



**MEMORANDUM**

**TO:** THE TRANSPORTATION COMMISSION  
**FROM:** JEFF SUDMEIER, CHIEF FINANCIAL OFFICER  
BETHANY NICHOLAS, BUDGET DIRECTOR  
**DATE:** AUGUST 18, 2021  
**SUBJECT:** FY 2021-22 BUDGET AMENDMENT

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**Purpose**

To review the second amendment to the FY 2021-22 Annual Budget in accordance with Policy Directive (PD) 703.0.

**Action**

The Division of Accounting and Finance (DAF) is requesting Transportation (TC) review and approval of the second amendment to the FY 2021-22 Annual Budget. The second amendment consists of one item that requires TC approval, described below, resulting in the reallocation of \$6.0 million from TC Program Contingency to the Maintenance Program Areas to increase the FY22 MLOS budget allocation.

**Budget Amendment**

**Increase the FY 2021-22 MLOS Budget**

The Division of Maintenance and Operations is seeking \$6.0 million in order to increase the FY 2021-22 Maintenance Level of Service (MLOS) budget. Over the last three years, the overall MLOS budget has declined by \$9.3 million from \$272.8 million to the current FY 2021-22 budget allocation of \$263.5 million. The MLOS annual budget falls under the Transportation Asset Management Cap and must compete for funding alongside 11 other asset classes. Recognizing the challenges with these lower levels of funding, including budget shortfalls during the course of the fiscal year, last year the Transportation Commission allocated \$4.5 million in supplemental funding. In order to maintain similar levels of funding in FY 2021-22, the Division of Maintenance and Operations is requesting a \$4 million increase in funding from the currently planned \$263.5 million to \$267.5 million.

Over time the amount of funding available for operating costs has been significantly impacted by increased personnel costs. Currently, any MLOS personnel cost shortages are offset with MLOS operating funds. In recent years this has resulted in a 60/40 split between the MLOS personnel services and operating budgets compared to a 40/60 split historically. An increase of \$4 million will help mitigate some of the effects of continued growth in personnel services costs.

Additionally, the Division of Maintenance and Operations is requesting \$2.0 million in order to fund the FY 2021-22 Winter Operations Bonus program. This new program provides an end-of-winter season \$2,000 bonus per snowplow operator, and is an effort to retain these highly trained operators by acknowledging their contribution to keeping the highways open and safe for the traveling public. In order to qualify for this program, snowplow operators must be available for work 90% of the season, remain in good standing (performance evaluations), and complete all required safety training.



The second budget amendment reallocates \$6,000,000 from TC Contingency Fund (line 68) to Maintenance Program Areas (line 22).

**Attachments**

Attachment A - Amended FY 2021-22 Annual Budget

Attachment B - MLOS Memo

Amendment C - Presentation



**Attachment A: FY 2021-22 CDOT AMENDED ANNUAL BUDGET (August 2021)**

Line	Budget Category / Program	Rollforward from FY20-21 *Estimated	FY 2021-22 Allocation Plan	Approved TC Amendments	Proposed TC Amendments	EMT and Staff Approved Adjustments	Total FY22 Program Budget Available including Changes	Directed By	Funding Source
<b>1</b>	<b>COLORADO DEPARTMENT OF TRANSPORTATION</b>								
2	Capital Construction	\$351.6 M	\$972.3 M	\$210.7 M	\$0.0 M	\$169.9 M	\$1,704.5 M		
3	Asset Management	\$54.4 M	\$336.1 M	\$0.0 M	\$0.0 M	-\$0.5 M	\$390.1 M		
4	Surface Treatment	\$0.0 M	\$223.3 M	\$0.0 M	\$0.0 M	\$0.0 M	\$223.3 M	TC	FHWA / SH / SB 09-108
5	Structures	\$0.0 M	( : 52=\$	\$0.0 M	\$0.0 M	\$0.0 M	\$61.9 M	TC	FHWA / SH / SB 09-108
6	System Operations-AM	\$3.5 M	\$34.3 M	\$0.0 M	\$0.0 M	\$0.2 M	\$38.0 M	TC	FHWA / SH
7	Geohazards Mitigation	\$0.0 M	\$10.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$10.1 M	TC	SB 09-108
8	Permanent Water Quality Mitigation	\$5.6 M	\$6.5 M	\$0.0 M	\$0.0 M	-\$0.6 M	\$11.5 M	TC	FHWA / SH
9	Emergency Relief	\$45.3 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$45.3 M	FR	FHWA
10	Safety	\$17.7 M	\$115.3 M	\$18.0 M	\$0.0 M	-\$0.1 M	\$150.8 M		
11	Highway Safety Improvement Program	\$1.7 M	\$33.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$34.8 M	FR	FHWA / SH
12	Railway-Highway Crossings Program	\$8.6 M	\$3.6 M	\$0.0 M	\$0.0 M	\$0.0 M	\$12.2 M	FR	FHWA / SH
13	Hot Spots	\$0.0 M	\$2.2 M	\$0.0 M	\$0.0 M	-\$0.2 M	\$2.0 M	TC	FHWA / SH
14	FASTER Safety	\$7.4 M	\$69.2 M	\$18.0 M	\$0.0 M	\$0.0 M	\$94.6 M	TC	SB 09-108
15	ADA Compliance	\$0.0 M	\$7.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$7.2 M	TC	FHWA / SH
16	Mobility	\$279.4 M	\$520.9 M	\$192.7 M	\$0.0 M	\$170.5 M	\$1,163.5 M		
17	Regional Priority Program	\$25.4 M	\$48.4 M	\$0.0 M	\$0.0 M	\$0.0 M	\$73.8 M	TC	FHWA / SH
**18	Strategic Projects	\$213.0 M	\$450.0 M	\$192.7 M	\$0.0 M	\$170.5 M	\$1,026.2 M	SL	SB 17-267 / SB 19-262
19	National Highway Freight Program	\$41.0 M	\$22.5 M	\$0.0 M	\$0.0 M	\$0.0 M	\$63.5 M	FR	FHWA / SH
20	Maintenance and Operations	\$28.5 M	\$347.7 M	-\$1.0 M	\$6.0 M	-\$4.6 M	\$371.6 M		
21	Asset Management	\$25.3 M	\$312.3 M	\$5.5 M	\$6.0 M	\$0.9 M	\$344.9 M		
22	Maintenance Program Areas	\$2.1 M	\$263.5 M	\$5.5 M	\$6.0 M	\$0.0 M	\$277.0 M		
23	Roadway Surface	\$0.0 M	\$40.4 M	\$0.0 M	\$0.0 M	\$0.0 M	\$40.4 M	TC	SH
24	Roadside Facilities	\$0.0 M	\$21.4 M	\$0.0 M	\$0.0 M	\$0.0 M	\$21.4 M	TC	SH
25	Roadside Appearance	\$0.0 M	\$9.8 M	\$0.0 M	\$0.0 M	\$0.0 M	\$9.8 M	TC	SH
26	Structure Maintenance	\$0.0 M	\$5.4 M	\$0.0 M	\$0.0 M	\$0.0 M	\$5.4 M	TC	SH
27	Tunnel Activities	\$0.0 M	\$4.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$4.0 M	TC	SH
28	Snow and Ice Control	\$0.0 M	\$79.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$79.1 M	TC	SH
29	Traffic Services	\$0.0 M	\$69.0 M	\$5.5 M	\$0.0 M	\$0.0 M	\$74.5 M	TC	SH
30	Materials, Equipment, and Buildings	\$0.0 M	\$17.5 M	\$0.0 M	\$0.0 M	\$0.0 M	\$17.5 M	TC	SH
31	Planning and Scheduling	\$0.0 M	\$16.8 M	\$0.0 M	\$0.0 M	\$0.0 M	\$16.8 M	TC	SH
32	Toll Corridor General Purpose Lanes	\$0.0 M	\$5.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$5.0 M	TC	SH
33	Property	\$2.8 M	\$19.9 M	\$0.0 M	\$0.0 M	\$0.9 M	\$23.6 M	TC	SH
34	Capital Equipment	\$8.4 M	\$23.9 M	\$0.0 M	\$0.0 M	\$0.0 M	\$32.3 M	TC	SH
35	Maintenance Reserve Fund	\$12.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$12.0 M	TC	SH
36	Safety	\$0.3 M	\$11.4 M	-\$6.5 M	\$0.0 M	-\$5.5 M	-\$0.3 M		
37	Strategic Safety Program	\$0.3 M	\$11.4 M	-\$6.5 M	\$0.0 M	-\$5.5 M	-\$0.3 M	TC	FHWA / SH
38	Mobility	\$2.9 M	\$24.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$26.9 M		
39	Real-Time Traffic Operations	\$2.9 M	\$14.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$16.9 M	TC	SH
40	ITS Investments	\$0.0 M	\$10.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$10.0 M	TC	FHWA / SH
41	Multimodal Services	\$129.0 M	\$69.8 M	\$36.5 M	\$0.0 M	\$0.0 M	\$235.4 M		
42	Mobility	\$129.0 M	\$69.8 M	\$36.5 M	\$0.0 M	\$0.0 M	\$235.4 M		
43	Innovative Mobility Programs	\$0.0 M	\$11.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$11.1 M	TC	FHWA / SH
***44	Strategic Transit and Multimodal Projects	\$123.1 M	\$50.0 M	\$22.0 M	\$0.0 M	\$0.0 M	\$195.1 M	SL	SB 17-267
45	Rail Commission	\$0.0 M	\$0.4 M	\$14.5 M	\$0.0 M	\$0.0 M	\$14.9 M	SL	SL
46	Bustang	\$5.9 M	\$8.3 M	\$0.0 M	\$0.0 M	\$0.0 M	\$14.2 M	TC	SB 09-108 / Fare Rev.
47	Suballocated Programs	\$347.7 M	\$224.1 M	\$124.8 M	\$0.0 M	-\$0.6 M	\$696.0 M		
48	Aeronautics	\$30.0 M	\$19.3 M	\$0.0 M	\$0.0 M	\$0.0 M	\$49.3 M		
49	Aviation System Programs	\$30.0 M	\$19.3 M	\$0.0 M	\$0.0 M	\$0.0 M	\$49.3 M	AB	SA
50	Highway	\$201.4 M	\$126.5 M	\$0.0 M	\$0.0 M	-\$0.4 M	\$327.5 M		
51	STP-Metro	\$139.8 M	\$56.0 M	\$0.0 M	\$0.0 M	-\$0.1 M	\$195.6 M	FR	FHWA / LOC
52	Congestion Mitigation and Air Quality	\$44.9 M	\$50.7 M	\$0.0 M	\$0.0 M	-\$0.3 M	\$95.4 M	FR	FHWA / LOC
53	Metropolitan Planning	\$0.0 M	\$9.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$9.2 M	FR	FHWA / FTA / LOC
54	Off-System Bridge Program	\$16.7 M	\$10.6 M	\$0.0 M	\$0.0 M	\$0.0 M	\$27.3 M	TC / FR	FHWA / SH / LOC
55	Transit and Multimodal	\$116.3 M	\$78.4 M	\$124.8 M	\$0.0 M	-\$0.2 M	\$319.3 M		
56	Recreational Trails	\$2.5 M	\$1.6 M	\$0.0 M	\$0.0 M	\$0.0 M	\$4.1 M	FR	FHWA
57	Safe Routes to School	\$7.9 M	\$3.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$11.0 M	TC	FHWA
58	Transportation Alternatives Program	\$30.9 M	\$12.0 M	\$0.0 M	\$0.0 M	-\$0.2 M	\$42.7 M	FR	FHWA / LOC
59	Transit Grant Programs	\$75.0 M	\$61.7 M	\$0.0 M	\$0.0 M	\$0.0 M	\$136.7 M	FR / SL / TC	FTA / LOC / SB 09-108
***60	Multimodal Options Program	\$0.0 M	\$0.0 M	\$124.8 M	\$0.0 M	\$0.0 M	\$124.8 M	TC/SL	SB 19-125
61	Administration & Agency Operations	\$17.3 M	\$102.7 M	\$0.0 M	\$0.0 M	-\$0.5 M	\$119.5 M		
62	Agency Operations	\$12.4 M	\$62.6 M	-\$0.4 M	\$0.0 M	-\$0.5 M	\$74.1 M	TC / AB	FHWA / SH / SA / SB 09-108
63	Administration	\$4.9 M	\$37.5 M	\$0.4 M	\$0.0 M	\$0.0 M	\$42.8 M	SL	SH
64	Project Initiatives	\$0.0 M	\$2.6 M	\$0.0 M	\$0.0 M	\$0.6 M	\$3.2 M	TC	SH
65	Debt Service	\$67.2 M	\$9.6 M	\$265.5 M	\$0.0 M	\$0.0 M	\$342.3 M		
66	Debt Service	\$67.2 M	\$9.6 M	\$265.5 M	\$0.0 M	\$0.0 M	\$342.3 M	DS	FHWA / SH
67	Contingency Reserve	\$81.3 M	\$0.0 M	\$0.0 M	-\$6.0 M	-\$0.4 M	\$74.9 M		
68	Contingency Fund	\$55.6 M	\$0.0 M	\$0.0 M	-\$6.0 M	\$0.0 M	\$49.6 M	TC	FHWA / SH
69	Reserve Fund	\$17.6 M	\$0.0 M	\$0.0 M	\$0.0 M	-\$0.4 M	\$17.2 M	TC	FHWA / SH
70	Other Programs	\$17.3 M	\$24.8 M	\$3.0 M	\$0.0 M	\$0.0 M	\$45.1 M		
71	Safety Education	\$12.8 M	\$9.9 M	\$3.0 M	\$0.0 M	\$0.0 M	\$25.8 M	TC/FR	NHTSA / SSE
72	Planning and Research	\$4.0 M	\$14.7 M	\$0.0 M	\$0.0 M	\$0.0 M	\$18.8 M	FR	FHWA / SH
73	State Infrastructure Bank	\$0.4 M	\$0.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.6 M	TC	SIB
74	<b>TOTAL - CDOT</b>	<b>\$1,039.7 M</b>	<b>\$1,751.1 M</b>	<b>\$603.0 M</b>	<b>\$0.0 M</b>	<b>\$163.9 M</b>	<b>\$3,557.7 M</b>		

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

76 COLORADO BRIDGE ENTERPRISE									
77	Capital Construction	\$49.5 M	\$105.8 M	\$0.0 M	\$0.0 M	\$0.0 M	\$105.8 M		
78	Asset Management	\$49.5 M	\$105.8 M	\$0.0 M	\$0.0 M	\$0.0 M	\$105.8 M		
79	Bridge Enterprise Projects-CBE	\$49.5 M	\$105.8 M	\$0.0 M	\$0.0 M	\$0.0 M	\$105.8 M	BEB	SB 09-108
80	Maintenance and Operations	\$0.7 M	\$0.5 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.5 M		
81	Asset Management	\$0.7 M	\$0.5 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.5 M		
82	Maintenance and Preservation-CBE	\$0.7 M	\$0.5 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.5 M	BEB	SB 09-108
83	Administration & Agency Operations	\$0.1 M	\$1.9 M	\$0.0 M	\$0.0 M	\$0.0 M	\$1.9 M		
84	Agency Operations-CBE	\$0.1 M	\$1.9 M	\$0.0 M	\$0.0 M	\$0.0 M	\$1.9 M	BEB	SB 09-108
85	Debt Service	\$0.0 M	\$17.2 M	\$0.0 M	\$0.0 M	-\$17.2 M	\$0.0 M		
86	Debt Service-CBE	\$0.0 M	\$17.2 M	\$0.0 M	\$0.0 M	-\$17.2 M	\$0.0 M	BEB	FHWA / SH
87	<b>TOTAL - BRIDGE ENTERPRISE</b>	<b>\$50.4 M</b>	<b>\$125.3 M</b>	<b>\$0.0 M</b>	<b>\$0.0 M</b>	<b>-\$17.2 M</b>	<b>\$158.6 M</b>		

88 HIGH PERFORMANCE TRANSPORTATION ENTERPRISE									
89	Maintenance and Operations	\$70.9 M	\$9.9 M	\$0.0 M	\$0.0 M	\$0.1 M	\$10.0 M		
90	Express Lanes Operations-HPTE	\$70.9 M	\$9.9 M	\$0.0 M	\$0.0 M	\$0.1 M	\$10.0 M	HPTEB	Tolls / Managed Lanes Revenue
91	Administration & Agency Operations	\$4.1 M	\$4.1 M	\$0.0 M	\$0.0 M	\$0.3 M	\$4.4 M		
92	Agency Operations-HPTE	\$4.1 M	\$4.1 M	\$0.0 M	\$0.0 M	\$0.3 M	\$4.4 M	HPTEB	Fee for Service
93	Debt Service	\$0.0 M	\$8.7 M	\$0.0 M	\$0.0 M	\$0.0 M	\$8.7 M		
94	Debt Service-HPTE	\$0.0 M	\$8.7 M	\$0.0 M	\$0.0 M	\$0.0 M	\$8.7 M	HPTEB	Fee for Service
95	<b>TOTAL - HIGH PERFORMANCE TRANSPORTATION ENTERPRISE</b>	<b>\$75.0 M</b>	<b>\$22.7 M</b>	<b>\$0.0 M</b>	<b>\$0.0 M</b>	<b>\$0.4 M</b>	<b>\$98.0 M</b>		
96	<b>TOTAL - CDOT AND ENTERPRISES</b>	<b>\$1,165.1 M</b>	<b>\$1,899.2 M</b>	<b>\$603.0 M</b>	<b>\$0.0 M</b>	<b>\$147.0 M</b>	<b>\$3,814.3 M</b>		

\*Roll forward budget is budget from a prior year that hasn't been committed to a project or expended from a cost center prior to the close of the fiscal year. Estimated Roll forward budget will be incorporated prior to finalizing the FY 2021-22 budget, and updated after the close of FY 2020-21

\*\*SB 17-267 directed the State Treasurer to execute lease-purchase agreements on existing state facilities to generate revenue for priority transportation projects. At least 10 percent of these proceeds must be used for transit projects. Of the \$50 million in estimated revenue for transit projects, the department anticipates spending \$2.4 million on Administration, \$27.6 million on the construction of bus and pedestrian facilities, and \$20.0 million on rolling stock.

\*\*\*SB 18-001 created the Multimodal Transportation Options Fund, and allocated \$71.75 million to the fund in FY 2018-19 and \$22.5 million to the fund in FY 2019-20. This funding is annually appropriated by the General Assembly. The FY 2018-19 appropriation is available until the close of FY 2022-23 pursuant to SB 19-125, and the FY 2019-20 appropriation is available until the close of FY 2023-24 pursuant to SB 19-207. Of the total funding, the department will spend approximately \$6 million on administration and operating costs, approximately \$14 million for CDOT bus purchase and facility construction, and approximately \$74 million will be passed through to local agencies for rolling stock purchases.



# COLORADO

## Department of Transportation

Division of Maintenance & Operations  
2829 W. Howard Place, 4<sup>th</sup> Floor  
Denver, CO 80204-2305

**TO:** TRANSPORTATION COMMISSION

**FROM:** John Lorme, Director of Maintenance and Operations

**CC:** Herman Stockinger, Deputy Executive Director  
Jeff Sudmeier, Chief Financial Officer

**DATE:** AUGUST 18, 2021

**SUBJECT:** Transfer from TC Program Reserve to DMO (MLOS)

### PURPOSE:

Increase MLOS Operating Budget and fund Snowplow Operator, Winter Operations Bonus Program.

### ACTION:

Transfer \$6 Million from TC Contingency to DMO for the following; \$4M into MLOS Operating Budgets and \$2M to the snowplow operator bonus initiative. These funds will be converted into highway maintenance section budgets and the winter operations bonus program.

### DETAILS:

The Division of Maintenance and Operations (DMO) is seeking \$4M in operating funds to increase the FY21/22 Maintenance Level of Service (MLOS).

Over the last three years, the overall MLOS budget, which includes both Personnel Services Budgets (PERS) and Operating Budgets (OPER) has continued to decline through FY22-23. The MLOS budget is established through the Transportation Asset Management (TAM) budget setting process, which for a variety of reasons resulted in lower levels of MLOS funding than prior recent years In FY 2020-21 and FY 2021-22. Recent MLOS budgets established through the TAM budget setting process have totaled:

- FY 2018-19: \$272.8 M
- FY 2019-20: \$265.7 M
- FY 2020-21: \$260.7 M
- FY 2021-22: \$263.5 M

Recognizing challenges, including budget shortfalls during the course of the fiscal year, with these lower levels of funding, last year the Transportation Commission allocated supplemental funds to MLOS to bring the FY 2020-21 budget up from \$260.7 M to \$265.2 M. In order to maintain a similar level of funding in FY 2021-22, DMO is requesting a \$4 million increase in funding from the currently planned \$263.5 M to \$267.5 M.

Although there is a forecasted increase in future years, MLOS's Operating Budget has continued to decline as Personnel Services costs continue to climb, which has impacted our ability to complete maintenance projects. Of note, in 2018 CDOT implemented a housing stipend program that costs approx. \$3.5M per year which pulled funding from MLOS OPS to cover the increase in MLOS PERS. In addition, the 2021 PERS Services 3% salary increase further reduced our Operating budget by \$2.9M. The MLOS OPER/PERS budget percentage split prior to the 3% increase was 41/59. After the 3% increase the OPER/PERS split was 40/60, a 1.2% shift in the percentage split. An increase of \$4 million would help to mitigate some of the effects of continued growth in personnel service costs, and improve the split between OPER/PERS.

Additionally, DMO is seeking a further \$2 M increase in order to fund a new program focused on employee retention during the winter season. In order to retain snowplow operators, DMO is seeking \$2M to fund the FY21/22 Winter Operations Bonus program. This new program provides an end-of-winter season \$2K bonus per snowplow operator. Winter Operations is a very important and difficult job, our operators are on call 24/7 from November through May each season, they are required to work 12.5-hour shifts daily, during winter weather events, and respond to avalanche mitigation operations, all while managing traditional highway maintenance needs. This new program is an effort to retain these highly trained operators by acknowledging their contribution to keeping the highways open and safe for the traveling public. In order to qualify for this program, snowplow operators must be available for work 90% of the season, remain in good standings (performance evaluations), and have all safety training completed.



**COLORADO**

Department of Transportation

# August 2021 Budget Workshop FY 2021-22 Budget Amendment & Supplement



# Budget Amendment & Supplement Summary

## Budget Amendment:

- Transfer \$6.0 million from TC Contingency to Maintenance Program Areas (MPAs) for the following:
  - \$4.0 million to MLOS Operating Budgets
  - \$2.0 million to the Winter Operations Bonus Program

## Supplement:

- \$10.0 million from TC Contingency for I-70 Glenwood Canyon emergency response and repair
- \$1.0 million from TC Program Reserve for R1 Homeless Camp Clean Up Pilot Program







**COLORADO**

Department of Transportation

# TC Contingency & Program Reserve Fund Balance

<b>TC Contingency Fund</b> balance before August Budget Amendment	\$55.6 million
TC Contingency Fund balance after reductions due to MLOS budget amendment & Glenwood Canyon supplement (- \$16.0 million)*	\$39.6 million
<b>TC Program Reserve</b> balance before August Supplement	\$17.2 million
TC Program Reserve balance after reductions due to supplement request (- \$1.0 million)	\$16.2 million
TC Program Reserve balance with anticipated reimbursement from R4 US 85 settlement loan (+ \$18.06 million)	\$34.3 million

\* Proposed supplements are not reflected on the one sheet.