as possible, Staff has asked CDOT to submit revised appropriations for the CM&O and the enterprises (i.e. revised requested informational revenue allocations) in March.

STAFF-INITIATED REQUEST: **Staff requests permission to place revised informational appropriations in the FY 2021-22 Long Bill if CDOT submits them in time to make the changes before introduction.** Based on conversations with the Department, staff expects modest revisions; if they are large or unusual, staff will bring them to the Committee's attention. Staff emphasizes that all of the affected appropriations are informational, and will make the Long Bill better reflect CDOT's anticipated revenue streams. The March update will still be imperfect, as unexpected changes in funding from federal or state sources can occur at any time, including additional legislation to transfer state funds to CDOT that is passed after Long Bill introduction.

(1) ADMINISTRATION

This single-line division provides administrative support for the Department. Section 43-1-113 (3) (a), C.R.S., creates the division and Section 43-1-113 (2) (c) (III), C.R.S., specifies that it consists of the expenditures for the salaries and expenses of the following offices:

- Transportation Commission
- Executive Director
- Chief Engineer
- District engineers
- Budget
- Internal audits
- Public relations
- Equal employment
- Accounting
- Administrative services
- Building operations
- Management systems
- Personnel
- Procurement
- Insurance
- Legal
- Central data processing

Statute further requires that the specified Administration expenditures be contained in a single Long Bill line that "shall not be identified by project, program, or district." This gives CDOT the discretion to move funds within the Administration Division, for example, from personal services to operating, without seeking approval from the General Assembly. Note, however, that CDOT will pay committee-approved amounts for common policies like *Payment to risk management and property funds*. In reality, the JBC has somewhat more control over expenditures than indicated by this statutory statement that the appropriation "not be identified by project, program, or district."

Section 43-1-113 (6) (a), C.R.S., also limits expenditures of the Administration line item to no more than 5.0 percent of the total CDOT budget.

The following table shows the recommendation for the Division's one-line appropriation. This $37.5 million cash funds recommendation is 2.0 percent of the total cash funds recommendation for the Department, which is well within the requirement in Section 43-1-113 (6) (a), C.R.S., that the Administration appropriation not exceed 5.0 percent of the Department's total budget.

ADMINISTRATION						
	TOTAL FUNDS	GENERAL FUND	CASH FUNDS	REAPPROPRIATED FUNDS	FEDERAL FUNDS	FTE
FY 2020-21 Appropriation						
HB 20-1360 (Long Bill)	$35,657,005	$0	$35,593,818	$63,187	$0	158.0
HB 20-1153	52,980	0	52,980	0	0	0.0
TOTAL	**$35,709,985**	**$0**	**$35,646,798**	**$63,187**	**$0**	**158.0**
FY 2021-22 RECOMMENDED APPROPRIATION						
FY 2020-21 Appropriation	$35,709,985	$0	$35,646,798	$63,187	$0	158.0
Other common policy changes in Administration Division	2,579,015	0	2,579,312	(297)	0	0.0
Total-compensation changes in Administration Division	700,312	0	700,312	0	0	0.0
Annualize prior year legislation in Administration Division	548,282	0	548,282	0	0	0.0
Non-prioritized decision items in Administration Division	(492,901)	0	(492,901)	0	0	0.0
R1 Administration efficiency savings	(1,075,612)	0	(1,075,612)	0	0	0.0

ADMINISTRATION	TOTAL FUNDS	GENERAL FUND	CASH FUNDS	REAPPROPRIATED FUNDS	FEDERAL FUNDS	FTE
TOTAL	**$37,969,081**		**$37,906,191**	**$62,890**	**$0**	**158.0**
INCREASE/(DECREASE)	**$2,259,096**	**$0**	**$2,259,393**	**($297)**	**$0**	**0.0**
Percentage Change	6.3%	0.0%	6.3%	(0.5%)	0.0%	0.0%
FY 2021-22 EXECUTIVE REQUEST	**$37,502,652**	**$0**	**$37,439,762**	**$62,890**	**$0**	**158.0**
Request Above/(Below) Recommendation	($466,429)		($466,429)	$0	$0	0.0

DECISION ITEMS – ADMINISTRATION (NONE)

Decision item R1 (Administration efficiency savings), which staff recommends, was presented in the earlier *Decision Items Affecting Multiple Divisions* section of this document.

LINE ITEM DETAIL – ADMINISTRATION

This division has a one-line appropriation. The following tables show the components of the changes presented in the preceding table.

OTHER COMMON POLICY CHANGES IN ADMINISTRATION DIVISION	TOTAL FUNDS	GENERAL FUND	CASH FUNDS	REAPPROPRIATED FUNDS	FTE
Payment to risk management/property funds	$2,154,287	$0	$2,154,287	$0	0.0
Payments to OIT	510,918	0	510,918	0	0.0
Capitol complex leased space	15,400	0	15,400	0	0.0
Administrative law judge	14,974	0	14,974	0	0.0
Indirect cost assessment adjustment	7,786	0	8,083	(297)	0.0
Worker's compensation	(13,124)	0	(13,124)	0	0.0
CORE operations	(35,152)	0	(35,152)	0	0.0
Legal services adjustment	(76,074)	0	(76,074)	0	0.0
TOTAL	**$2,579,015**	**$0**	**$2,579,312**	**($297)**	**0.0**

TOTAL COMPENSATION CHANGES IN ADMINISTRATION DIVISION	TOTAL FUNDS	GENERAL FUND	CASH FUNDS	REAPPROPRIATED FUNDS	FEDERAL FUNDS	FTE
Salary survey	$339,913	$0	$339,913	$0	$0	0.0
Health, life, and dental	222,492	0	222,492	0	0	0.0
AED	66,104	0	66,104	0	0	0.0
SAED	66,104	0	66,104	0	0	0.0
PERA Direct Distribution	12,316	0	12,316	0	0	0.0
SB 18-200	1,035	0	1,035	0	0	0.0
Short-term disability	873	0	873	0	0	0.0
Shift differential	(8,525)	0	(8,525)	0	0	0.0
TOTAL	**700,312**	**0**	**700,312**	**0**	**0**	**0.0**

ANNUALIZE PRIOR YEAR LEGISLATION IN ADMINISTRATION DIVISION	TOTAL FUNDS	GENERAL FUND	CASH FUNDS	REAPPROPRIATED FUNDS	FEDERAL FUNDS	FTE
SB 20-1153 Colorado Partnership	$548,282	$0	$548,282	$0	$0	0.0
TOTAL	**$548,282**	**$0**	**$548,282**	**$0**	**$0**	**0.0**

NON-PRIORITIZED DECISION ITEMS IN THE ADMINISTRATION DIVISION

	Total Funds	General Fund	Cash Funds	Reappropriated Funds	Federal Funds	FTE
NP DPA Center for Organizational Effectiveness	$0	$0	$0	$0	$0	0.0
NP OIT Budget request package	(492,901)	0	(492,901)	0	0	0.0
TOTAL	**($492,901)**	**$0**	**($492,901)**	**$0**	**$0**	**0.0**

(2) CONSTRUCTION, MAINTENANCE, AND OPERATIONS

The Transportation Commission controls the expenditures of the Construction, Maintenance, and Operations Division; the appropriations are shown in the Long Bill for informational purposes only. The expenditures pay for work performed by CDOT staff and its contracting partners to (1) construct, reconstruct, repair, operate, and maintain the state highway system and keep it in safe working order; (2) provide safety education; (3) pass funding through to other entities such as airports, local governments, and transit providers as formula or discretionary grants; and (4) pay for annual debt service for highway and bridge projects.

Construction, Maintenance, And Operations						
	Total Funds	General Fund	Cash Funds	Reappropriated Funds	Federal Funds	FTE
FY 2020-21 Appropriation						
HB 20-1360 (Long Bill)	$1,802,173,507	$0	$1,171,180,917	$1,414,909	$629,577,681	3,156.0
TOTAL	**$1,802,173,507**	**$0**	**$1,171,180,917**	**$1,414,909**	**$629,577,681**	**3,156.0**
FY 2021-22 Recommended Appropriation						
FY 2020-21 Appropriation	$1,802,173,507	$0	$1,171,180,917	$1,414,909	$629,577,681	3,156.0
R1 Administration efficiency savings	1,075,612	0	1,075,612	0	0	0.0
Non-prioritized decision items in Administration Division	492,901	0	492,901	0	0	0.0
Annualize prior year legislation in Administration Division	(548,282)	0	(548,282)	0	0	0.0
Total-compensation changes in Administration Division	(700,312)	0	(700,312)	0	0	0.0
Other common policy changes in Administration Division	(2,579,015)	0	(2,579,312)	297	0	0.0
Revenue from CM&O sources	(82,698,764)	0	(95,324,446)	0	12,625,682	0.0
TOTAL	**$1,717,215,647**		**$1,073,597,078**	**$1,415,206**	**$642,203,363**	**3,156.0**
INCREASE/(DECREASE)	**($84,957,860)**	**$0**	**($97,583,839)**	**$297**	**$12,625,682**	**0.0**
Percentage Change	(4.7%)	0.0%	(8.3%)	0.0%	2.0%	0.0%
FY 2021-22 EXECUTIVE REQUEST	**$1,717,682,076**	**$0**	**$1,074,063,507**	**$1,415,206**	**$642,203,363**	**3,156.0**
Request Above/(Below) Recommendation	$466,429		$466,429	$0	$0	(0.0)

DECISION ITEMS - CONSTRUCTION, MAINTENANCE, AND OPERATIONS (NONE)

Decision item R1, which staff recommends, was presented in the earlier *Decision Items Affecting Multiple Divisions* section of this document.

LINE ITEM DETAIL – CONSTRUCTION, OPERATIONS, AND MAINTENANCE

This division has a single-line appropriation.

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

REQUEST: The Department requests $1,717,682,076 total funds and 3,156.0 FTE for the CM&O division. The request reflects a reduced revenue forecast and an increased need for funds in the Administration Division, which leaves less for CM&O.

RECOMMENDATION: **Staff recommends a $1,717,215,647 informational appropriation** to reflect adjustments for common policy decisions that have already been approved by the Committee.

(3) STATEWIDE BRIDGE ENTERPRISE

This TABOR enterprise, also called the Bridge Enterprise, is a government-owned business that operates within the Department of Transportation. Created by S.B. 09-108 (*Funding Advancements for Surface Transportation and Economic Recovery,* otherwise known as FASTER), the Enterprise gets most of its revenue from bridge-safety surcharges on vehicle registrations. These surcharges, which statute designates as fees, currently equal the upper limits established in Section 43-4-805 (5) (g) (I), C.R.S. The Bridge Enterprise maintains enterprise status as long as it retains the authority to issue revenue bonds and receives less than ten percent of its total revenues from grants from state and local governments. As an enterprise it is not subject to the revenue and spending limitations of TABOR. The Transportation Commission serves as the Bridge Enterprise Board.

Statute gives the Bridge Enterprise the ability to finance, repair, reconstruct, replace, operate, and/or maintain state highway bridges that it designates as "Bridge-enterprise eligible". The Board initially chose to designate state highway bridges as Bridge-enterprise eligible if CDOT rated them to be in poor condition and to be either structurally deficient or functionally obsolete. The Board subsequently amended eligibility criteria to include such factors as project readiness, programmatic resources, and anticipated project costs. As of December 2019, 355 bridges were designated Bridge-enterprise eligible with 161 projects completed. Here is a list of FASTER eligible bridges.

The Bridge Enterprise can and has borrowed to finance its designated bridge projects. In 2010 it issued $300.0 million of bonds, which it will begin repaying in 2027.[1] The bond proceeds paid for some or all of the cost of repairing or replacing 89 bridges. In 2017 the Enterprise issued additional bonds for the Central 70 project, which will improve a 10-mile stretch of I-70 in Denver extending

[1] The 2010 bonds are "Build America Bonds" under the provisions of the 2009 American Recovery and Reinvestment Act (ARRA); as a consequence the federal government pays 35 percent of the interest and the interest is subject to federal income tax (but not to Colorado income tax). The 2010 bond issue netted $298.14 million, after issuance fees and these proceeds partially or fully funded the repair or replacement of 89 bridges. The proceeds from the issue have now been spent. Annual interest payments equal $11.7 million until 2025 when principal payments begin. Subsequently interest payments decline until they reach $0 in 2042. The Bridge Enterprise pays 65 percent of this interest. At the time of issue in 2010, Standard & Poor's rated the bonds AA and Moody's rated them Aa3. The bonds are subject to optional redemption by CDOT beginning in 2020. (See 2010 Bridge Enterprise Bond Issue Documents.) In early 2020, the Bridge Enterprise Board approved a $42.8 million refinance of these bonds to reduce interest payments.

from I-25 to Chambers Road. The project, which is a public-private partnership (PPP or "P3"), will add a new tolled express lane in each direction, remove the existing I-70 viaduct, lower the highway between Brighton and Colorado Boulevards, and place a cover over part of the lowered highway.

The project utilizes a design/build/operate/maintain procurement method in which a concessionaire/developer (Kiewit Meridiam Partners [KMP]) constructs the project, operates the managed lanes, and maintains the facilities they construct for a specified period. The Bridge Enterprise served as a conduit issuer for the 2017 issue of $120.8 million of private activity bonds. The bonds create no liability for the Bridge Enterprise because they will be repaid by KMP. The Enterprise also served as the conduit issuer for a $416.0 million TIFIA loan that will be repaid by KMP and did not create a Bridge Enterprise liability. (TIFIA is the federal Transportation Infrastructure Finance and Innovation Act of 1998).

Expenditures of the Bridge Enterprise come from the Statewide Bridge Enterprise Special Revenue Fund, which is continuously appropriated, with expenditure authority assigned to the Bridge Enterprise Board. Thus the amounts shown in the Long Bill are for informational purposes only.

STATEWIDE BRIDGE ENTERPRISE						
	TOTAL FUNDS	GENERAL FUND	CASH FUNDS	REAPPROPRIATED FUNDS	FEDERAL FUNDS	FTE
FY 2020-21 Appropriation						
HB 20-1360 (Long Bill)	$120,910,162	$0	$120,910,162	$0	$0	1.0
TOTAL	**$120,910,162**	**$0**	**$120,910,162**	**$0**	**$0**	**1.0**
FY 2021-22 RECOMMENDED APPROPRIATION						
FY 2020-21 Appropriation	$120,910,162	$0	$120,910,162	$0	$0	1.0
Revenue from Bridge Enterprise sources	4,504,279	0	4,504,279	0	0	0.0
TOTAL	**$125,414,441**		**$125,414,441**			**1.0**
INCREASE/(DECREASE)	**$4,504,279**	**$0**	**$4,504,279**	**$0**	**$0**	**0.0**
Percentage Change	3.7%	n/a	3.7%	n/a	n/a	0.0%
FY 2021-22 EXECUTIVE REQUEST	**$125,414,441**	**$0**	**$125,414,441**	**$0**	**$0**	**1.0**
Request Above/(Below) Recommendation	$0	$0	$0	$0	$0	0.0

DECISION ITEMS - STATEWIDE BRIDGE ENTERPRISE (NONE)

The Department did not submit any decision items affecting this division.

LINE ITEM DETAIL – STATEWIDE BRIDGE ENTERPRISE

This division has a one-line appropriation.

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

REQUEST: The Department requests $125,414,441 total funds and 1.0 FTE.

RECOMMENDATION: **Staff recommends the Committee include the Department's requested informational appropriation in the Long Bill**.

(4) HIGH PERFORMANCE TRANSPORTATION ENTERPRISE

This TABOR enterprise, sometimes called the Transportation Enterprise or the HTPE, is a government-owned business that operates within the Department of Transportation. It was established in Section 43-4-806, C.R.S., by S.B. 09-108 (*Funding Advancements for Surface Transportation and Economic Recovery,* otherwise known as FASTER). The enterprise pursues innovative means of financing and operating surface transportation infrastructure projects, including public-private partnerships, operating concession agreements, user fees (tolls), and design-build contracting. The Enterprise's projected expenditures are shown in the Long Bill for informational purposes only.

HIGH PERFORMANCE TRANSPORTATION ENTERPRISE						
	TOTAL FUNDS	GENERAL FUND	CASH FUNDS	REAPPROPRIATED FUNDS	FEDERAL FUNDS	FTE
FY 2020-21 Appropriation						
HB 20-1360 (Long Bill)	$22,648,728	$0	$17,048,728	$5,600,000	$0	9.0
TOTAL	**$22,648,728**	**$0**	**$17,048,728**	**$5,600,000**	**$0**	**9.0**
FY 2021-22 RECOMMENDED APPROPRIATION						
FY 2020-21 Appropriation	$22,648,728	$0	$17,048,728	$5,600,000	$0	9.0
Revenue from Transportation Enterprise sources	196,989	0	164,689	32,300	0	0.0
TOTAL	**$22,845,717**	**$0**	**$17,213,417**	**$5,632,300**	**$0**	**9.0**
INCREASE/(DECREASE)	**$196,989**	**$0**	**$164,689**	**$32,300**	**$0**	**0.0**
Percentage Change	0.9%	n/a	1.0%	0.6%	n/a	0.0%
FY 2021-22 EXECUTIVE REQUEST	**$22,845,717**	**$0**	**$17,213,417**	**$5,632,300**	**$0**	**9.0**
Request Above/(Below) Recommendation	$0	$0	$0	$0	$0	0.0

DECISION ITEMS - HIGH PERFORMANCE TRANSPORTATION ENTERPRISE (NONE)

The Department did not submit any decision items affecting this division.

LINE ITEM DETAIL – HIGH PERFORMANCE TRANSPORTATION ENTERPRISE

This division has a one-line appropriation.

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

REQUEST: The Department requests $22,845,717 total funds and 9.0 FTE.

RECOMMENDATION: **Staff recommends the Committee include the Department's requested informational appropriation in the Long Bill.**

(5) SOUTHWEST CHIEF AND FRONT RANGE PASSENGER RAIL COMMISSION

The mission of the Southwest Chief and Front Range Passenger Rail Commission (Southwest Chief Commission) is (1) to encourage Amtrak to continue the existing Southwest Chief rail line service and expand service to Pueblo and potentially Walsenburg, and (2) facilitate the future of Front Range passenger rail along the I-25 corridor.

The Commission's cash fund (the Southwest Chief Rail Line Economic Development, Rural Tourism, and Infrastructure Repair and Maintenance Fund, subsequently the "Southwest Chief Fund") is annually appropriated by the General Assembly. It receives gifts, grants, and donations that the Commission can expend for administrative, staffing, and any other operating expenses and for the costs of any necessary studies. The Commission may also expend moneys from the fund for rail replacement or other improvements to the portion of the BNSF railway line used to provide existing Amtrak Southwest Chief rail line service in Colorado and to pay costs associated with the expansion of Southwest Chief rail line service to include a stop in Pueblo.

Senate Bill 18-001 transferred $2.5 million to the SW Chief Fund with the understanding that the transferred funds would be used to facilitate the future of Front Range passenger rail. Senate Bill 19-125 (a CDOT supplemental bill) appropriated the entire $2.5 million to the Department, along with 2.0 FTE and a roll forward provision that allows the Department to expend the appropriation through the close of FY 2020-21.

SOUTHWEST CHIEF AND FRONT RANGE PASSENGER RAIL COMMISSION						
	TOTAL FUNDS	GENERAL FUND	CASH FUNDS	REAPPROPRIATED FUNDS	FEDERAL FUNDS	FTE
FY 2020-21 Appropriation*						
HB 20-1360 (Long Bill)	$100,000	$0	$100,000	$0	$0	2.0
TOTAL	**$100,000**	**$0**	**$100,000**	**$0**	**$0**	**2.0**
FY 2021-22 RECOMMENDED APPROPRIATION						
FY 2020-21 Appropriation	$100,000	$0	$100,000	$0	$0	2.0
BA1 Southwest Chief Fund	300,000	0	300,000	0	0	0.0
TOTAL	**$400,000**	**0**	**$400,000**	**0**	**0**	**2.0**
INCREASE/(DECREASE)	**$300,000**	**$0**	**$300,000**	**$0**	**$0**	**0.0**
Percentage Change	300.0%	n/a	300.0%	n/a	n/a	0.0%
FY 2021-22 EXECUTIVE REQUEST	**$400,000**	**$0**	**$400,000**	**$0**	**$0**	**2.0**
Request Above/(Below) Recommendation	$0	0	$0	0	0	0.0

*S.B. 19-125 provided a supplemental appropriation of $2.5 million in FY 2019-20 that remains available through the close FY 2020-21.

DECISION ITEMS - SOUTHWEST CHIEF RAIL COMMISSION

➔ BA1 SOUTHWEST CHIEF FUND

The Department requests an additional $300,000 from the Southwest Chief Fund to support the Commission's Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant match obligations, as well as personal services and operating expenses.

RECOMMENDATION: **Staff recommends approving the request.**

ANALYSIS:

Senate Bill 18-001 transferred $2.5 million to the Southwest Chief Fund to support the Southwest Chief and Front Range Passenger Rail Commission, and S.B. 19-125 (Supplemental Appropriation Department of Transportation) subsequently granted spending authority over the FY 2019-20 and 2020-21 fiscal years. The Commission received CRISI grant funding in 2018, 2019, and 2020 with total match obligations of $285,000:

- 2018 CRISI Grant; $9.2 million – Positive Train Control Installation for the Amtrak Southwest Chief on BNSF Railway through Colorado and Kansas; $100,000 match required.
- 2019 CRISI Grant; $225,000 – Southwest Chief Thru-car Alternatives Analysis to Colorado Springs; $159,000 match required
- 2020 CRISI Grant; $548,000 – Front Range Passenger Rail Preliminary Service Development Plan and Railroad Simulation Modeling Study; $25,000 match required.

The Commission anticipates that it will need to cover a portion of the 2019 match and all of the 2020 match, totaling $144,000, in FY 2021-22. The remainder of the request is for personal services and operating expenditures.

LINE ITEM DETAIL – SOUTHWEST CHIEF RAIL COMMISSION

This division has a one-line appropriation.

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

REQUEST: The Department requests an appropriation of $400,000 cash funds and 2.0 FTE from the SW Chief Fund, which includes a $300,000 increase in spending authority in BA1.

RECOMMENDATION: **Staff recommends approval of this requested appropriation, including BA1.**

(6) SPECIAL PURPOSE

The Special Purpose Division was created in the FY 2020-21 Long Bill to combine two safety-oriented, single-line divisions: First Time Drunk Driving and Marijuana Impaired Driving. This division also serves as a place to reflect one-time appropriations without adding and deleting new divisions. For example, the General Assembly made a one-time appropriation for *Transportation for Vulnerable Populations, Including Seniors*, which was reflected as a line item within this division.

SPECIAL PURPOSE						
	TOTAL FUNDS	GENERAL FUND	CASH FUNDS	REAPPROPRIATED FUNDS	FEDERAL FUNDS	FTE
FY 2020-21 Appropriation						
HB 20-1360 (Long Bill)	$2,950,000	$1,000,000	$1,950,000	$0	$0	0.0
TOTAL	**$2,950,000**	**$1,000,000**	**$1,950,000**	**$0**	**$0**	**0.0**

FY 2021-22 RECOMMENDED APPROPRIATION						
FY 2020-21 Appropriation	$2,950,000	$1,000,000	$1,950,000	$0	$0	0.0
Expenditure adjustment for First Time Drunk Driving Offender Account	(900,000)	0	(900,000)	0	0	0.0
Expenditure adjustment for Marijuana Impaired Driving Program	500,000	0	500,000	0	0	0.0
Annualize prior year budget actions	(1,000,000)	(1,000,000)	0	0	0	0.0
TOTAL	**$1,550,000**	**$0**	**$1,550,000**	**$0**	**$0**	**0.0**
INCREASE/(DECREASE)	**($1,400,000)**	**($1,000,000)**	**($400,000)**	**$0**	**$0**	**0.0**
Percentage Change	(47.5%)	(100.0%)	(20.5%)	n/a	n/a	n/a
FY 2021-22 EXECUTIVE REQUEST	**$1,550,000**	**$0**	**$1,550,000**	**$0**	**$0**	**0.0**
Request Above/(Below) Recommendation	$0	$0	$0	$0	$0	0.0

DECISION ITEMS – SPCECIAL PURPOSE (NONE)

The Department did not submit any decision items affecting this division.

LINE ITEM DETAIL – SPECIAL PURPOSE

FIRST TIME DRUNK DRIVING OFFENDER ACCOUNT

The First Time Drunk Driving Offender Account (found in Section 42-2-132 (4)(b)(II)(A), C.R.S.) was created by House Bill 08-1194 as an account within the Highway Users Tax Fund. Its revenue source is a portion of the reinstatement fee paid by motorists whose licenses are suspended, canceled or revoked. Moneys in the account are appropriated annually to the Department in order to supplement the Department's existing programs for enhanced enforcement of the state's driving under the influence (DUI) laws. The First Time Drunk Driving Offender Account is one of the few parts of the HUTF that is not continuously appropriated.

House Bill 08-1194 requires the Department to conduct twelve high-visibility DUI enforcement episodes annually. Using funds from the First Time Drunk Driving Offender Account and other sources which may include the Law Enforcement Assistance Fund (LEAF) 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. The enforcement episodes include dates that have a high incidences of impaired driving crashes, such as St. Patrick's Day, 4th of July, and Labor Day. Local law enforcement agencies apply to CDOT to receive funding and participate. Appropriations also pay for advertising to inform the public of upcoming and ongoing enforcement events in an effort to stop individuals from driving impaired in the first place.

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

REQUEST: The Department requests $600,000 from the First Time Drunk Driving Offender Account in the Highway Users Tax Fund. This includes a $900,000 decrease from the FY 2020-21 appropriation to better align spending authority with the fund's balance.

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

SPECIAL PURPOSE, FIRST TIME DRUNK DRIVING OFFENDERS ACCOUNT						
	TOTAL FUNDS	GENERAL FUND	CASH FUNDS	REAPPROPRIATED FUNDS	FEDERAL FUNDS	FTE
FY 2020-21 APPROPRIATION						
HB 20-1360 (Long Bill)	$1,500,000	$0	$1,500,000	$0	$0	0.0
TOTAL	**$1,500,000**	**$0**	**$1,500,000**	**$0**	**$0**	**0.0**
FY 2021-22 RECOMMENDED APPROPRIATION						
FY 2020-21 Appropriation	$1,500,000	$0	$1,500,000	$0	$0	0.0
Expenditure adjustment for First Time Drunk Driving Offender Account	(900,000)	0	(900,000)	0	0	0.0
TOTAL	**$600,000**	**$0**	**$600,000**	**$0**	**$0**	**0.0**
INCREASE/(DECREASE)	**($900,000)**	**$0**	**($900,000)**	**$0**	**$0**	**0.0**
Percentage Change	(60.0%)	0.0%	(60.0%)	0.0%	0.0%	0.0%
FY 2021-22 EXECUTIVE REQUEST	**$600,000**	**$0**	**$600,000**	**$0**	**$0**	**0.0**
Request Above/(Below) Recommendation	$0	$0	$0	$0	$0	0.0

MARIJUANA IMPAIRED DRIVING PROGRAM

The Marijuana Impaired Driving Program provides CDOT with revenue from the Marijuana Tax Cash Fund that CDOT uses to fund marijuana-impaired driving prevention efforts, including public education campaigns and data collection efforts. One of the best known parts of this program is the Department's "Drive High, Get a DUI" public awareness campaign.

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

REQUEST: The Department requests $950,000 cash funds from the Marijuana Tax Cash Fund, which restores a one-time reduction of $500,000 made in the 2020 Session for budget balancing purposes.

RECOMMENDATION: **Staff recommends approving this request.**

SPECIAL PURPOSE, MARIJUANA IMPAIRED DRIVING PROGRAM						
	TOTAL FUNDS	GENERAL FUND	CASH FUNDS	REAPPROPRIATED FUNDS	FEDERAL FUNDS	FTE
FY 2020-21 APPROPRIATION						
HB 20-1360 (Long Bill)	$450,000	$0	$450,000	$0	$0	0.0
TOTAL	**$450,000**	**$0**	**$450,000**	**$0**	**$0**	**0.0**
FY 2021-22 RECOMMENDED APPROPRIATION						
FY 2020-21 Appropriation	$450,000	$0	$450,000	$0	$0	0.0
Expenditure adjustment for Marijuana Impaired Driving Program	500,000	0	500,000	0	0	0.0
TOTAL	**$950,000**	**$0**	**$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 2021-22 EXECUTIVE REQUEST	**$950,000**	**$0**	**$950,000**	**$0**	**$0**	**0.0**
Request Above/(Below) Recommendation	$0	$0	$0	$0	$0	0.0

TRANSPORTATION SERVICES FOR VULNERABLE POPULATIONS, INCLUDING SENIORS

FY 2020-21 balancing actions included a one-time appropriation of $1.0 million General Fund to a new line item for *Transportation for Vulnerable Populations, Including Seniors* that was intended to partially offset a transfer of $10.0 million from the Multimodal Transportation Options Fund to the General Fund.

STATUTORY AUTHORITY: Section 43-4-1103, C.R.S.

REQUEST: The Department did not request an appropriation in this line item for FY 2021-22.

RECOMMENDATION: **Staff recommends approving this request.**

SPECIAL PURPOSE, TRANSPORTATION SERVICES FOR VULNERABLE POPULATIONS, INCLUDING SENIORS						
	TOTAL FUNDS	GENERAL FUND	CASH FUNDS	REAPPROPRIATED FUNDS	FEDERAL FUNDS	FTE
FY 2020-21 APPROPRIATION						
HB 20-1360 (Long Bill)	$1,000,000	$1,000,000	$0	$0	$0	0.0
TOTAL	**$1,000,000**	**$1,000,000**	**$0**	**$0**	**$0**	**0.0**
FY 2021-22 RECOMMENDED APPROPRIATION						
FY 2020-21 Appropriation	$1,000,000	$1,000,000	$0	$0	$0	0.0
Annualize prior year budget actions	(1,000,000)	(1,000,000)	0	0	0	0.0
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**0.0**
INCREASE/(DECREASE)	**($1,000,000)**	**($1,000,000)**	**$0**	**$0**	**$0**	**0.0**
Percentage Change	(100.0%)	(100.0%)	0.0%	0.0%	0.0%	0.0%
FY 2021-22 EXECUTIVE REQUEST	**$0**	**$0**	**$0**	**$0**	**$0**	**0.0**
Request Above/(Below) Recommendation	$0	$0	$0	$0	$0	0.0

LONG BILL FOOTNOTES AND REQUESTS FOR INFORMATION

LONG BILL FOOTNOTES

There were no footnotes included in the FY 2020-21 Long Bill for the Department of Transportation.

REQUESTS FOR INFORMATION

Staff recommends **CONTINUING AND MODIFYING** the following request for information:

2 The Department is requested to submit, with its FY ~~2021-22~~ 2022-23 budget request, printed and electronic versions (transmission by email acceptable) of the following:

a) The draft one-sheet budget (also known as the "Revenue Allocation Plan") on which the Long Bill request is based with an explanation that shows how the Long Bill request relates to the one-sheet budget;
b) A schedule or schedules showing for each of the publishing issues that collectively show how the Administration Division request is derived from the prior year Administration Division appropriation, the incremental budget changes that make up that publishing issue;
c) Projected expenditures by division for all common-policy items, including common policies for total compensation, operating, and IT;
d) A schedule showing the projected revenues for FY 2021-22 on which the draft one-sheet budget and the Long Bill request are based, with revenue-source detail that is comparable to the detail in the Department's draft narrative budget (also known as the "Budget Allocation Plan");
e) A schedule showing the most recent projection of revenues for FY 2020-21 in a form compatible with the revenue projection for FY 2021-22;
f) A schedule showing actual revenues received during FY 2018-19 and FY 2019-20 in a form compatible with the revenue projection for FY 2021-22;
g) Projected state HUTF revenue for FY 2020-21 that shows (1) the revenue sources and (2) the allocation of that revenue among counties, municipalities, and other recipients.
h) Actual revenue for the two most recently completed Fiscal Years of (1) the Construction, Maintenance, and Operations Division, (2) the Bridge Enterprise, and (3) the High-performance Transportation Enterprise.

Staff recommends **DISCONTINUING** the following request for information:

1 Department of Transportation, Construction, Maintenance, and Operations Division -- The Department is requested to submit, with its FY 2021-22 budget request, an analysis, based on data from CDOT projects, that compares CDOT's Alternative Delivery System (ADS, which includes CMGC and DB) and CDOT's Conventional Delivery System (CDS, which includes DBB-low bid). The analysis should compare the extent to which various forms of

ADS and CDS are used on projects of various size, the extent to which bids are won by many or few members of CDOT's community of bidders, the extent to which bids are won by in-state and out-of-state bidders, the amount of bidding competition, the cost at contract award compared with final cost, the extent to which cost is altered by change orders originating with CDOT and by change orders resulting from contractor proposals, actual project duration, and the extent to which actual project duration exceeds planned duration. The Department is requested to describe how it chooses ADS or CDS and illustrate with detail from at least two actual projects (preferably numeric detail) that allows readers to understand exactly how the decision was made. The Department is requested to explain how its publicly available data can be used to make valid comparisons of budgeted and actual total cost (including design costs) of ADS and CDS projects and illustrate with at least two actual projects. The Department is requested to survey a selection of bidders who primarily or exclusively bid on ADS projects or on CDS projects to discover why they do not bid or infrequently bid on projects offered under the other system.

COMMENT: The Department submitted the requested report and discussed this topic in detail during its Hearing.

INDIRECT COST ASSESSMENTS

INDIRECT COST POOL

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 within 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 2021-22 the Department's Indirect Cost Pool as requested is $120,000,001. Table 1 outlines what is included in the department's Indirect Cost Pool (i.e. the total indirect cost center costs).

TABLE 1
CDOT INDIRECT COSTS POOL

Item		FY 2021-22
Capital Construction	$	110,416,184
Maintenance and Operations	$	2,481,445
Multimodal Services	$	7,102,372
Total Indirect Costs	**$**	**120,000,001**

INDIRECT COST BASE

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 2021-22 the Department's Indirect Cost Base as requested is $1,032,994,686. Table 2 outlines what is included in the department's Indirect Cost Base (i.e. the total indirect eligible expenditures within the highway construction program).

TABLE 2
CDOT INDIRECT COST BASE

Item	FY 2021-22
Surface Treatment	$ 223,300,000
Structures	$ 61,894,000
System Operations - Traffic Signals	$ 12,500,000
Geohazards Mitigation	$ 10,100,000
Permanent Water Quality Mitigation	$ 6,500,000
Highway Safety Improvement Program	$ 33,058,084
Railway-Highway Crossings Program	$ 3,634,555
Hot Spots	$ 2,167,154
FASTER - Safety Projects	$ 69,220,060
ADA Compliance	$ 7,200,000
Regional Priority Program	$ 48,375,000
Strategic Projects	$ 450,000,000
National Freight Program	$ 22,545,563
Strategic Safety Program	$ 11,361,000
ITS Investments	$ 10,000,000
Innovative Mobility Programs	$ 11,139,270
Strategic Transit and Multimodal Projects	$ 50,000,000
Total Indirect Cost Base	**$ 1,032,994,686**

INDIRECT COST RATE

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 that 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	$ 120,000,000
Total Indirect Cost Base	$ 1,032,994,686
Indirect Cost Rate (Base/Pool)	**11.62%**

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.

APPENDIX A: NUMBERS PAGES (DIGITAL ONLY)

Appendix A: Numbers Pages

	FY 2018-19 Actual	FY 2019-20 Actual	FY 2020-21 Appropriation	FY 2021-22 Request	FY 2021-22 Recommendation
DEPARTMENT OF TRANSPORTATION **Shoshana Lew, Executive Director**					
(1) ADMINISTRATION					

This division includes personal services, operating expenses, and related central appropriations for the offices that perform the Department of Transportation's administrative functions. The Long Bill contains a single appropriation for the entire division, which leaves the Transportation Commission with discretionary flexibility over allocation of the one-line appropriation. The Transportation Commission has appropriations authority over both the Administration Division appropriation and the Construction, Maintenance, and Operations Division appropriation. The combined annual request for these lines reflects anticipated revenues to the State Highway Fund, Federal Highways Administration funds, and funds from local governments. The General Assembly sets an appropriated level for the Administration line as a total, and the balance of anticipated highway funds become the appropriation to the Construction, Maintenance, and Operation line.

Administration	35,828,072	37,821,033	35,709,985	37,502,652	37,969,081	*
FTE	183.5	183.5	158.0	158.0	158.0	
General Fund	0	0	0	0	0	
Cash Funds	35,828,072	37,820,775	35,646,798	37,439,762	37,906,191	
Reappropriated Funds	0	258	63,187	62,890	62,890	
Federal Funds	0	0	0	0	0	
TOTAL - (1) Administration	35,828,072	37,821,033	35,709,985	37,502,652	37,969,081	
FTE	183.5	183.5	158.0	158.0	158.0	
General Fund	0	0	0	0	0	
Cash Funds	35,828,072	37,820,775	35,646,798	37,439,762	37,906,191	
Reappropriated Funds	0	258	63,187	62,890	62,890	
Federal Funds	0	0	0	0	0	

	FY 2018-19 Actual	FY 2019-20 Actual	FY 2020-21 Appropriation	FY 2021-22 Request	FY 2021-22 Recommendation
(2) CONSTRUCTION, MAINTENANCE, AND OPERATIONS					
The single informational appropriation for this division reflects the revenues that are continuously appropriated to the Transportation Commission.					
Construction Maintenance, And Operations	1,543,047,404	1,837,586,619	1,802,173,507	1,717,682,076	1,717,215,647 *
FTE	3,132.3	3,132.3	3,156.0	3,156.0	3,156.0
Cash Funds	1,149,403,515	1,233,388,834	1,171,180,917	1,074,063,507	1,073,597,078
Reappropriated Funds	1,261,906	1,128,185	1,414,909	1,415,206	1,415,206
Federal Funds	392,381,983	603,069,600	629,577,681	642,203,363	642,203,363
TOTAL - (2) Construction, Maintenance, and Operations	1,543,047,404	1,837,586,619	1,802,173,507	1,717,682,076	1,717,215,647
FTE	3,132.3	3,132.3	3,156.0	3,156.0	3,156.0
Cash Funds	1,149,403,515	1,233,388,834	1,171,180,917	1,074,063,507	1,073,597,078
Reappropriated Funds	1,261,906	1,128,185	1,414,909	1,415,206	1,415,206
Federal Funds	392,381,983	603,069,600	629,577,681	642,203,363	642,203,363

	FY 2018-19 Actual	FY 2019-20 Actual	FY 2020-21 Appropriation	FY 2021-22 Request	FY 2021-22 Recommendation
(3) STATEWIDE BRIDGE ENTERPRISE					
This section was created in S.B. 09-108 and is funded through the bridge safety surcharge created in that bill. The Enterprise facilitate the repair or replacement of bridges rated as in poor condition and either structurally deficient or functionally obsolete. The appropriation is for informational purposes only and reflects anticipated Enterprise revenues.					
Statewide Bridge Enterprise	(616,166)	7,385,386	120,910,162	125,414,441	125,414,441
FTE	0.0	0.0	1.0	1.0	1.0
Cash Funds	(616,166)	7,385,386	120,910,162	125,414,441	125,414,441
TOTAL - (3) Statewide Bridge Enterprise	(616,166)	7,385,386	120,910,162	125,414,441	125,414,441
FTE	0.0	0.0	1.0	1.0	1.0
Cash Funds	(616,166)	7,385,386	120,910,162	125,414,441	125,414,441

	FY 2018-19 Actual	FY 2019-20 Actual	FY 2020-21 Appropriation	FY 2021-22 Request	FY 2021-22 Recommendation
(4) HIGH PERFORMANCE TRANSPORTATION ENTERPRISE					
The High Performance Transportation Enterprise, created in S.B. 09-108, pursues public-private partnerships and other means of completing surface transportation projects, including collecting tolls on existing roadways (with approval by local transportation entities). The appropriations are included for informational purposes only and reflect anticipated Enterprise revenue.					
High Performance Transportation Enterprise	11,980,441	15,090,556	22,648,728	22,845,717	22,845,717
FTE	0.0	0.0	9.0	9.0	9.0
Cash Funds	11,980,441	15,090,556	17,048,728	17,213,417	17,213,417
Reappropriated Funds	0	0	5,600,000	5,632,300	5,632,300
TOTAL - (4) High Performance Transportation Enterprise	11,980,441	15,090,556	22,648,728	22,845,717	22,845,717
FTE	0.0	0.0	9.0	9.0	9.0
Cash Funds	11,980,441	15,090,556	17,048,728	17,213,417	17,213,417
Reappropriated Funds	0	0	5,600,000	5,632,300	5,632,300

	FY 2018-19 Actual	FY 2019-20 Actual	FY 2020-21 Appropriation	FY 2021-22 Request	FY 2021-22 Recommendation
(5) SOUTHWEST CHIEF AND FRONT RANGE PASSENGER RAIL COMMISSION					
The Southwest Chief and Front Range Passenger Rail Commission, which administers the appropriation for this division, encourages Amtrak to continue the existing Southwest Chief rail line service and to expand service to include a stop in Pueblo, Colorado, and potentially in Walsenburg, Colorado. It also facilitates the development and operation of a Front Range passenger rail system that provides passenger rail service along the Interstate 25 corridor.					
Southwest Chief and Front Range Passenger Rail Commission	63,561	1,456,107	100,000	400,000	400,000 *
FTE	0.0	2.0	2.0	2.0	2.0
Cash Funds	63,561	1,456,107	100,000	400,000	400,000
TOTAL - (5) Southwest Chief and Front Range Passenger Rail Commission	63,561	1,456,107	100,000	400,000	400,000
FTE	0.0	2.0	2.0	2.0	2.0
Cash Funds	63,561	1,456,107	100,000	400,000	400,000

	FY 2018-19 Actual	FY 2019-20 Actual	FY 2020-21 Appropriation	FY 2021-22 Request	FY 2021-22 Recommendation
(6) SPECIAL PURPOSE					
The First Time Drunk Driving Offenders 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. The appropriation is not informational. The Marijuana Impaired Driving Program aims to educate the public through marketing and partnerships about the risks of driving while marijuana impaired and helps to supply the Colorado State Patrol and local law enforcement agencies with the resources necessary to keep Colorado's roads safe from impaired drivers. The General Assembly appropriated $1.0 General Fund for Transportation of Vulnerable Populations, Including Seniors, in FY 2020-21.					
First Time Drunk Driving Offenders Account	35,828,072	1,473,563	1,500,000	600,000	600,000
General Fund	0	0	0	0	0
Cash Funds	35,828,072	1,473,563	1,500,000	600,000	600,000
Reappropriated Funds	0	0	0	0	0
Federal Funds	0	0	0	0	0
Marijuana Impaired Driving Program	921,907	944,834	450,000	950,000	950,000
Cash Funds	921,907	944,834	450,000	950,000	950,000
Reappropriated Funds	0	0	0	0	0
Federal Funds	0	0	0	0	0
Transportation Services for Vulnerable Populations, Including Seniors	0	0	1,000,000	0	0
General Fund	0	0	1,000,000	0	0
TOTAL - (6) Special Purpose	36,749,979	2,418,397	2,950,000	1,550,000	1,550,000
FTE	0.0	0.0	0.0	0.0	0.0
General Fund	0	0	1,000,000	0	0
Cash Funds	36,749,979	2,418,397	1,950,000	1,550,000	1,550,000
Reappropriated Funds	0	0	0	0	0
Federal Funds	0	0	0	0	0

	FY 2018-19 Actual	FY 2019-20 Actual	FY 2020-21 Appropriation	FY 2021-22 Request	FY 2021-22 Recommendation
TOTAL - Department of Transportation	1,627,053,291	1,901,758,098	1,984,492,382	1,905,394,886	1,905,394,886
FTE	3,315.8	3,317.8	3,326.0	3,326.0	3,326.0
General Fund	0	0	1,000,000	0	0
Cash Funds	1,233,409,402	1,297,560,055	1,346,836,605	1,256,081,127	1,256,081,127
Reappropriated Funds	1,261,906	1,128,443	7,078,096	7,110,396	7,110,396
Federal Funds	392,381,983	603,069,600	629,577,681	642,203,363	642,203,363

*Line is affected by a decision item.

APPENDIX B: TRANSPORTATION COMMISSION BUDGET

FY 2021-22 Revenue Allocation Plan

Line	Budget Category / Program	Rollforward from FY20-21 *Estimated	FY 2021-22 Proposed Allocation Plan	Draft FY 2021-22 Final Allocation Plan	Draft FY22 Final Budget + Prior Year Rollforwards	Directed By	Funding Source
*1	**COLORADO DEPARTMENT OF TRANSPORTATION**						
2	**Capital Construction**	**$351.6 M**	**$966.8 M**	**$972.3 M**	**$1,323.9 M**		
3	**Asset Management**	**$54.5 M**	**$330.6 M**	**$336.1 M**	**$390.6 M**		
4	Surface Treatment	$0.0 M	$223.3 M	$223.3 M	$223.3 M	TC	FHWA / SH / SB 09-108
5	Structures	$0.0 M	$61.9 M	$61.9 M	$61.9 M	TC	FHWA / SH / SB 09-108
6	System Operations	$3.5 M	$28.8 M	$34.3 M	$37.8 M	TC	FHWA / SH
7	Geohazards Mitigation	$0.0 M	$10.1 M	$10.1 M	$10.1 M	TC	SB 09-108
8	Permanent Water Quality Mitigation	$5.6 M	$6.5 M	$6.5 M	$12.1 M	TC	FHWA / SH
9	Emergency Relief	$45.3 M	$0.0 M	$0.0 M	$45.3 M	FR	FHWA
10	**Safety**	**$17.7 M**	**$115.3 M**	**$115.3 M**	**$133.0 M**		
11	Highway Safety Improvement Program	$1.7 M	$33.1 M	$33.1 M	$34.7 M	FR	FHWA / SH
12	Railway-Highway Crossings Program	$8.6 M	$3.6 M	$3.6 M	$12.3 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	$7.4 M	$69.2 M	$69.2 M	$76.6 M	TC	SB 09-108
15	ADA Compliance	$0.0 M	$7.2 M	$7.2 M	$7.2 M	TC	FHWA / SH
16	**Mobility**	**$279.4 M**	**$520.9 M**	**$520.9 M**	**$800.3 M**		
17	Regional Priority Program	$25.4 M	$48.4 M	$48.4 M	$73.8 M	TC	FHWA / SH
18	Strategic Projects	$213.0 M	$450.0 M	$450.0 M	$663.0 M	SL	SB 17-267 / SB 19-262
19	National Highway Freight Program	$41.0 M	$22.5 M	$22.5 M	$63.6 M	FR	FHWA / SH
20	**Maintenance and Operations**	**$16.4 M**	**$345.6 M**	**$347.7 M**	**$362.0 M**		
21	**Asset Management**	**$13.3 M**	**$310.2 M**	**$312.3 M**	**$323.4 M**		
22	Maintenance Program Areas	$2.1 M	$263.5 M	$263.5 M	$263.5 M		
23	Roadway Surface	$0.0 M	$40.4 M	$40.4 M	$40.4 M	TC	SH
24	Roadside Facilities	$0.0 M	$21.4 M	$21.4 M	$21.4 M	TC	SH
25	Roadside Appearance	$0.0 M	$9.8 M	$9.8 M	$9.8 M	TC	SH
26	Structure Maintenance	$0.0 M	$5.4 M	$5.4 M	$5.4 M	TC	SH
27	Tunnel Activities	$0.0 M	$4.0 M	$4.0 M	$4.0 M	TC	SH
28	Snow and Ice Control	$0.0 M	$79.1 M	$79.1 M	$79.1 M	TC	SH
29	Traffic Services	$0.0 M	$69.0 M	$69.0 M	$69.0 M	TC	SH
30	Materials, Equipment, and Buildings	$0.0 M	$17.5 M	$17.5 M	$17.5 M	TC	SH
31	Planning and Scheduling	$0.0 M	$16.8 M	$16.8 M	$16.8 M	TC	SH
32	Toll Corridor General Purpose Lanes	$0.0 M	$2.9 M	$5.0 M	$5.0 M	TC	SH
33	Property	$2.8 M	$19.9 M	$19.9 M	$22.7 M	TC	SH
34	Capital Equipment	$8.4 M	$23.9 M	$23.9 M	$32.3 M	TC	SH
**35	Maintenance Reserve Fund	$0.0 M	$0.0 M	$0.0 M	$0.0 M	TC	SH
36	**Safety**	**$0.3 M**	**$11.4 M**	**$11.4 M**	**$11.6 M**		
37	Strategic Safety Program	$0.3 M	$11.4 M	$11.4 M	$11.6 M	TC	FHWA / SH
38	**Mobility**	**$2.9 M**	**$24.0 M**	**$24.0 M**	**$26.9 M**		
39	Real-Time Traffic Operations	$2.9 M	$14.0 M	$14.0 M	$16.9 M	TC	SH
40	ITS Investments	$0.0 M	$10.0 M	$10.0 M	$10.0 M	TC	FHWA / SH
41	**Multimodal Services**	**$129.0 M**	**$69.5 M**	**$69.8 M**	**$198.8 M**		
42	**Mobility**	**$129.0 M**	**$69.5 M**	**$69.8 M**	**$198.8 M**		
43	Innovative Mobility Programs	$0.0 M	$11.1 M	$11.1 M	$11.2 M	TC	FHWA / SH
44	Strategic Transit and Multimodal Projects	$123.1 M	$50.0 M	$50.0 M	$173.1 M	SL	SB 17-267
45	Rail Commission	$0.0 M	$0.1 M	$0.4 M	$0.4 M	SL	SL
46	Bustang	$5.9 M	$8.3 M	$8.3 M	$14.2 M	TC	SB 09-108 / Fare Rev.
47	**Suballocated Programs**	**$347.7 M**	**$229.6 M**	**$224.1 M**	**$571.8 M**		
48	**Aeronautics**	**$30.0 M**	**$24.8 M**	**$19.3 M**	**$49.3 M**		
49	Aviation System Program	$30.0 M	$24.8 M	$19.3 M	$49.3 M	AB	SA
50	**Highway**	**$201.4 M**	**$126.5 M**	**$126.5 M**	**$327.9 M**		
51	STP-Metro	$139.8 M	$56.0 M	$56.0 M	$195.8 M	FR	FHWA / LOC
52	Congestion Mitigation and Air Quality	$44.9 M	$50.7 M	$50.7 M	$95.6 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	$16.7 M	$10.6 M	$10.6 M	$27.3 M	TC / FR	FHWA / SH / LOC
55	**Transit and Multimodal**	**$116.3 M**	**$78.4 M**	**$78.4 M**	**$194.7 M**		
56	Recreational Trails	$2.5 M	$1.6 M	$1.6 M	$4.0 M	FR	FHWA
57	Safe Routes to School	$7.9 M	$3.1 M	$3.1 M	$11.1 M	TC	FHWA
58	Transportation Alternatives Program	$30.9 M	$12.0 M	$12.0 M	$42.9 M	FR	FHWA / LOC
59	Transit Grant Programs	$75.0 M	$61.7 M	$61.7 M	$136.7 M	FR / SL / TC	FTA / LOC / SB 09-108
60	Multimodal Options Program	$0.0 M	$0.0 M	$0.0 M	$0.0 M	SL	SH
61	**Administration & Agency Operations**	**$17.2 M**	**$99.8 M**	**$102.7 M**	**$120.0 M**		
62	Agency Operations	$12.4 M	$59.9 M	$62.6 M	$75.0 M	TC / AB	FHWA / SH / SA / SB 09-108
63	Administration	$4.9 M	$37.3 M	$37.5 M	$42.4 M	SL	SH
64	Project Initiatives	$0.0 M	$2.6 M	$2.6 M	$2.6 M	TC	SH
65	**Debt Service**	**$62.0 M**	**$12.4 M**	**$12.4 M**	**$74.4 M**		
***66	Debt Service	$62.0 M	$12.4 M	$12.4 M	$74.4 M	DS	FHWA / SH
67	**Contingency Reserve**	**$98.5 M**	**$0.0 M**	**$0.0 M**	**$98.5 M**		
****68	Contingency Fund	$26.7 M	$0.0 M	$0.0 M	$26.7 M	TC	FHWA / SH
69	Reserve Fund	$71.8 M	$0.0 M	$0.0 M	$71.8 M	TC	FHWA / SH
70	**Other Programs**	**$17.3 M**	**$27.5 M**	**$24.8 M**	**$42.1 M**		
71	Safety Education	$12.8 M	$12.6 M	$9.9 M	$22.8 M	TC/FR	NHTSA / SSE
72	Planning and Research	$4.0 M	$14.7 M	$14.7 M	$18.7 M	FR	FHWA / SH
73	State Infrastructure Bank	$0.4 M	$0.2 M	$0.2 M	$0.6 M	TC	SIB
74	**TOTAL - CDOT**	**$1,039.7 M**	**$1,751.2 M**	**$1,753.9 M**	**$2,791.5 M**		

Key to Acronyms:

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

75	**COLORADO BRIDGE ENTERPRISE**						
76	**Capital Construction**	**$49.5 M**	**$105.8 M**	**$105.8 M**	**$155.3 M**		
77	**Asset Management**	**$49.5 M**	**$105.8 M**	**$105.8 M**	**$155.3 M**		
78	Bridge Enterprise Projects	$49.5 M	$105.8 M	$105.8 M	$155.3 M	BEB	SB 09-108
79	**Maintenance and Operations**	**$0.7 M**	**$0.5 M**	**$0.5 M**	**$1.2 M**		
80	**Asset Management**	**$0.7 M**	**$0.5 M**	**$0.5 M**	**$1.2 M**		
81	Maintenance and Preservation	$0.7 M	$0.5 M	$0.5 M	$1.2 M	BEB	SB 09-108
82	**Administration & Agency Operations**	**$0.1 M**	**$2.0 M**	**$1.9 M**	**$2.0 M**		
83	Agency Operations-CBE	$0.1 M	$2.0 M	$1.9 M	$2.0 M	BEB	SB 09-108
84	**Debt Service**	**$0.0 M**	**$17.2 M**	**$17.2 M**	**$17.2 M**		
85	Debt Service-CBE	$0.0 M	$17.2 M	$17.2 M	$17.2 M	BEB	FHWA / SH
86	**TOTAL - BRIDGE ENTERPRISE**	**$50.4 M**	**$125.4 M**	**$125.3 M**	**$175.7 M**		

87	**HIGH PERFORMANCE TRANSPORTATION ENTERPRISE**						
88	**Maintenance and Operations**	**$70.9 M**	**$17.2 M**	**$17.2 M**	**$88.1 M**		
89	Express Lanes Operations	$70.9 M	$17.2 M	$17.2 M	$88.1 M	HPTEB	Tolls / Managed Lanes Revenue
90	**Administration & Agency Operations**	**$4.1 M**	**$5.6 M**	**$5.6 M**	**$9.7 M**		
91	Agency Operations - HPTE	$4.1 M	$5.6 M	$5.6 M	$9.7 M	HPTEB	Fee for Service
92	**Debt Service**	**$0.0 M**	**$0.0 M**	**$0.0 M**	**$0.0 M**		
93	Debt Service- HPTE	$0.0 M	$0.0 M	$0.0 M	$0.0 M	HPTEB	Fee for Service
94	**TOTAL - HIGH PERFORMANCE TRANSPORTATION ENTERPRISE**	**$75.0 M**	**$22.8 M**	**$22.8 M**	**$97.8 M**		
95	**TOTAL - CDOT AND ENTERPRISES**	**$1,165.1 M**	**$1,899.5 M**	**$1,902.1 M**	**$3,067.2 M**		

HPTE Fee for Service Adjustment:	**$5.6 M**
Total CDOT and Enterprise Revenue:	**$1,899.3 M**
Net Difference:	**-$8.4 M**

*For more backgound on the Revenue Allocation Plan, please refer to the Long Range Financial Plan.
** The Department is not immediately allocating additional revenue to the Maintenance Reserve Fund for FY 2021 -21. The Department plans to preserve exisitng balances in the TC Program Reserve Fund to address and emergencies or other contingencies that occur during the course of the fiscal year.
*** The Department will use roll forward budget from FY2020-21 to pay for debt services obligations associated with SB267 COPs for the FY2021-22 budget.
**** The Department is not immediately allocating additional revenue to the TC Contingency Reserve Fund for FY 2021 -22. The Department plans to preserve exisiting balances in the TC Program Reserve Fund to address any emergencies or other contingencies that occur during the course of the fiscal year.