DEPARTMENT OF TRANSPORTATION
FY 2011-12 BUDGET REQUEST
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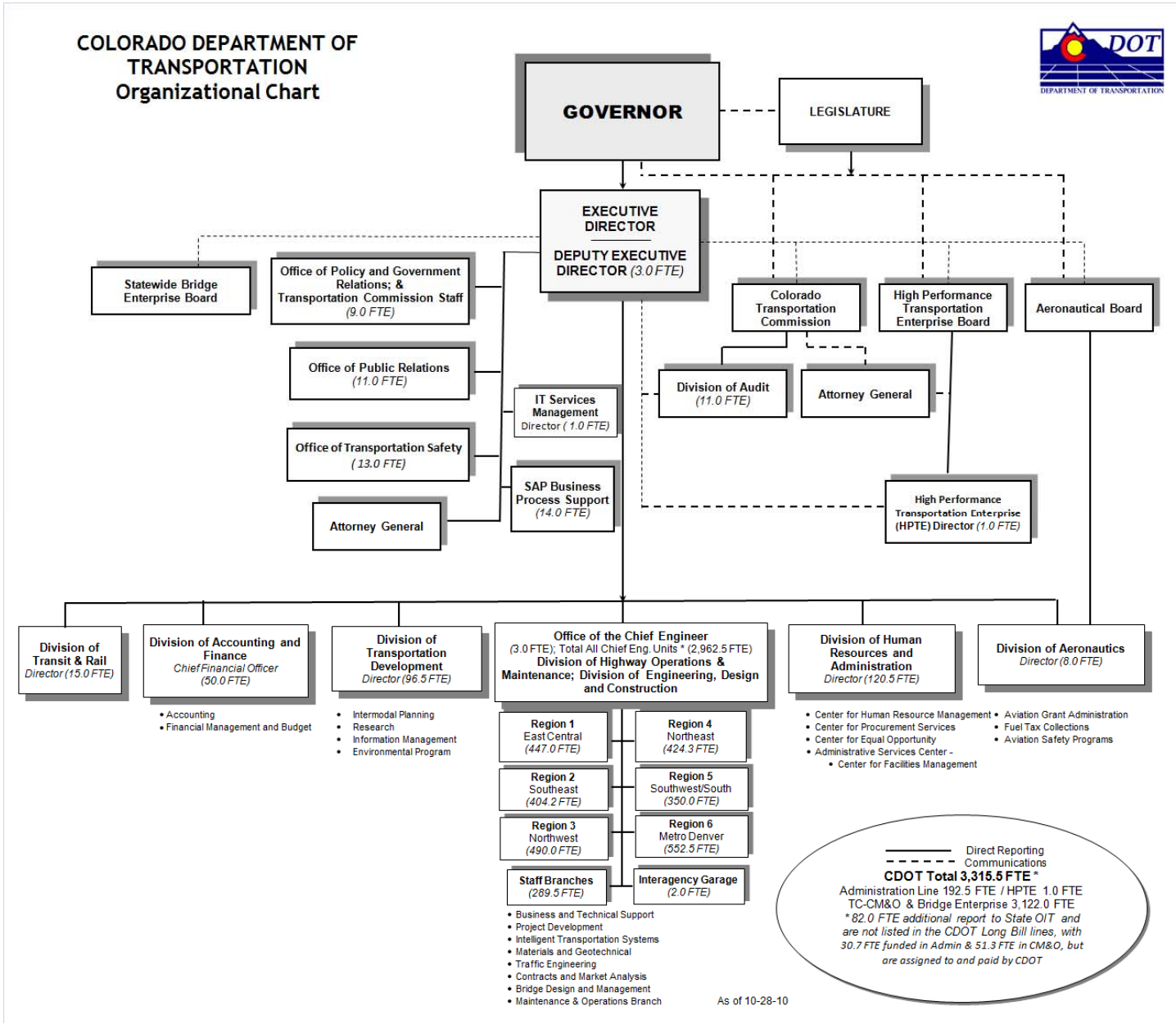
Department of Transportation
Department Description

FY 2011-12 Budget Request

November 1, 2010


COLORADO DEPARTMENT OF TRANSPORTATION
Organizational Chart
DOT
DEPARTMENT OF TRANSPORTATION
GOVERNOR
LEGISLATURE
EXECUTIVE DIRECTOR
DEPUTY EXECUTIVE DIRECTOR (3.0 FTE)
Statewide Bridge Enterprise Board
Office of Policy and Government Relations; & Transportation Commission Staff (9.0 FTE)
Office of Public Relations (11.0 FTE)
Office of Transportation Safety (13.0 FTE)
Attorney General
IT Services Management Director (1.0 FTE)
SAP Business Process Support (14.0 FTE)
Colorado Transportation Commission
High Performance Transportation Enterprise Board
Aeronautical Board
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Attorney General
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Division of Transit & Rail Director (15.0 FTE)
Division of Accounting and Finance Chief Financial Officer (50.0 FTE)
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• Financial Management and Budget
Division of Transportation Development Director (96.5 FTE)
• Intermodal Planning
• Research
• Information Management
• Environmental Program
Office of the Chief Engineer (3.0 FTE); Total All Chief Eng. Units * (2,962.5 FTE)
Division of Highway Operations & Maintenance; Division of Engineering, Design and Construction
Region 1 East Central (447.0 FTE)
Region 2 Southeast (404.2 FTE)
Region 3 Northwest (490.0 FTE)
Region 4 Northeast (424.3 FTE)
Region 5 Southwest/South (350.0 FTE)
Region 6 Metro Denver (552.5 FTE)
Staff Branches (289.5 FTE)
Interagency Garage (2.0 FTE)
• Business and Technical Support
• Project Development
• Intelligent Transportation Systems
• Materials and Geotechnical
• Traffic Engineering
• Contracts and Market Analysis
• Bridge Design and Management
• Maintenance & Operations Branch
Division of Human Resources and Administration Director (120.5 FTE)
• Center for Human Resource Management
• Center for Procurement Services
• Center for Equal Opportunity
• Administrative Services Center -
• Center for Facilities Management
Division of Aeronautics Director (8.0 FTE)
• Aviation Grant Administration
• Fuel Tax Collections
• Aviation Safety Programs
Direct Reporting
Communications
CDOT Total 3,315.5 FTE *
Administration Line 192.5 FTE / HPTE 1.0 FTE
TC-CM&O & Bridge Enterprise 3,122.0 FTE
* 82.0 FTE additional report to State OIT and are not listed in the CDOT Long Bill lines, with 30.7 FTE funded in Admin & 51.3 FTE in CM&O, but are assigned to and paid by CDOT
As of 10-28-10

Background Information

The Colorado Department of Transportation (CDOT) is the cabinet department that plans for, operates, maintains, and constructs the state-owned transportation system, including state highways and bridges. The Department coordinates modes of transportation and integrates governmental functions in order to reduce the costs incurred by the state and the public in transportation matters.

The state's transportation system is managed by CDOT under the direction of the **Colorado Transportation Commission**, composed of eleven members who represent specific districts. Each commissioner, appointed by the Governor and confirmed by the Senate, serves a four-year term. The commission directs policy and adopts departmental budgets and programs.

The Executive Director's Office is responsible for leading the department in planning for and addressing Colorado's transportation needs. The Executive Director is Russell George and Margaret A. Catlin, P.E. is the Deputy Executive Director. Together with other members of the Executive Management Team, they shape direction, make recommendations to the Transportation Commission, assure consistent communication, set internal policy, set short term and long range goals, and provide leadership for the Department through the execution of the Transportation Commission's policies and budgets.

CDOT's **Chief Engineer** Pamela Hutton, P.E. directs the department's construction, safety, maintenance, and operations programs.

Colorado's six **Engineering Regions** operate under the guidance of the Chief Engineer and their respective Regional Transportation Directors. The regions design and construct transportation-related projects; they also and maintain the state highway system and maximize contact with local governments, industry, and the public. Each CDOT engineering region is a decentralized operating entity covering all aspects of CDOT operations for that region including engineering, maintenance, planning and environmental management, traffic, right-of-way and surveying, and utilities.

The Chief Engineer also oversees the **Division of Staff Branches**, which includes the divisions of Maintenance & Operations, Business & Technical Support, Project Development, Intelligent Transportation Systems, Materials & Geotechnical Sciences, Traffic Engineering, Agreements & Market Analysis, and Bridge Design & Management. These groups support the department's six transportation regions and their program delivery functions by facilitating the provision of statewide policies, manuals, and guidelines; providing technical assistance, and providing highly specialized product development elements such as bridge design, final cost estimates, permitting, and contracting.

The **Office of Transportation Safety** coordinates safety-related functions such as Safety Education, Occupant Protection Program, Homeland Security, Impaired Driving Program, Occupational Safety, and Motorcycle Operator Safety Training.

The Division of Transportation Development (DTD) encompasses long-range transportation planning, transportation data analysis, mapping and research, and environmental program development and support. DTD organizations include the Intermodal Branch, the Research Branch, the Environmental Programs Branch, and the Geographic Information Manager.

Under Section 43-1-113(2)(c)(III), C.R.S. (2010), the Department's **Administration** units include the executive management team and the offices of **Accounting and Finance, Audit, Government Relations, Human Resources and Administration** (including Human Resources, Learning & Development, Equal Employment, Facilities Management, and others), **and Public Relations.** By statute, this group of offices may consume no more than 5% of the department's annual budget.

The High Performance Transportation Enterprise (HPTE), created during the 2009 legislative session to reconstitute the former Colorado Tolling Enterprise, is a non-profit business operating within and as a division of CDOT. The HPTE's purpose is to pursue innovative means of more efficiently financing important surface transportation infrastructure projects that will improve the safety, capacity, and accessibility of the surface transportation system, can feasibly be commenced in a reasonable amount of time, will allow more efficient movement of people, goods, and information throughout the state, and will accelerate the economic recovery of the state. Currently, the HPTE operates the High Occupancy Toll lanes on Interstate 25 and is authorized to study tolling facilities on existing and new state highway capacity. The Enterprise is overseen by a seven-member board consisting of three members of the Transportation Commission and four members appointed by the Governor.

The Statewide Bridge Enterprise (SBE) is a newly-created Enterprise authorized by Senate Bill 09-108 (FASTER). Using revenues generated from a Bridge Safety Surcharge on vehicle registration fees, the Enterprise finances the repair and reconstruction of structurally deficient and functionally obsolete bridges rated by the Department as "poor" pursuant to federal guidelines.

The Transit and Rail Division is a newly-created division of the Department authorized by Senate Bill 09-094. Existing transit-related functions within the Division of Transportation Development will be consolidated in this new division, funded from federal apportionments and from fee and surcharge revenues specifically dedicated to the division by Senate Bill 09-108 (FASTER).

CDOT's **Aeronautics Division**, created in 1991, supports Colorado's general aviation and regional commercial aviation community through aviation fuel tax revenues, a discretionary aviation grant program, and long-range system planning in partnership with Colorado's general aviation airports. The Colorado Aeronautical Board provides direction and oversight to CDOT Aeronautics.

CDOT's various organizations cooperate with one another and with local and regional partners in allocating resources. Resource allocation is the process by which revenue estimates are used by the commission to distribute expected funding among four

investment categories: Safety, System Quality, Mobility, and Program Delivery. Resource allocations are then geographically distributed based on performance measures of the state highway system to the six CDOT engineering regions. In addition, the Department operates under memoranda of understanding with three Metropolitan Planning Organizations for the allocation of various federal funds. State revenue sources to the Department include the Highway Users Tax Fund (made up of motor fuel tax, vehicle registration fees, and other fees), fees and surcharges related to Senate Bill 09-108 (FASTER), Gaming Funds, Capital Construction Funds, and various federal funds including the federal Highway Trust Fund.

Prior Year Legislation

CDOT did not actively pursue any legislation in the 2010 General Assembly. However, several bills affected transportation:

- ***HB10-1211 (Tyler/Williams)*** reduces late fees for non-motorized trailer registrations under 2,000 pounds to $10 (instead of $25/month for up to four months).

- ***HB10-1212 (Rice/Schwartz)*** requires Department of Revenue (DOR) to do rulemaking and work with the county clerks to determine the instances where late fees for vehicle registrations may be waived.

- ***HB10-1014 (McFadyen/Spence)*** requires CDOT in conjunction with Colorado State Patrol (CSP) to annually report to both transportation committees of the General Assembly on all highway work-zone fatalities.

- ***HB10-1143 (McNulty/Johnston)*** pertains to the use of the Regional Transportation District (RTD)'s transfer facilities: Current law allows the RTD to enter into agreements to provide retail and commercial goods and services at transfer facilities. HB10-1143 also permits RTD to enter into similar agreements for residential and other uses at transfer facilities, so long as the use is consistent with local planning and zoning laws. It also eliminates the provision in current law that prohibits such agreements if they create a competitive disadvantage for nearby businesses. A transfer facility includes a public park-n-ride, bus terminal, light rail station, or other bus or rail transfer facility.

- ***HB10-1147 (Kefalas/Bacon)*** "Safer Streets" puts CDOT's bicycle/pedestrian policy into state statute and directs CDOT as well as the Departments of Education, and Public Safety to collaborate with a variety of stakeholders to create a transportation safety curriculum under the Safe Routes to School program. The curriculum is to be designed for youth and made available to schools.

- ***HB10-1238 (Curry/Schwartz)*** allows lower speed limits and doubled fines up to 100 miles of wildlife crossings on rural state highways (interstates were excluded from the bill). The legislation requires that CDOT, in consultation with law enforcement and Division of Wildlife within the Department of Natural Resources, designate these zones based on accidents due to wildlife, traffic congestion, and daytime and nighttime variations in wildlife activity.

- ***HB10-1243 (McFadyen/Gibbs)*** allows a metropolitan district that provides transportation-related services to seek voter approval to levy a sales tax and use tax on purchases within the unincorporated portion of the district. It also allows the metropolitan districts to join a Regional Transportation Authority (RTA).

- ***HB10-1341 (Judd/Keller)*** diverts excess moneys from the Motorist Identification Account of the HUTF to the Colorado State Titling and Registration System (a total of $2.2 million each year for two years).

- ***HB10-1387 (Pommer/White)*** diverts Highway Users Tax Fund (HUTF) revenue to fund the Division of Motor Vehicles in each of the next 2 years. A total of $20 million per year is reduced from the state and local shares of the HUTF.

- ***HB10-1405 (Vaad/Spence)*** requires CDOT to work with the MPOs to conduct a study to determine which MPO-area highways are commuter highways. Results from this study cannot result in an unfunded mandate to local governments. CDOT currently maintains 5,291 lane miles of state and federal highways within the boundaries of five MPOs, a combined total of 17.1 billion vehicle miles are traveled on these highways.

- ***SB10-110 (Williams/Ryden)*** previously was Primary Seat Belt legislation. The legislation was significantly amended to deal strictly with booster seat standards.

- ***SB10-116 (Kopp/Rice***) stipulates that any public entity that requires additional work on a construction contract is required to reimburse the contractor's costs on a periodic basis until the change order is complete. Contractors are required to submit an estimate to the public entity before receiving payment.

- ***SB10-184 (Romer and Gibbs/Scanlan)*** encourages CDOT to continue its research on providing a reversible lane on I-70 during peak hours of travel.

- ***SB10-196 (Gibbs/Scanlan***) prohibits all motor vehicles from driving in the left lane of I-70 on an uphill grade of 6 percent or more, at a speed that is 10 mph below the posted limit or the minimum posted speed. SB10-196 also prohibits CDOT from

setting a speed limit on the corridor from one type of motor vehicle that is 25 mph less than the highest limit for another type of motor vehicle. Also requires the department to post signs alerting drivers of lane restrictions.

- ***SB10-198 (Whitehead and Cadman/McKinley)*** reduces late fees on non-motorized vehicles that weigh 2,001 to 16,000 pounds, camper trailers (regardless of weight), and multipurpose trailers (regardless of weight) to a single $10 late fee.

Hot Issues

Transportation-related issues that are likely to further develop during the coming year include:

- **Reversible Lanes on Interstate 70**

The Department is considering a reversible "zipper" lane on Interstate 70 west of Denver to manage congestion during peak times on winter Sundays. The current strategy under consideration calls for an eastbound reversible lane to begin west of Empire Junction (approximately Milepost 230.5) and for the lane to terminate at the base of Floyd Hill (Milepost 244.0).

Phase I of the study is complete. The executive summary, map books, crossover plans, contraflow surveys, lane closure data graphs, and various technical memos may all be viewed at http://www.coloradodot.info/projects/I70reversiblelane.

- **Reauthorization of the Federal Surface Transportation Program**

The federal surface transportation program is currently operating on a continuing resolution of SAFETEA-LU (the Safe Accountable Flexible Efficient Transportation Act) which expired on September 30th, 2009. The current resolution expires on December 31, 2010, at which point Congress must pass another continuing resolution, a new authorization bill, or allow the federal surface transportation program to shut down. Due to a structural imbalance between revenues into and appropriations from the Highway Trust Fund, there is considerable uncertainty about how much federal funding for surface transportation will be available in federal FY 2011 and beyond. It appears likely that there will not be a reauthorization bill until after the 2012 elections.

- **Division of Transit & Rail**

The Transit and Rail program was created under Senate Bill 09-094 to plan, develop, finance, operate, and integrate transit and rail services. The Division will work in coordination with other transit and rail providers to plan, promote, and implement investments in transit and rail services statewide using federal funding and $15 million per year from Senate Bill 09-108 (FASTER).

The initial focus of the Division will include:

- ➢ Maintaining and expediting the management of existing FTA grants for rural and specialized transit operations;

- Creating policy and priorities for allocations of SB 09-108 (FASTER) funding;
- Working with Regional Transportation Authorities (RTAs) and Transportation Planning Regions (TPRs) on transit service and policy issues;
- Identifying gaps in services and missing connections;
- Creating a state rail plan using Context Sensitive Solutions (CSS) principles;
- Conducting feasibility studies of potential new services;
- Pursuing high-speed rail, including taking the lead on feasibility, pre-NEPA, and NEPA studies for strategic corridors and working with regions to complete PEIS to include new technologies;
- Developing state financing mechanisms; and
- Integrating transit, passenger rail, and freight rail into the statewide transportation plan.

- **US 36 Environmental Impact Statement**

The U.S. 36 Project has been developed as part of a regional plan with the intention of expanding capacity and mitigating congestion in the corridor and achieving benefits associated with an improved transportation network. U.S. 36 is a congested and rapidly growing corridor carrying between 80,000 and 100,000 daily vehicle trips. It currently operates at close to 90% volume to capacity. The Project goal is to offer a sustainable transportation solution for the Project stakeholders in the U.S. 36 Corridor, which include residents, commercial users, the Regional Transportation District (RTD), the U.S. 36 Mayors and Commissioners Coalition, Adams County, Jefferson County, the City & County of Denver, the City of Arvada, 36 Commuting Solutions and other interested parties. The project offers short- and long-term economic benefits to the region and preserves community vitality and livability.

A Record of Decision (ROD) was signed at the end of 2009. Working with a diverse political coalition, CDOT, in partnership with Project stakeholders, identified a first phase of improvements that would result in construction of managed lanes, implementation of BRT service and the addition of a commuter bikeway for the full length of the corridor at a cost of approximately $550 million. Various funding and financing options for the Project have been identified and analyzed by CDOT/HPTE to enhance the financial feasibility of the Project. CDOT/HPTE has examined opportunities to implement the Project using a phased approach, with several options currently under consideration. It is expected that the Traffic and Revenue Consulting Services will help support the CDOT/HPTE's decision process in identifying a financially viable option to implement.

The final Environmental Impact Statement, Record, of Decision, and other documents related to the US 36 project may be viewed at http://www.coloradodot.info/projects/us36eis.

- **SB 09-108 Deficit Report**

Pursuant to Senate Bill 09-108 (FASTER), the Department compiled a report on the practical effects of the structural deficit between the Department's funding sources and the full cost of meeting the Department's mission and statutory responsibilities. While similar in subject matter to the Transportation Finance and Implementation Panel report, the Structural Deficit report addresses specific directions from the General Assembly and will be updated annually. The report for FY 2009-10 is complete and is available at http://www.coloradodot.info/library/AnnualReports/2010%20Transportation%20Deficit%20Report.pdf/view

- **Denver Union Station**

CDOT is heavily involved in the process of transforming the Denver Union Station (DUS) from a historic intercity train station into a major multimodal hub where commuter rail, regional bus, light rail, and intercity rail intersect. The project will also include a substantial rehabilitation of the historic structure and the construction of several million square feet of commercial development. Although a subset of the FasTraks program, the DUS program is separately managed. CDOT is fully integrated into the project's Management Team and Finance Team, and is a voting member of the Denver Union Station Project Authority. As its contribution to the project, CDOT has committed $16 million of strategic transit funds and is acting as the project's representative of the Federal Highway Administration, which has provided a $40 million Projects of National and Regional Significance earmark for the project. A Design – Build contract with a limited notice to proceed was issued in May 2009; as of August 2010 construction is 18.5 percent complete.

Workload Indicators (State Highway System only)

Measure	Unit	FY 07-08 Actual	FY 08-09 Actual	FY 09-10 Estimate*	FY 2010-11 Estimate*
Roadway maintained	Lane miles	23,106	23,106	23,106	23,106
Roadway usage	Billion Vehicle Miles Traveled	28.8	28.1	27.9	27.6
Roadway condition	% Good or Fair	56%	52%	48%	44%
Roadway striped	Miles of roadway striping	22,540	28,900	31,047	23,587
Snow & Ice removed	Million roadway miles plowed, sanded, deiced	7.2	5.6	6.6	5.85
Snow fence repaired or installed	Linear feet of snow fence	146,823	180,811	180,988	163,729
Fence replaced, repaired or installed	Million Linear feet of fence	17.1	17.4	20.1	16
Trash removal	Cubic yards of trash removed	82,222	117,833	102,532	107,616
Asphalt poured	Tons	248,018	178,887	244,544	198,517
Bridges maintained	Bridges	3,702	3,775	3,751	3,751
Bridge condition	Bridges that need replacement	124	128	132	138
Avalanche management	Avalanches triggered with explosive	500	554	506	551
Avalanche management	Road closure hours	1,128	719	592	859
Avalanche management	Hours mitigating avalanches	8,406	8,845	8,279	8,909

*FY 09-10 and FY 2010-11 estimates based on trend of prior three years' data

COLORADO DEPARTMENT OF TRANSPORTATION

STRATEGIC PLAN

FY 2011-2012 Budget
November 1, 2010

Introduction

The Colorado Department of Transportation (CDOT) presents its strategic plan for Fiscal Year 2012. This plan, based largely upon the Department's anticipated revenue streams for the next fiscal year and beyond, incorporates measures for evaluating performance-based goals that are integrated into CDOT's budgeting and planning processes. The plan is intended to best serve the people of Colorado through effective administration and delivery of transportation-related programs and services.

CDOT has long held that strategic planning is fundamental to good management. Since the mid-1990s the Department has measured and managed its performance to ensure the responsible stewardship of its public resources. Nevertheless, readers will note that the Department's performance in many areas – notably pavement quality and maintenance – is projected to decline. It has been 18 years since CDOT's primary source of revenue, the gas tax, was increased. Over that same timeframe, construction inflation has more than doubled the cost of building and repairing the State's transportation infrastructure.

The proposed FY 2012 budget projects $1.13 billion of revenues for the Department, significantly less than the $1.5 billion approached annually from fiscal years 2008 and 2009. Unless revenues to the Department increase it is anticipated that performance will continue to decline. At currently anticipated revenue levels, in just five years our staff estimates that there will be a(n):

- Decline from 50 percent good and fair condition of pavement to about 35 percent
- Decline from B- maintenance level of service to D
- Stabilization near 95 percent good and fair condition of bridges, with a decline beginning in about 2016
- Continued fatalities per million vehicle miles travelled of about 1.00
- Increase from 17 minutes of average travel delay on congested corridors during peak travel

Pending November ballot initiatives and federal authorization underscore the uncertainty over revenue projections within this strategic plan. The difficult reality is that without additional resources Coloradans should unfortunately expect the condition of many components of their transportation system to continue to deteriorate, even as CDOT strives to improve its administrative efficiency and effectiveness.

Strategic Planning at the Colorado Department of Transportation

The statutory authority for the Colorado Department of Transportation resides within Title 43, Part 1, Colorado Revised Statutes (2010). Article 1 vests the Colorado Transportation Commission with authority over planning, development, and adoption of the annual budget. To guide the strategic planning and budgeting processes, the Commission and Department have adopted mission and visions statements, core values, and operating principles. **Components of the strategic plan,** as required by Section 2-7-202(13)(a) (C.R.S. 2010) commencing with the State budget process for fiscal year 2012-13, **are highlighted in bold**.

The **vision** of the Department is to enhance the quality of life and the environment of the citizens of Colorado by creating an integrated transportation system that focuses on moving people and goods and by offering convenient linkages among modal choices. It accomplishes this by relying on its core values of safety, people, respect, integrity, customer service, and excellence.

CDOT's **mission** is to provide the best multi-modal transportation system for Colorado that most effectively moves people, goods and information. This mission is manifested in part through operating principles within Transportation Commission Policy Directive 13: customer focus, leadership, partnership, integrated regional and Statewide priorities, financial responsibilities, balanced quality of life, environment, accessible connectivity and modal choices, and social responsibility.

From these organizational priorities, the Department establishes mid- to long-term performance goals and objectives. Policy Directive 14 aspires to achieve certain performance levels for the Statewide transportation system, such as maintaining 60 percent of the State highway system's pavement in good or fair condition. But Policy Directive 14 also recognizes that funding often limits CDOT's ability to reach the desired level of performance, and thus sets objectives that are at the time determined to be achievable (e.g. maintain or improve the system-wide pavement condition forecast of 40 percent for 2016). Those realistic objectives are often lower than the desired goals, but help guide annual budget and ongoing program funding decisions.

Policy Directives 13 and 14 were last updated several years ago in preparation of development of the 2035 Long Range Plan. The fiscally constrained objectives and unconstrained goals or visions of Policy Directive 14 parallel the outlook of the 2035 plan, which represents annual revenue projections and resource allocations through fiscal year 2035. The Long Range Plan, currently under revision by CDOT and its local planning partners and scheduled for spring 2011 adoption, is a federally mandated transportation plan with two significant variations – a fiscally constrained projection and an unconstrained vision. But volatility of revenues from year to year complicates the projection of performance over such an extended time horizon. A federally required mid-range plan, the Statewide Transportation Improvement Program (STIP), is revised every *four* years and incorporates projects that the State can reasonably expect to complete with available funding over the next *six*-year period. Through a planning process shared by CDOT and its local partners, projects move forward through the STIP, working toward objectives within the Long Range Plan.

Investment Categories, Goals, and Objectives

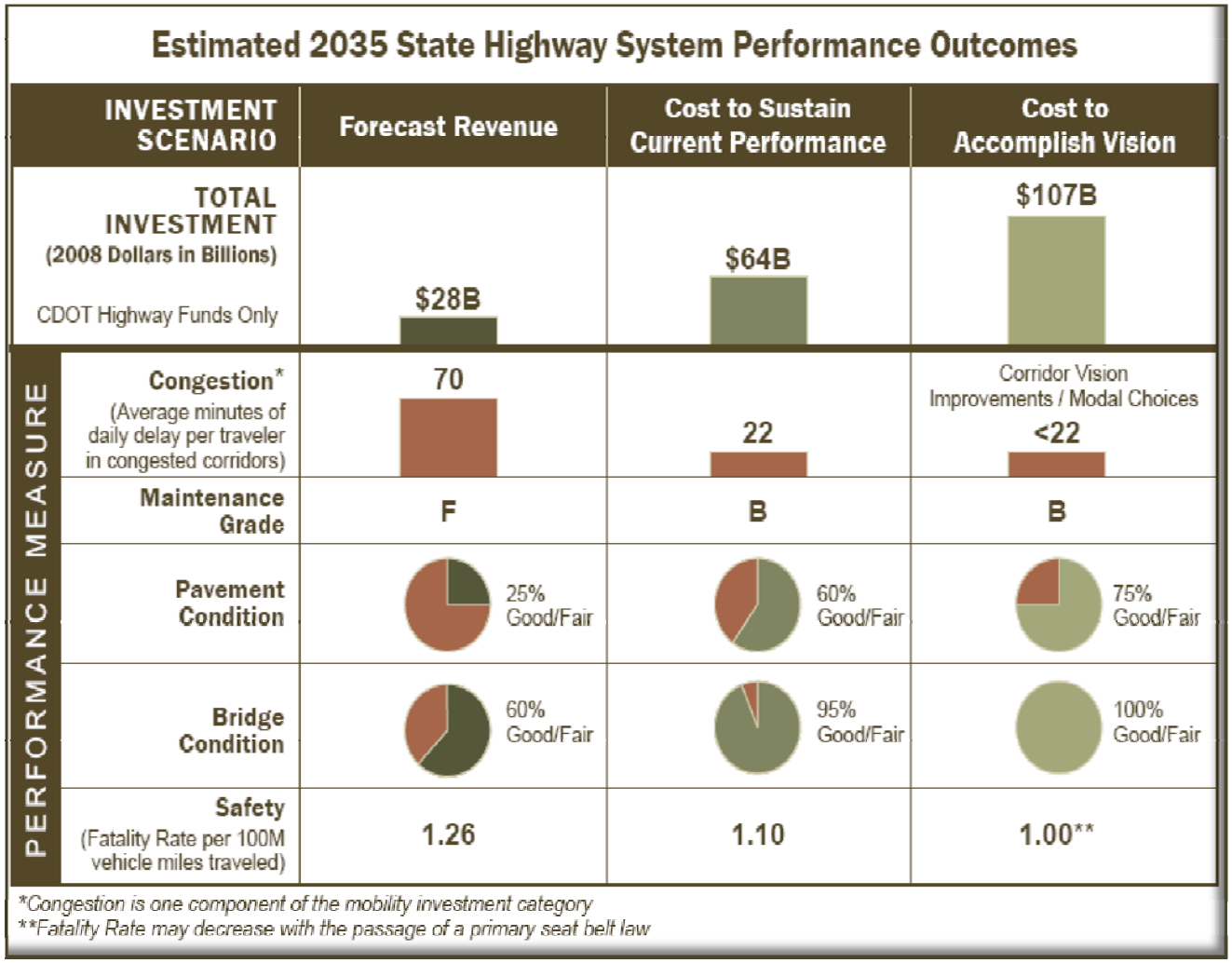
To help guide or influence program budgeting and project funding, the Transportation Commission budgets within investment categories. These four functional categories – safety, mobility, system quality, and program delivery – serve to provide the framework and direction for Colorado transportation and to broadly allocate the resources available to the Department:

- Safety – Services, programs and projects that reduce fatalities, injuries and property damage for system users and providers.
- System Quality – Activities, programs and projects that maintain the physical (integrity/condition) function and aesthetics of the existing transportation infrastructure.
- Mobility – Programs, services and projects that enhance the movement of people, goods and information.
- Program Delivery – Functions that enable the successful delivery of CDOT's programs, projects and services.

Occasionally, certain programs merit distinction from the investment categories. In the fiscal year 2011 budget, FASTER-funded programs and debt service on Transportation Revenue Anticipation Notes were delineated from the four investment categories. Many CDOT projects, such as reconstruction of a bridge and the approaching State highway, may span several CDOT investment categories. Likewise, projects paid for with funds generated by the road safety surcharge enacted in Senate Bill 09-108 always provide significant safety enhancements to the State highway system, yet will almost invariably offer improvements to system quality, mobility, or program delivery. But in reviewing the strategic plan of the Department, one must understand that the performance within any investment category is most often correlated to the availability of total transportation resources.

Goals and objectives within Policy Directive 14 are grouped by these investment categories. The investment category *goals* are aspirational, Department-wide and long term. Many of the goals identify specific desired performance levels that cannot be met with currently anticipated resources. The investment category *objectives* are specific, measurable, achievable (at adoption), results-oriented, and time-bound. The objectives focus Department efforts and actions on performance that is achievable with available resources. The difference between the performance goals and objectives, depicted in Figure 1 below from the 2035 Long Range Plan, illustrates the gap between the desired level of performance and the reasonably achievable performance based upon anticipated resources as adopted by the Transportation Commission during 2008-2035 resource allocation.

Figure 1 – Select 2035 Long Range Plan Forecasted Revenues against Performance



Estimated 2035 State Highway System Performance Outcomes

INVESTMENT SCENARIO	Forecast Revenue	Cost to Sustain Current Performance	Cost to Accomplish Vision
TOTAL INVESTMENT (2008 Dollars in Billions) CDOT Highway Funds Only	$28B	$64B	$107B
PERFORMANCE MEASURE: Congestion* (Average minutes of daily delay per traveler in congested corridors)	70	22	Corridor Vision Improvements / Modal Choices <22
Maintenance Grade	F	B	B
Pavement Condition	25% Good/Fair	60% Good/Fair	75% Good/Fair
Bridge Condition	60% Good/Fair	95% Good/Fair	100% Good/Fair
Safety (Fatality Rate per 100M vehicle miles traveled)	1.26	1.10	1.00**

*Congestion is one component of the mobility investment category
**Fatality Rate may decrease with the passage of a primary seat belt law

Performance-Based Budgeting and Performance Measurement

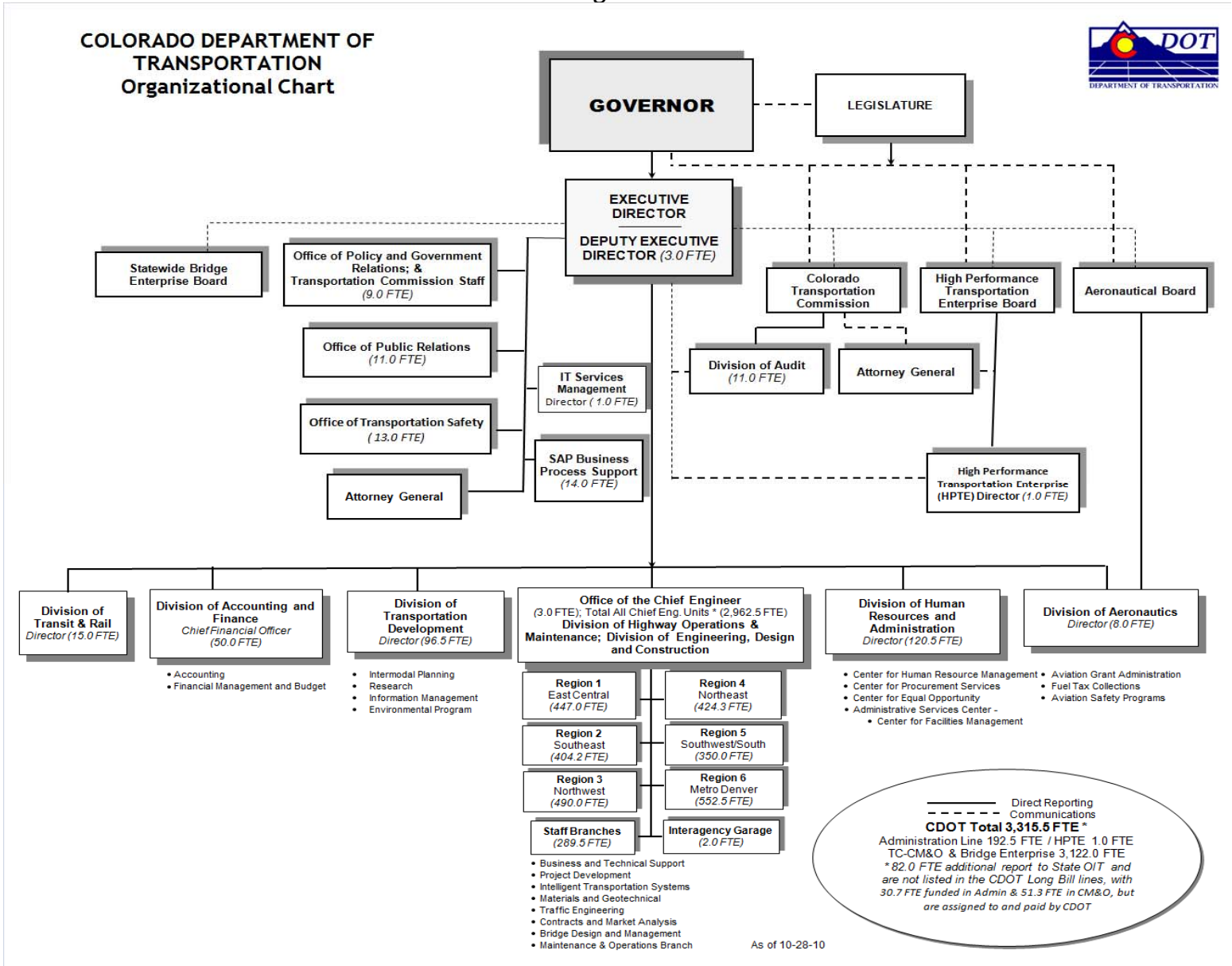
The strategic plan shows the impact of management strategies and funding, and links funding in the Department's budget to the results of that funding. Successful strategic planning therefore requires **performance measures** that provide accurate and timely information. CDOT uses performance measures to recognize success and illuminate opportunities for improvement. This strategic plan includes a summary of goals, objectives, and performance measures for each investment level category. Annual **performance-based goals** or **benchmarks** are identified for each performance measure to link funding decisions made through the budgeting process and to evaluate CDOT's performance after the year has ended.

It is important to again note that the Department's long-term goals and objectives are established by the Transportation Commission through Policy Directive 14. This directive is revisited less than annually, usually in conjunction with long-range planning. Thus, long-term goals and objectives often vary from the annual performance-based goals or benchmarks established during budget development. Where benchmarks are not reset annually, Policy Directive 14 objectives are stated and/or interpolated in this report.

In addition to this strategic plan, CDOT annually publishes an Annual Performance Report that details the achievements of the State's transportation system over the prior fiscal year and notes whether annual targets were met. Pursuant to House Bill 10-1119 and beginning in 2012, the Office of State Planning and Budgeting shall publish each December 1 an annual performance report that will include the Department of Transportation. For current and past CDOT Annual Performance Reports, please refer to the CDOT library at http://www.coloradodot.info/library/AnnualReports.

For reference, Figure 2 below depicts the Department's allocation of full-time equivalent employees.

Figure 2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• Traffic Engineering
• Contracts and Market Analysis
• Bridge Design and Management
• Maintenance & Operations Branch
Division of Human Resources and Administration Director (120.5 FTE)
• Center for Human Resource Management
• Center for Procurement Services
• Center for Equal Opportunity
• Administrative Services Center -
• Center for Facilities Management
Division of Aeronautics Director (8.0 FTE)
• Aviation Grant Administration
• Fuel Tax Collections
• Aviation Safety Programs
Direct Reporting
Communications
CDOT Total 3,315.5 FTE *
Administration Line 192.5 FTE / HPTE 1.0 FTE
TC-CM&O & Bridge Enterprise 3,122.0 FTE
* 82.0 FTE additional report to State OIT and are not listed in the CDOT Long Bill lines, with 30.7 FTE funded in Admin & 51.3 FTE in CM&O, but are assigned to and paid by CDOT
As of 10-28-10

I. SAFETY

Services, programs and projects that reduce fatalities, injuries and property damage for all users and providers of the system.

The investment category includes two areas of focus. The first focus area includes those programs used to influence driver behavior. The second area focuses on highway improvements to increase the safety of transportation workers and the public.

Long-Range Goals (Long-range goals are aspirational, and derived from Transportation Commission Policy Directive 14.)**:**

- To create, promote and maintain a safe and secure transportation system and work environment
- Increase absolute investment in safety and accelerate completion of strategic projects
- Achieve a 1.00 fatality rate per 100 million vehicle miles traveled

Objective (Also derived from Policy Directive 14, objectives were deemed attainable based on revenues projected in development of the 2035 Long Range Plan.): Maintain federal goals for vehicle crash fatalities.

Performance Measure	Outcome	FY 2008-09 Actual	FY 2009-10 Actual	FY 2010-11 Approp.	FY 2011-12 Request	FY 2015-16 Forecast
Statewide motor vehicle fatality rate per 100 million vehicle miles traveled	Benchmark / Performance Goal	1.00	1.00	1.00	1.00	1.00
	Actual	.99	<1.00	Avail. Oct. 2011	Avail. Oct 2012	Avail. Oct 2016

Strategy: Providing a safe and secure transportation system to the traveling public is among CDOT's highest priorities. The mission of CDOT's Safety and Traffic Engineering programs is to reduce the incidence and severity of motor vehicle crashes and the associated human and economic loss.

Evaluation of Current Performance: In 2009, 464 people were killed in traffic crashes in Colorado, a 15 percent decline from 2008. 2009 marked the first time fatalities dropped below 500 since 1988 when 497 people were killed. Colorado has experienced a steady decline in motor vehicle fatalities since a recent peak of 743 deaths in 2002, despite an increase of nearly 4,200 million vehicle miles traveled in 2008 compared to 2002. Colorado's reduction in motor vehicle fatalities over the past decade has been among the best in the nation and stands as one of the Department's proudest accomplishments.

Education has been a huge factor in saving lives, but there have also been great advances in engineering that have made our roadways safer. Everything from the installation of rumble strips and cable medians to targeted safety improvements on roadways identified as high accident locations have prevented crashes or significantly increased the chances of surviving if one occurs.

The passage of traffic safety legislation has also played a role in reducing fatalities. For example, Colorado's Graduated Driver Licensing (GDL) laws, which set limits and requirements on new teen drivers, are credited with helping reduce by half the number of young people age 15 to 20 killed in crashes each year.

Safety experts are exploring ways that current laws can be strengthened to save additional lives, including increasing the required age for booster seats, expanding GDL laws, and passing a primary seat belt law in Colorado. Currently, adult drivers can be ticketed for violating the seat belt law only if they are stopped for another traffic violation first.

For FY 2012, CDOT has preliminarily budgeted $92.2 million of FASTER Safety funds that will be invested in projects with significant safety elements. The Department remains hopeful it can optimize use of FASTER-Safety dollars and continue behavior campaigns that will work toward achieving its fatality benchmark. In September CDOT reported that 47 people were killed this summer in alcohol-related crashes, compared to 55 the prior summer. DUI arrests made during special summer enforcement periods were also down 12% from 3,531 in 2009 to 3,111 DUI arrests this summer. The “100 Days of Heat” campaign, law enforcement’s Statewide summer crackdown on drunk driving, has contributed to the decline in deaths by taking impaired drivers off the roadways and serving as a deterrent to others who are tempted to drink and drive.

In addition to fatalities, the Department tracks a number of other accident data and establishes objectives related to many types of accidents. For additional information related to accident prevention and reporting, please refer to the Department’s Annual Performance Report, available at http://www.coloradodot.info/library/AnnualReports.

Objective: Reduce the annual workplace accident rate by 10 percent per year.

Performance Measure	**Outcome**	**FY 2008-09 Actual**	**FY 2009-10 Actual**	**FY 2010-11 Approp.**	**FY 2011-12 Request**	**FY 2015-16 Forecast**
Number of Workers’ Compensation Claims	Benchmark	408	333	-10% from FY 2009-10	-10% from FY 2010-11	-10% from FY 2014-15
	Actual	370	<370	Avail. Oct. 2011	Avail. Oct 2012	Avail. Oct 2016

Strategy: The Department values the safety of its employees as much as it values the safety of the traveling public. A number of education and training programs are mandated in an effort to reduce workers' compensation claims each year.

Evaluation of Current Performance: The Department reports in its Safety Action Plan for FY 2011 that annual workplace accidents fell from 2009's level of 370, but final counts have not yet been reported. Most CDOT injuries occur to maintenance workers, primarily to the lower back, shoulders, and legs. Fortunately, the severity of these injuries is trending down. CDOT's worker safety performance still has room for improvement. Approximately 11 percent of the Department's work force is injured every year. Sixty-eight percent of all worker injuries occur in the maintenance worker positions. Sprains, strains and contusions are the most common maintenance workers injuries. Because only 10 percent of workplace injuries are caused by faulty equipment, it is important that employees realize safety is their responsibility. The safety group at CDOT manages education and training programs to help Department employees be safe and minimize the number of accidents occurring on the job.

Incident rates for on-the-job injuries continue to trend down as a result of many improvements to the Department's employee safety programs. Winter and summer employee safety campaigns such as the 100 Safe Days of Summer have shown impressive results in reducing workplace accidents.

II. SYSTEM QUALITY

Activities, programs and projects that maintain the physical (integrity/condition) function and aesthetics of the existing transportation system

System Quality includes all programs that maintain the functionality and aesthetics of the existing transportation infrastructure at Transportation Commission defined service levels. This investment category primarily includes the Department's maintenance activities on the highway system, right-of-way, and bridge program. In addition to highway maintenance, the investment category includes maintenance activities for airports and the preservation of railroad rights-of-way for transportation uses.

Long-Range Goals:

- Cost effectively maintain the quality and serviceability of the physical transportation infrastructure
- Increase absolute investment in system quality and accelerate completion of strategic projects
- Achieve 60 percent good/fair pavement condition system wide
- Achieve 95 percent good/fair bridge deck area condition system-wide
- Achieve a B maintenance level of service grade for system quality measures

Objective: Maintain or improve the system-wide pavement condition forecast for 2016 of 40 percent good/fair condition, based on initial 2008-2035 Resource Allocation.

Performance Measure	Outcome	FY 2008-09 Actual	FY 2009-10 Actual	FY 2010-11 Approp.	FY 2011-12 Request	FY 2015-16 Forecast
Percent of pavement in good/fair condition	Benchmark	50.0%	46.0%	42.0%	42.0%	~35%
	Actual	50.0%	48.0%	Avail. Oct. 2011	Avail. Oct. 2012	Avail. Oct 2016

Strategy: Dedicate sufficient resources to prevent accelerated deterioration of the State highway system.

Evaluation of Current Performance: CDOT's surface treatment program is generally able to achieve the target established by the Transportation Commission at the beginning of each year. The annual target continues to be established each year at a level lower than the prior year's actual level, which is indicative of the continued system deterioration caused by insufficient investment in surface treatment. Pavement maintenance is generally provided from discretionary CDOT funds. Just less than one half of CDOT's funds are restricted (e.g. FASTER-Bridge funds are dedicated for bridges by state legislation, federally earmarked funds are dedicated for certain significant

improvement projects, etc.). This leaves the commission with about $500 million of resources to allocate as it deems appropriate. Pavement has historically received about $100 million of these discretionary funds, an amount which is insufficient to maintain current quality and drivability of the State highway system. Without increased discretionary funding, this performance can only continue to deteriorate as surface treatment costs continue to escalate.

The primary measure of pavement quality is the percent of pavement Statewide that is in good or fair condition. The Department evaluates the condition of highway pavement based on how many years remain before reconstruction is necessary. A *good* condition rating means there is a remaining service life of 11 or more years; a *fair* rating indicates a remaining service life of 6 through 10 years; and, a *poor* evaluation represents a remaining service life of less than 6 years. A 46 percent good or fair condition objective was established for FY 2010. CDOT was able to surpass the objective and achieve a good or fair condition on 48 percent of its highways. The ability to exceed last year's objective is primarily attributed to additional funding through the ARRA program.

Monitoring pavement conditions during the next several years is critical as conditions will continue to deteriorate, given projected funding levels. Based on revenue forecasts, the overall good/fair condition Statewide is projected to drop to 35 percent by 2016. Through the Pavement Management Program, CDOT ensures that it utilizes its limited surface treatment funds cost effectively and responsibly but the investment in the surface treatment program is insufficient to maintain the current condition of the State highway system's surface.

Objective: Maintain or improve the system-wide major vehicular bridge deck area condition forecast for 2016 of 83 percent good/fair condition, based on initial 2008-2035 Resource Allocation.

Performance Measure	**Outcome**	**FY 2008-09 Actual**	**FY 2009-10 Actual**	**FY 2010-11 Approp.**	**FY 2011-12 Request**	**FY 2015-16 Forecast**
Percent of major vehicular bridge deck area in good/fair condition	Benchmark	92.5%	94.4%	94.8%	~95.0%	~95.0%
	Actual	94.4%	94.5%	Avail. Oct. 2011	Avail. Oct. 2012	Avail. Oct 2016

Strategy: As with Pavement, the Transportation Commission annually resets its target for each year's Bridge performance level based on allocated funding. Policy Directive 14 had established a long-range objective of maintaining 83 percent good/fair condition by 2016. Recent developments in funding for bridges, including passage of FASTER, have enabled the commission to establish annual objectives that demonstrate a slower deterioration than was forecasted with Policy Directive 14.

Evaluation of Current Performance: CDOT exceeded its objective for FY 2010 and has established an objective for FY 2011 higher than would have been possible without legislative action in the 2009 legislative session. The improved projection to 2016 can be partly attributed to advancements in and increased Transportation Commission commitment to bridge repair, but largely to passage of FASTER legislation.

CDOT reports major vehicular bridge condition by the percent of bridge deck area statewide in good or fair condition. The National Bridge Inventory standards established by the Federal Highway Administration are used to inventory and classify the condition of the major vehicular bridges. The classification is based on a sufficiency rating of 0-100 and a status of not deficient, functionally obsolete, or structurally deficient. Major vehicular bridges in poor condition have a sufficiency rating less than 50 and status of structurally deficient or functionally obsolete. Bridges in Poor condition do not meet all safety and geometry standards and require reactive maintenance to ensure their safe service. For the purpose of determining bridge-funding needs it is assumed that bridges in poor condition have exceeded their economically viable service life and require replacement or major rehabilitation. Major vehicular bridges in fair condition have a sufficiency rating from 50 to 80 and a status of structurally deficient or functionally obsolete. Bridges in Fair condition marginally satisfy safety and geometry standards and require either preventative maintenance or rehabilitation. Major vehicular bridges in good condition are all remaining major bridges that do not meet the criteria for Poor or Fair. Bridges in good condition generally meet all safety and geometry standards and typically only require preventative maintenance. A bridge is structurally deficient if it does not meet minimum standards for condition or capacity. A structurally deficient bridge often has one or more members in poor condition due to deterioration or other damage. Having only a small portion of a bridge in poor condition can result in the entire bridge being classified as structurally deficient. Structurally deficient bridges require monitoring, maintenance, or repair to ensure their safe use and continued service. A bridge is functionally obsolete if it does meet current minimum geometric requirements. Bridges classified as functionally obsolete often have inadequate roadway shoulders, insufficient number of lanes to handle current traffic volumes, overhead clearances less than minimums, or inadequate widths for roadways or streams passing underneath. Functional obsolete bridges may need signage (e.g. vertical clearance signs), reduced speeds, or traffic control devices (e.g. additional guardrails) to ensure safety.

Currently, 94.5 percent of the bridge deck area Statewide is in good or fair condition, meeting the Department's annual target of 94.4 percent. At the close of FY 2010, 127 of 3,447 major vehicular bridges were in the poor category. Each year, deteriorating bridges fall into the poor category and each year repairs and replacements improve bridges from the poor category to the good or fair category. $1.49 billion is needed to replace the bridges currently in poor condition which includes $800 million for the I-70 viaduct.

Bridges in poor condition are a major concern in the long-term. A one percent Statewide increase in "poor" deck area results in a $150 million liability for the Department to rehabilitate or reconstruct that bridge area. Senate Bill 09-108 (FASTER) established the Bridge Enterprise and is projected to generate more than $100 million in bridge safety and other surcharges, with $114.8 million preliminarily budgeted for FY 2012. This influx of revenue is projected to slow the deterioration of our bridges so that approximately 95 percent of total deck area will be in good or fair condition by 2016. The Colorado Bridge Enterprise, which was created in FASTER and now maintains ownership of Colorado's poor bridges, is currently pursuing bonding which would further improve *short-term* bridge conditions.

Objective: Meet or exceed the adopted annual maintenance level of service grade.

Performance Measure	Outcome	FY 2008-09 Actual	FY 2009-10 Actual	FY 2010-11 Approp.	FY 2011-12 Request	FY 2015-16 Forecast
Annual maintenance level of service average grade	Benchmark	C+	C+	C	B-	<B-
	Actual	B-	B-	Avail. Oct. 2011	Avail. Oct. 2012	Avail. Oct 2016

Strategy: CDOT uses an extensive Maintenance Levels of Service (MLOS) budgeting system to allocate funds and evaluate all maintenance activities performed throughout the state for a given fiscal year. The main objective of MLOS is to establish an overall target level of service while staying within allocated budget dollars. Levels of service communicate targets for accomplishment inside and outside the agency. When planned levels of service are compared to actual service levels accomplished, a basis of accountability is established. Relationships between levels of service and cost enable CDOT to evaluate the impacts of different funding levels, analyze tradeoffs in resource allocation, and monitor planned versus actual accomplishments against expenditures. The achieved LOS is determined through extensive surveys of approximately 700 randomly selected highway segments throughout the state. There are several surveys conducted throughout the fiscal year that evaluate CDOT's infrastructure and how well it was maintained.

Evaluation of Current Performance: The overall statewide Maintenance Levels of Service grade is presently a B-. The primary factor in exceeding the objective grade of C+ was favorable weather conditions in early winter for certain maintenance sections, allowing them to exceed target levels of service for *non-snow* related maintenance activities. The Statewide overall maintenance objective and actual grades over a seven year period range from a C to a B+. The steady grades reflect a carefully administered maintenance management system. The decrease to a C benchmark in FY 2011 is the result of (1) budgeted dollars not keeping up with the rising costs of fuel and materials, inflation and increasing needs for bridge maintenance activities and (2) the impact of prior heavy winters on the projected cost of maintaining the system.

III. MOBILITY

Programs, services and projects that provide for the movement of people, goods and information

The activities within this investment category address issues that impact movement. Quality of movement, accessibility to transportation, reliability of the system, connectivity of one system to another system, and environmental stewardship are all aspects of the mobility category. The programs used to address mobility include the highway performance program, alternate modes, facility management, travel demand management, and road closures program.

Long-Range Goals:

- Maintain or improve the operational capacity of the transportation system
- Increase integration of the transportation system modal choices
- Increase absolute investment in mobility and accelerate completion of strategic projects
- Maintain an average of 22 minutes of delay per traveler in congested corridors
- Achieve an A maintenance level of service grade for Snow and Ice Control

Objective: Reduce the projected growth rate in minutes of delay per traveler in congested corridors below the forecast for 2016 of 44 minutes of delay based on a straight-line 2008-2035 Resource Allocation (from 22 minutes in 2005 to 70 minutes in 2035).

Performance Measure	Outcome	FY 2008-09 Actual	FY 2009-10 Actual	FY 2010-11 Approp.	FY 2011-12 Request	FY 2015-16 Forecast
Travel time delay in congested corridors (minutes of delay per person)	Benchmark	29.7	31.2	32.8	34.3	43.7
	Actual	17	Avail. May 2011	Avail. May 2012	Avail. May 2013	Avail. May 2017

Strategy: The Department's primary measure of mobility is minutes of delay per traveler in congested state highway segments. Travel time delay is the difference between the travel time on highways at the free flow speed and the time it takes to travel with heavy traffic. Since the last increase in fuel tax, population growth and growth in vehicle miles traveled, particularly among the trucking industry, has accelerated much more rapidly than revenues. The Department has therefore endeavored not to reduce congestion, but slow the rate of its increase. Gradually over the past several decades the strategy for accomplishing this has shifted from adding highway lane capacity to changing traveling behavior.

Evaluation of Current Performance: In calendar year 2009, the average travel time delay was calculated at 17 minutes per person. While the TREX project in Denver and COSMIX project in Colorado Springs added slightly to lane capacity in Colorado, this decrease from 22 minutes calculated in 2005 is due primarily to (1) increased gas prices and (2) individual motorist economic conditions, both resulting in fewer vehicle miles traveled. The additional capacity eases congestion only in the short term without change in traveler behavior; the benefit of having new lanes erodes as traffic fills up the additional highway capacity. The increased fuel prices and slowing economy worked to CDOT's benefit in reducing travel time delays. Whether this is a short-term trend or a long-term shift remains to be determined.

When CDOT developed its 2035 Long Range Plan, delay had been projected to be 70 minutes per traveler in 2035 (from 22 minutes in 2005) with no additional highway capacity improvements. The TREX project was designed to accommodate future growth by incorporating light rail and bus transit as well as encouraging pedestrian and bicycle travel to the light rail stations. More recent forecasts anticipate an increase to 42 minutes in 2027, which would extrapolate to about 52 minutes in 2035.

Over 90 percent of total congestion delay occurs on urban highways during the weekday commute, and the remainder occurs on highways in recreational travel corridors during peak weekend traffic. Seventy-one corridors around the state have been identified as congested. As expected, most congestion occurs in and around the major metropolitan areas: Denver, Colorado Springs and Fort Collins. Congested recreational highways are located on part of I-70 West and near Estes Park, Winter Park, Breckenridge and Durango.

Adding capacity is only one method of managing congestion. Congestion can be reduced through many other measures, such as moving vehicle commuters to transit, encouraging different work schedule practices such as flex time or staggered start times, and providing travelers with real-time information on the status of the route ahead of them.

Objective: Maintain the snow & ice maintenance level of service grade at the adopted annual grade.

Performance Measure	**Outcome**	**FY 2008-09 Actual**	**FY 2009-10 Actual**	**FY 2010-11 Approp.**	**FY 2011-12 Request**	**FY 2015-16 Forecast**
Snow & ice Maintenance Levels of Service (MLOS) grade	Benchmark	B-	B	B	B-	Avail. Oct. 2014
	Actual	C+	C+	Avail. Oct. 2011	Avail. Oct. 2012	Avail. Oct. 2016

Strategy: Each year an analysis is performed based on a five-year average of materials, plow miles, and total dollars spent in maintenance activity 402 (Snow Removal and Traction Application). The objectives of these analyses are as follows:

- To assess the variation in costs and accomplishments among the five years, as a way of gauging differences in weather that affect the demand for winter maintenance;
- To test the effect of average annual daily traffic (AADT) on winter maintenance policy, work accomplishment, and costs;
- To analyze historical trends in winter maintenance work accomplishments and costs with the purpose of determining a "standard winter" for budgeting.

Evaluation of Current Performance: CDOT did not meet the benchmark objective of B for fiscal year 2010. Trends in surveyed conditions, maintenance costs, and performance measures with respect to levels of service are meaningful if other factors that may affect road conditions are stable over time. But with winter maintenance, this stability cannot be guaranteed. Storms vary widely based upon timing, intensity, duration of the storm, temperature and wind conditions, nature of the precipitation, and other factors. This all can affect highway conditions, snow and ice materials required, and the cost to maintain the performance level. In 2008, CDOT revised the winter maintenance policy of plowing roads that have an AADT of less than 1,000 only between the hours of 5:00 am and 7:00 pm. Our survey procedure however, had not taken this into account, and this resulted in lower than anticipated survey scores on some roadways. The maintenance and operations branch is revising the survey form to take this policy into account which should result in improved performance in years to come, if funding levels and costs can remain stable.

IV. PROGRAM DELIVERY

Functions that enable the delivery of CDOT's programs, projects and services

Although the programs and services within this investment category do not directly result in tangible transportation projects, they are the foundation for delivery of all of the other investment categories.

Long-Range Goals:

- Deliver high quality programs, projects and services in an effective and efficient manner
- Deliver all programs and projects on time and within budget
- Accelerate completion of the remaining strategic projects
- Increase investment in strategic projects

Objective: Improve year over year percent of projects advertised within 30 days of the target advertisement date established on July 1st of the fiscal year. (Note: For fiscal year 2011 and beyond, the Chief Engineer has revised the annual benchmark to 80 percent from a prior benchmark of achieving the previous year's actual level.)

Performance Measure	Outcome	FY 2008-09 Actual	FY 2009-10 Actual	FY 2010-11 Approp.	FY 2011-12 Request	FY 2015-16 Forecast
Percent of CDOT projects advertised within 30 days of the Ad dates established on 7/1 of fiscal year	Benchmark	>60.9 %	>65.9%	80%	80%	80%
	Actual	65.9%	68.0%	Avail Oct. 2011	Avail Oct. 2012	Avail. Oct. 2016

Strategy: Delivering projects on-time is one measure of the Department's ability to effectively manage resources. Projects occur in two phases: design and construction. CDOT designs the majority of its projects in house and then solicits bids for the construction phase from contractors. At the beginning of the fiscal year the Department establishes projected completion dates or ad dates for projects to be designed in the coming year. When all design work has been completed a project is ready to be advertised for construction bids. One measure of Department efficiency is the percent of projects that meet their planned advertisement dates ("ad dates") that were established at the beginning of the fiscal year.

CDOT strives to improve this measure each year, tracking each project's planned and actual ad date. In addition to tracking this measure of project delivery, CDOT is preparing to report, through its Annual Performance Report, On Time and On Budget measures for the construction program beginning in FY 2011.

Evaluation of Current Performance: On-time advertising regressed in FY 2008 but rebounded in FY 2009 and continued to improve in FY 2010. Many factors impact this measure, including large sudden influxes of funding and the resources of the Department's procurement unit. FY 2010 saw advertised a number of ARRA projects that required rapid timelines in order to meet federal regulations. Colorado jumped at this new stimulus funding and during the week of May 11th, just six weeks after receiving its apportionment, met the 50% goal by obligating $141 million in 30 projects, placing itself in the top 25 states to do so. By June 30th, CDOT had obligated 59 projects worth $211 million (49% more than required). While all states met the June 30 goal making no redistribution funds available, Colorado received accolades in meeting its goal so early by several organizations, including auditing agencies.

Objective: Meet or exceed the Department's annual Disadvantaged Business Enterprise (DBE) goals

Performance Measure	**Outcome**	**FY 2008-09 Actual**	**FY 2009-10 Actual**	**FY 2010-11 Approp.**	**FY 2011-12 Request**	**FY 2015-16 Forecast**
Percent Disadvantaged Business Enterprise participation	Benchmark	12.8%	12.8%	13.3%	Avail. Aug. 2011	Avail. Aug. 2015
	Actual	10.3%	Avail. Nov. 2010	Avail Nov. 2011	Avail Nov. 2011	Avail. Nov. 2016

Strategy: In setting the overall annual goal for the Department, the United States Department of Transportation (USDOT) requires that the goal setting process begin with a base figure for the relative availability of DBEs. The overall goal must be based on demonstrable evidence of the availability of ready, willing, and able DBEs relative to all businesses ready, willing, and able to participate on USDOT-assisted contracts. CDOT sets an annual objective percentage of DBE participation in construction projects.

Evaluation of Current Performance: In Federal Fiscal 2009 (the last year for which complete data is available), CDOT achieved 10.3 percent participation, missing a 12.8 percent objective but meeting the minimum federal requirement of 10 percent. CDOT provides technical assistance, training and project-specific outreach to the contracting community in support of achieving DBE objectives.

Objective: Have no environmental compliance violations

Performance Measure	Outcome	FY 2008-09 Actual	FY 2009-10 Actual	FY 2010-11 Approp.	FY 2011-12 Request	FY 2015-16 Forecast
Number of environmental compliance violations	Benchmark	0	0	0	0	0
	Actual	1	0	Avail Oct. 2011	Avail Oct. 2012	Avail. Oct. 2016

Strategy: Achieving a perfect record on this measure is critical and entails mostly proactive mitigation of project area water discharge so that water quality is not impacted by a project.

Evaluation of Current Performance: CDOT received one notice of violation in FY 2009.

CDOT obtains permits from the Colorado Department of Public Health and Environment (CDPHE) to discharge stormwater from roadway projects. The permit states that only stormwater (and a few other allowable discharges, like landscape irrigation overflow) can be discharged from CDOT's ROW into State Waters. Pollutants, such as dirt, fertilizers, pesticides, oil and grease, and antifreeze must be prevented as much as practicable from entering State Waters by the diligent use of Best Management Practices.

CDOT also has a Municipal Separate Stormsewer System Permit (MS4). This is a permit that requires several different programs be in place to ensure the amount of pollutants entering the storm drain system is reduced. Those programs include::

- Construction sites program;
- New development and redevelopment program;
- Illicit discharges program;
- Industrial facilities program;
- Public education and involvement program;
- Pollution prevention and good housekeeping program; and
- Wet weather monitoring program.

CDOT is increasing its control measures to include accountability at additional levels in order to proactively secure a site against significant storm events and to respond more quickly to findings with prompt action steps.

Appendix to the Strategic Plan:

Levels of Service Definitions

Roadway Surface

A The structure, smoothness, and durability of the pavement surface are excellent. The surface is free of potholes and exhibits little or no cracking. Past repairs (e.g., patches, sealed cracks) are in excellent condition. There is little or no drop-off from the pavement or shoulder edge. Surface materials properties have not degraded.

B The pavement is in overall good structural condition, offers a satisfactory ride, and exhibits sound materials quality. Occurrences of distress such as cracking, potholes, rutting, and materials problems are infrequent and minor. Past repairs are in good condition, with limited need for rework. Edge drop-offs are infrequent.

C Pavement shows moderate problems with structural deterioration (e.g., cracking, potholes, past repairs), ride quality (excessive rutting, roughness, edge drop-off), or materials degradation (oxidation of asphalt surface, flushing / bleeding, or loss of material through raveling).

D Pavement deterioration is significant, with up to half of the pavement area exhibiting one or more types of serious distress: structural deterioration (e.g., large areas or numbers of cracks, potholes), ride quality (e.g., deep ruts, surface roughness, edge drop-off), and materials degradation. Surface condition may affect speed and vehicle handling.

F Pavement is deteriorated over more than half its area. The integrity of the surface and the ride quality it offers are degraded by extensive damage (cracking, potholes), deformation (rutting, roughness), degradation of the asphalt concrete (raveling, flushing / bleeding, or oxidation), or edge drop-off. Speed and vehicle handling likely affected.

Roadside Facilities

A Condition of drainage inlets, structures, and ditches, right-of-way fences, roadside slopes, and noise walls is excellent, with no damage or defacement. Drainage inlets and ditches are free of debris. Very few or no effects of slope failures or washouts have affected the road in the past year. There is no litter or debris on travel way or shoulder.

B Roadside facilities show only minor deterioration. Blockages of drainage inlets and ditches are infrequent. Maintenance of fencing or of sound walls is needed in only a few locations. There are scattered pieces of litter or occasional roadway / shoulder debris. A small number of slope failures / washouts affect the road annually.

C Roadside facilities show moderate deterioration. Several drainage structures are blocked with silt or debris. Fencing or sound walls require maintenance at a number of locations. Slope failures / washouts affect road availability. Limited patches of litter or sand or debris on the travel way or shoulder occur.

D A significant level of deterioration has occurred in roadside facilities, including blocked or silted drainage features, damaged right-of-way fencing, damaged or defaced sound walls, and a high annual frequency of slope failures and washouts. There are several patches of unsightly litter or sand / debris on the travel way / shoulder.

F More than half of roadside facilities require maintenance. The condition and intended functions of these facilities are impeded by extensive blockages of drainage inlets and roadside ditches, damaged fencing, damaged or defaced sound walls, or frequent slope failures / washouts. A lot of sand, debris, and litter cover the road and roadside.

Roadside Appearance

A Road appearance is excellent, characterized by well tended landscaping and vegetation, grass mowing at intended locations and schedules, and absence of noxious weeds.

B Road appearance is superior, with only infrequent or minor instances of unkempt or infested landscaping and other vegetation, grass requiring mowing, or scattered occurrences of noxious weeds.

C Appearance overall is good, but with one or more of the following problems: grass requiring mowing; selected areas of landscaping or vegetation requiring trimming or treatment; and locations where noxious weeds are present.

D A significant number of items detract from road appearance, including high grass requiring mowing, a number of landscaped or vegetated areas requiring trimming or treatment, and noxious weeds affecting up to half of road length.

F Road appearance is extensively degraded by situations such as excessively high grass requiring mowing, landscaping and vegetation requiring trimming or treatment, and noxious weeds affecting most of the road length.

Structure Maintenance

A Maintenance items of bridges are in excellent condition. Decks, deck features, and weep holes are clean. Deck, curbs, expansion joints, and railings are in good condition with all defects repaired. Bearings are clean and serviced. Paint coating on bridge steel is intact. Bridge structure, approaches, and slopes do not require maintenance.

B Maintenance items of bridges are in superior condition. Decks, deck features, and weep holes are mostly clean, with little debris or need for washing. Minor or infrequent defects occur in deck surface, railings, expansion joints, structure, approaches, or slopes. A small percentage of bearings and of painted steel require maintenance.

C Maintenance items of bridges are in good condition, but some features require work:
e.g., cleaning or washing of decks, curbs, and weep holes; patching of deck surface; and repair, servicing, or painting of expansion devices, railings, bearings, structural members, approaches, or slopes.

D A significant number of bridge features require maintenance. Decks, deck features, and weep holes must be cleaned or washed. Decks, curbs, expansion joints, or railings may impede use and require repair. Bearings must be cleaned and serviced. Bridge steel requires painting. Bridge structure, approaches, and slopes need repair.

F An extensive number of bridge features require maintenance of potentially major distress. Decks, curbs, expansion joints, or railings require repair and may pose a safety hazard. Bearings must be cleaned and serviced. Bridge steel requires painting to allay structural deterioration. Bridge structure, approaches, and slopes need repair.

Snow & Ice Control

A Plowing and chemicals or abrasives applications proactively maintain very high levels of mobility throughout storms (refer to accompanying tables). Snow drifts and localized ice patches are treated quickly to avoid closures and hazards. Proactive avalanche control minimizes traffic interruptions and avoids unanticipated road closures.

B Plowing and abrasives or chemicals applications maintain high levels of mobility as much as possible (refer to accompanying tables). Snow drifts and localized ice patches may be treated during storm with abrasives or chemicals. Proactive avalanche control minimizes traffic interruptions and avoids unanticipated road closures.

C Plowing and abrasives or chemicals applications maintain good levels of mobility on high-standard roads (refer to accompanying tables). Snow drifts and localized ice patches are treated as soon as possible at end of storm. Avalanche control focuses on high-priority locations and situations.

D Plowing and abrasives or chemicals applications are performed on limited basis and some traffic delays are anticipated on all roads (refer to accompanying tables). Snow drifts and localized ice patches are treated after mainline roads are cleared. Limited avalanche control is performed. Chain station operation may be scaled back.

F Plowing and abrasives or chemicals applications are performed on very limited basis, impairing mobility on all roads (refer to accompanying tables). Snow drifts and localized ice patches may not be treated for some time. No preventive avalanche control is performed. Chain station operations are scaled back or suspended.

Major Tunnels

A Condition of the tunnel structure is excellent. Operation of electrical, electronic, and mechanical systems is highly reliable. Inspections and repairs are performed on schedule. Response to incidents is immediate and effective, and frequent, attentive care of the facilities (e.g., washing, clearing of ice and debris) maintains safe and efficient passage.

B Condition of the tunnel structure is very good. Operation of electrical, electronic, and mechanical systems is reliable. Inspections and repairs are performed on schedule. Response to incidents is virtually immediate, and care of the facilities (e.g., washing, clearing of ice and debris) maintains a high degree of safe, efficient passage.

C Condition of the tunnel structure is good. Operation of electrical, electronic, and mechanical systems is reliable overall, with few nonfunctioning items. Inspections and repairs are performed regularly. Response to incidents is immediate most of the time. Care of the facilities is good overall, although conditions may degrade temporarily.

D Condition of the tunnel structure is fair. Operation of electrical, electronic, and mechanical systems is somewhat degraded, and response time exceeds desirable limit. Inspections, calibrations, and repairs are behind schedule. Response to incidents is immediate much of the time, but delays may occur. Care of the facilities is overdue.

F Condition of the tunnel structure is poor. Operation of electrical, electronic, and mechanical systems is degraded, with response time exceeding desirable limit, and multiple concurrent failures in systems. Inspections, calibrations, and repairs are infrequent. Response to incidents is irregular. Care of the facilities is lacking.

Department of Transportation
FY 2011-12 Budget Request
Schedule 10

Priority	Number	Division	Request	FTE	Total Funds	General Fund	Cash Funds	Reappropriated Funds	Federal Funds
Decision Items									
Total - Decision Items				**0.0**	**$0**	**$0**	**$0**	**$0**	**$0**
Non-Prioritized Items									
N/A	NP-1	Administration	Statewide PERA Adjustment	0.0	($283,641)	$0	($272,054)	($11,587)	$0
N/A	NP-1	Construction, Maintenance	Statewide PERA Adjust Funds to CM&O	0.0	$272,054	$0	$272,054	$0	$0
Total - Non-Prioritized Items				**0.0**	**($11,587)**	**$0**	**$0**	**($11,587)**	**$0**
			Grand Total November 1, 2010	**0.0**	**($11,587)**	**$0**	**$0**	**($11,587)**	**$0**

Schedule 13
Change Request for FY 2011-12 Budget Request Cycle

Decision Item FY 2011-12 ☑	Base Reduction Item FY 2011-12 ☐	Supplemental FY 2010-11 ☐	Budget Amendment FY 2011-12 ☐

Request Title: Statewide PERA Adjustment
Department: Transportation
Priority Number: DI-NP-1

Dept. Approval by: [signature] **Date:** 10/21/10
OSPB Approval: [signature] **Date:** 10-25-10

	Fund	1 Prior-Year Actual FY 2009-10	2 Appropriation FY 2010-11	3 Supplemental Request FY 2010-11	4 Total Revised Request FY 2010-11	5 Base Request FY 2011-12	6 Decision/ Base Reduction FY 2011-12	7 November 1 Request FY 2011-12	8 Budget Amendment FY 2011-12	9 Total Revised Request FY 2011-12	10 Change from Base (Column 5) FY 2012-13
Total of All Line Items	Total	1,136,290,101	957,085,302	0	957,085,302	1,043,157,146	(11,587)	1,043,145,559	0	1,043,145,559	0
	FTE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	GF	0	0	0	0	0	0	0	0	0	0
	GFE	0	0	0	0	0	0	0	0	0	0
	CF	699,212,608	582,997,761	0	582,997,761	606,228,247	0	606,228,247	0	606,228,247	0
	CFE/RF	2,383,116	4,986,153	0	4,986,153	5,005,645	(11,587)	4,994,058	0	4,994,058	0
	FF	434,694,377	369,101,388	0	369,101,388	431,923,254	0	431,923,254	0	431,923,254	0
(1) Administration	Total	22,339,238	23,630,403	0	23,630,403	26,452,623	(283,641)	26,168,982	0	26,168,982	0
	FTE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	GF	0	0	0	0	0	0	0	0	0	0
	GFE	0	0	0	0	0	0	0	0	0	0
	CF	20,918,848	21,660,054	0	21,660,054	24,462,782	(272,054)	24,190,728	0	24,190,728	0
	CFE/RF	1,420,390	1,970,349	0	1,970,349	1,989,841	(11,587)	1,978,254	0	1,978,254	0
	FF	0	0	0	0	0	0	0	0	0	0
(2) Construction, Maintenance, and Operations *(for informational purposes only)*	Total	1,113,950,863	933,454,899	0	933,454,899	1,016,704,523	272,054	1,016,976,577	0	1,016,976,577	0
	FTE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	GF	0	0	0	0	0	0	0	0	0	0
	GFE	0	0	0	0	0	0	0	0	0	0
	CF	678,293,760	561,337,707	0	561,337,707	581,765,465	272,054	582,037,519	0	582,037,519	0
	CFE/RF	962,726	3,015,804	0	3,015,804	3,015,804	0	3,015,804	0	3,015,804	0
	FF	434,694,377	369,101,388	0	369,101,388	431,923,254	0	431,923,254	0	431,923,254	0

Non-Line Item Request: None
Letternote Revised Text: None
Cash or Federal Fund Name and COFRS Fund Number: State Highway Fund #400
Reappropriated Funds Source, by Department and Line Item Name: Not Applicable
Approval by OIT? Yes: ☐ No: ☐ N/A: ☑
Schedule 13s from Affected Departments: Not Applicable

Department of Transportation
Line Item Descriptions

FY 2011-12 Budget Request

(1) ADMINISTRATION

The administrative portion of the Colorado Department of Transportation (CDOT) is defined by Section 43-1-113(2)(a)(III), C.R.S. (2009). Administration includes salaries and expenses of the following offices and their staffs: Transportation Commission, executive director, chief engineer, regional directors, budget, internal audit, public information, equal employment (mandated by federal law), special activities, accounting, administrative services, building operations, management systems, personnel (which includes rules interpretation, training, risk management and benefits), procurement, insurance, legal, and central data processing. Although subject to the legislative appropriation process, this section is still funded from the State Highway Fund (SHF), which is composed primarily of the Department's allocated share of the Highway Users Tax Fund (HUTF), classified as Cash Funds (CF), with no appropriation from the State General Fund.

The administrative function includes the oversight of over 1,600 projects and a highway maintenance program of $257.5 million. These offices and divisions handle the administrative functions such as accounting, budgeting, auditing, personnel, information systems, public relations, facilities management, printing, and procurement.

Per Section 43-1-113 (6) (a), C.R.S. (2010), the amount budgeted for administration, may not exceed five percent of the total budget allocation plan. The percentage budgeted for administration in recent years has been FY 2005-06 – 2.8%, FY 2006-07 – 2.4%, FY 2007-08 – 2.3%, FY 2008-09 – 2.7%, FY 2009-10 – 2.7%, and FY 2010-11 – 2.3%.

Miscellaneous administration expenses appropriated by the General Assembly include portions of: Workers' Compensation for the administrative units, part of Statewide Indirect Costs, and general insurance. The State Office of Risk Management in the Department of Personnel and Administration determines general insurance premiums rates, which includes Property and Liability coverage and Workers' Compensation assessments. Statewide Indirect Costs are based upon the Statewide Indirect Cost Plan established by the State Controller's Office, with payments split between the Administration and Construction & Maintenance lines proportionally based on number of staff. These costs are largely outside of CDOT's control.

(2) CONSTRUCTION, MAINTENANCE, AND OPERATIONS

This line comprises the programs whose funding is continuously appropriated to the Department of Transportation and subject to allocation by the Colorado Transportation Commission. Construction, Maintenance, and Operations includes all of the Department's apportionments of federal spending authority from the Federal Highway Administration, the Federal Transit Administration, the Federal Aviation Administration, and the National Highway Safety Administration.

The programs funded from this line item include:

- Annual debt service on the Transportation Revenue Anticipation Notes ($168.0 million in FY 2010-11)
- Traffic operations and maintenance of the state highway system ($257.5 million in FY 2010-11)
- State and Federal grants for transit capital and operations ($36.0 million in FY 2010-11)
- State and Federal highway safety initiatives ($49.5 million in FY 2010-11)
- Supervision and grant support for general and commercial aviation ($24.4 million in FY 2010-11)
- Construction projects on Colorado's roads and highways ($392.2 million in FY 2010-11)

Sections 43-1-113 (8) (h) and 43-3-113 (1), C.R.S. (2010) grant the Colorado Transportation Commission exclusive control with regards to allocating the resources represented in the Construction, Maintenance, and Operations line item. As such, the dollar figures in this Long Bill line item represent a for-informational-purposes-only projection of the Transportation Commission's final allocation, which typically occurs at the April meeting of the Commission. Due to many factors outside the Department's control, such as national economic conditions and issues in the U.S. Congress, the actual expenditures of this Division can vary significantly from the projections used in the budget.

(3) HIGH PERFORMANCE TRANSPORTATION ENTERPRISE

Senate Bill 09-108 repealed and re-enacted Section 43-4-806, C.R.S. to create the High Performance Transportation Enterprise (HPTE), a division of CDOT operating as a state-owned business. It is the successor to the now-abolished Colorado Tolling Enterprise. All business functions of the Colorado Tolling Enterprise, including the operation and maintenance of the I-25 High Occupancy Toll lanes, transferred to the HPTE.

The business purpose of the HPTE is to pursue public-private partnerships and other innovative and efficient means of completing surface transportation infrastructure projects. As an Enterprise, the HPTE has significant constitutional and statutory flexibility to issue revenue bonds payable from future toll collections or user fees. This authority is integral to the Enterprise's ability to pursue innovative financing for surface transportation improvements.

Whereas the board of the Colorado Tolling Enterprise had consisted of the eleven members of the Transportation Commission, per Senate Bill 09-108 the board of the High Performance Transportation Enterprise includes four appointees of the Governor who reside in certain areas of the state and possess experience and expertise relevant to the innovative finance, design, construction, and operation of transportation infrastructure. The board also includes three members of the Transportation Commission appointed by resolution of the Commission. The revenues of the Enterprise are not subject to annual appropriation by the General Assembly; instead, the board of the Enterprise has the sole statutory responsibility for allocating the Enterprise's funding.

(4) FIRST TIME DRUNK DRIVING OFFENDERS ACCOUNT

The First time Drunk Driving Offenders Account was created by House Bill 08-1194 as an account of the Highway Users Tax Fund funded through increased reinstatement fees for 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.

House Bill 08-1194 requires the Department to conduct twelve high-visibility DUI enforcement episodes annually. Using funds from the First Time Drunk Driving Offenders Account and other sources which may include the Law Enforcement Assistance Fund or reappropriated funds from the Department of Public Safety, the Department contracts with local law enforcement agencies to fund overtime expenses for enhanced law enforcement on public highways during certain periods of the year with high incidence of motorists driving under the influence.

(5) STATEWIDE BRIDGE ENTERPRISE

Senate Bill 09-108 created a new state-owned business for the purpose of repairing, rehabilitating, and reconstructing bridges on Colorado's state highways rated as "poor" due structural deficiency and functional obsolescence. A structurally deficient bridge is typically one where deterioration has resulted in a portion of the bridge being in poor condition; for example, where water leaking through an expansion joint causing the end of a steel girder to rust.

Bridges classified as functionally obsolete often have inadequate roadway shoulders, insufficient number of lanes to handle current traffic volumes, overhead clearance less than the required minimum height or inadequate width between bridge foundations for such things as roadways or streams passing underneath.

The Enterprise receives its funding through a supplemental registration fee graduated by motor vehicle weight and phased in over a period of three years. The bridge safety surcharge generated $44.1 million in revenue in FY 2009-10 and is projected to generate $68.9 million in FY 2010-11 and $91.8 million in FY 2011-12. The revenues of the Enterprise are not subject to annual appropriation by the General Assembly; instead, the board of the Enterprise has the sole statutory responsibility for allocating the Enterprise's funding.

DEPARTMENT OF TRANSPORTATION
FY 2011-12 RECONCILIATION OF DEPARTMENT REQUEST

Long Bill Group Name and Number

Long Bill Line Item	Total Funds	FTE	General Fund	General Fund Exempt	Cash Funds	Reappropriated Funds	Federal Funds	Net General Fund
(1) Administration								
FY 2010-11 Long Bill Appropriation (HB10-1376)	**$23,630,403**	**192.5**	**$0**	**$0**	**$21,660,054**	**$1,970,349**	**$0**	**$0**
Personal Services	*$18,137,067*	*n/a*	*$0*	*$0*	*$17,298,821*	*$838,246*	*$0*	*$0*
Operating	*$5,493,336*	*n/a*	*$0*	*$0*	*$4,361,233*	*$1,132,103*	*$0*	*$0*
Reversal of FY 2010-11 BA-NP-1: "Statewide PERA Adjustment"	$332,891	0.0	$0	$0	$318,477	$14,414	$0	$0
FY 2011-12 Incremental Amortization Equalization Disbursement (AED)	$47,243	0.0	$0	$0	$44,726	$2,517	$0	$0
FY 2011-12 Incremental Supplemental Amortization Equalization Disbursement (SAED)	$59,053	0.0	$0	$0	$55,907	$3,146	$0	$0
FY 2011-12 Incremental Shift Differential Cost	$956	0.0	$0	$0	$1,541	($585)	$0	$0
FY 2011-12 Incremental Short Term Disability Cost	$0	0.0	$0	$0	$0	$0	$0	$0
FY 2011-12 Incremental Health, Life, and Dental Cost	$0	0.0	$0	$0	$0	$0	$0	$0
FY 2011-12 Incremental Property & Liability	$2,293,517	0.0	$0	$0	$2,293,517	$0	$0	$0
FY 2011-12 Incremental Workers Compensation	$72,819	0.0	$0	$0	$72,819	$0	$0	$0
FY 2011-12 Incremental Legal Services	tbd	0.0	$0	$0	tbd	tbd	$0	$0
FY 2011-12 Incremental Statewide Indirect Cost Allocation	$15,742	0.0	$0	$0	$15,742	$0	$0	$0
FY 2011-12 Base Request	**$26,452,623**	**192.5**	**$0**	**$0**	**$24,462,782**	**$1,989,841**	**$0**	**$0**
Personal Services	*$18,577,210*	*n/a*	*$0*	*$0*	*$17,719,472*	*$857,738*	*$0*	*$0*
Operating	*$7,875,413*	*n/a*	*$0*	*$0*	*$6,743,310*	*$1,132,103*	*$0*	*$0*
DI-NP-1: Statewide PERA Adjustment	($283,641)	0.0	$0	$0	($272,054)	($11,587)	$0	$0
FY 2011-12 November 1 Request	**$26,168,982**	**192.5**	**$0**	**$0**	**$24,190,728**	**$1,978,254**	**$0**	**$0**
Personal Services	*$18,293,569*	*n/a*	*$0*	*$0*	*$17,447,418*	*$846,151*	*$0*	*$0*
Operating	*$7,875,413*	*n/a*	*$0*	*$0*	*$6,743,310*	*$1,132,103*	*$0*	*$0*

DEPARTMENT OF TRANSPORTATION
FY 2011-12 RECONCILIATION OF DEPARTMENT REQUEST

Long Bill Group Name and Number

Long Bill Line Item	Total Funds	FTE	General Fund	General Fund Exempt	Cash Funds	Reappropriated Funds	Federal Funds	Net General Fund
(2) Construction, Maintenance, and Operations - for information only								
FY 2010-11 Long Bill Appropriation (HB10-1376)	**$933,454,899**	**3,114.0**	**$0**	**$0**	**$561,337,707**	**$3,015,804**	**$369,101,388**	**$0**
Adjustments based on Departmental Revenue Forecast for FY 2011-12	$85,780,298	0.0	$0	$0	$22,958,432	$0	$62,821,866	$0
New FTE authorized by the Transportation Commission	$0	8.0	$0	$0	$0	$0	$0	$0
Admin Reversal of FY 2010-11 BA-NP-1: "Statewide PERA Adjustment"	($318,477)	0.0	$0	$0	($318,477)	$0	$0	$0
Admin FY 2011-12 Incremental AED	($44,726)	0.0	$0	$0	($44,726)	$0	$0	$0
Admin FY 2011-12 Incremental SAED	($55,907)	0.0	$0	$0	($55,907)	$0	$0	$0
Admin FY 2011-12 Incremental Shift Differential Cost	($1,541)	0.0	$0	$0	($1,541)	$0	$0	$0
Admin FY 2011-12 Incremental Short Term Disability Cost	$0	0.0	$0	$0	$0	$0	$0	$0
Admin FY 2011-12 Incremental Health, Life, and Dental Cost	$0	0.0	$0	$0	$0	$0	$0	$0
Admin FY 2011-12 Incremental Property & Liability	($2,293,517)	0.0	$0	$0	($2,293,517)	$0	$0	$0
Admin FY 2011-12 Incremental Workers Compensation	($72,819)	0.0	$0	$0	($72,819)	$0	$0	$0
Admin FY 2011-12 Incremental Legal Services	tbd	0.0	$0	$0	tbd	$0	$0	$0
Admin FY 2011-12 Incremental Statewide Indirect Cost Allocation	($15,742)	0.0	$0	$0	($15,742)	$0	$0	$0
FY 2011-12 Base Request	**$1,016,432,469**	**3,122.0**	**$0**	**$0**	**$581,493,411**	**$3,015,804**	**$431,923,254**	**$0**
Admin DI-1: Statewide PERA Adjustment	$272,054	0.0	$0	$0	$272,054	$0	$0	$0
FY 2011-12 November 1 Request	**$1,016,704,523**	**3,122.0**	**$0**	**$0**	**$581,765,465**	**$3,015,804**	**$431,923,254**	**$0**

DEPARTMENT OF TRANSPORTATION
FY 2011-12 RECONCILIATION OF DEPARTMENT REQUEST

Long Bill Group Name and Number

Long Bill Line Item	Total Funds	FTE	General Fund	General Fund Exempt	Cash Funds	Reappropriated Funds	Federal Funds	Net General Fund
(3) High Performance Transportation Enterprise - for information only								
FY 2010-11 Long Bill Appropriation (HB10-1376)	**$2,500,000**	**1.0**	**$0**	**$0**	**$2,500,000**	**$0**	**$0**	**$0**
Adjustments based on Departmental Revenue Forecast for FY 2011-12	$0	0.0	$0	$0	$0	$0	$0	$0
FY 2011-12 Base Request	**$2,500,000**	**1.0**	**$0**	**$0**	**$2,500,000**	**$0**	**$0**	**$0**
FY 2011-12 November 1 Request	**$2,500,000**	**1.0**	**$0**	**$0**	**$2,500,000**	**$0**	**$0**	**$0**
(4) First Time Drunk Driving Offenders Account								
FY 2010-11 Long Bill Appropriation (HB10-1376)	**$1,000,000**	**0.0**	**$0**		**$1,000,000**	**$0**	**$0**	**$0**
FY 2011-12 Base Request	**$1,000,000**	**0.0**	**$0**	**$0**	**$1,000,000**	**$0**	**$0**	**$0**
FY 2011-12 November 1 Request	**$1,000,000**	**0.0**	**$0**	**$0**	**$1,000,000**	**$0**	**$0**	**$0**
(5) Statewide Bridge Enterprise - for Information only								
FY 2010-11 Long Bill Appropriation (HB10-1376)	**$71,831,867**	**0.0**	**$0**	**$0**	**$71,831,867**	**$0**	**$0**	**$0**
Anticipated increase in revenue based on statutory surcharge phase-in	$19,968,133	0.0	$0	$0	$19,968,133	$0	$0	$0
FY 2011-12 Base Request	**$91,800,000**	**0.0**	**$0**	**$0**	**$91,800,000**	**$0**	**$0**	**$0**
FY 2011-12 November 1 Request	**$91,800,000**	**0.0**	**$0**	**$0**	**$91,800,000**	**$0**	**$0**	**$0**
FY 2010-11 Total Appropriation (Long Bill plus Special Bills)	**$1,032,417,169**	**3,307.5**	**$0**	**$0**	**$658,329,628**	**$4,986,153**	**$369,101,388**	**$0**
FY 2011-12 Base Request	**$1,138,185,092**	**3,315.5**	**$0**	**$0**	**$701,256,193**	**$5,005,645**	**$431,923,254**	**$0**
FY 2011-12 November 1 Request	**$1,138,173,505**	**3,315.5**	**$0**	**$0**	**$701,256,193**	**$4,994,058**	**$431,923,254**	**$0**

Colorado Department of Transportation
FY 2011-12 Budget Cycle
Schedule 2: Long Bill Group Totals

	FY 2008-09		FY 2009-10		FY 2010-11		FY 2010-11		FY 2011-12	
	Actuals	FTE	Actuals	FTE	Appropriated	FTE	Estimated	FTE	Request	FTE
(1) Administration										
Total Expenditures / Appropriation / Request										
Total Funds	$24,668,871	223.2	$22,369,463	196.7	$23,630,403	192.5	$23,630,403	192.5	$26,168,982	192.5
General Fund	$0		$0		$0		$0		$0	
General Fund Exempt	$0		$0		$0		$0		$0	
Cash Funds	$23,369,070		$20,949,073		$21,660,054		$21,660,054		$24,190,728	
Reappropriated Funds	$1,299,801		$1,420,390		$1,970,349		$1,970,349		$1,978,254	
Federal Funds	$0		$0		$0		$0		$0	
(2) Construction, Maintenance & Operations										
Total Expenditures / Appropriation / Request										
Total Funds	$1,332,550,365	3,142.3	$1,113,950,863	3,142.3	$933,454,899	3,114.0	$933,454,899	3,114.0	$1,016,704,523	3,122.0
General Fund	$0		$0		$0		$0		$0	
General Fund Exempt	$0		$0		$0		$0		$0	
Cash Funds	$824,143,531		$678,293,760		$561,337,707		$561,337,707		$581,765,465	
Reappropriated Funds	$1,322,928		$962,726		$3,015,804		$3,015,804		$3,015,804	
Federal Funds	$507,083,906		$434,694,377		$369,101,388		$369,101,388		$431,923,254	
(3) High Performance Transportation Enterprise										
Total Expenditures / Appropriation / Request										
Total Funds	$1,558,900	1.0	$1,726,445	1.0	$2,500,000	1.0	$2,500,000	1.0	$2,500,000	1.0
General Fund	$0		$0		$0		$0		$0	
General Fund Exempt	$0		$0		$0		$0		$0	
Cash Funds	$1,558,900		$1,726,445		$2,500,000		$2,500,000		$2,500,000	
Reappropriated Funds	$0		$0		$0		$0		$0	
Federal Funds	$0		$0		$0		$0		$0	
(4) First Time Drunk Driving Offenders Account										
Total Expenditures / Appropriation / Request										
Total Funds	$0	0.0	$889,747	0.0	$1,000,000	0.0	$1,000,000	0.0	$1,000,000	0.0
General Fund	$0		$0		$0		$0		$0	
General Fund Exempt	$0		$0		$0		$0		$0	
Cash Funds	$0		$889,747		$1,000,000		$1,000,000		$1,000,000	
Reappropriated Funds	$0		$0		$0		$0		$0	
Federal Funds	$0		$0		$0		$0		$0	

Colorado Department of Transportation
FY 2011-12 Budget Cycle
Schedule 2: Long Bill Group Totals

	FY 2008-09		FY 2009-10		FY 2010-11		FY 2010-11		FY 2011-12	
	Actuals	FTE	Actuals	FTE	Appropriated	FTE	Estimated	FTE	Request	FTE
(5) Statewide Bridge Enterprise										
Total Expenditures / Appropriation / Request										
Total Funds	$0	0.0	$2,377,264	0.0	$71,831,867	0.0	$71,831,867	0.0	$91,800,000	0.0
General Fund	$0		$0		$0		$0		$0	
General Fund Exempt	$0		$0		$0		$0		$0	
Cash Funds	$0		$2,377,264		$71,831,867		$71,831,867		$91,800,000	
Reappropriated Funds	$0		$0		$0		$0		$0	
Federal Funds	$0		$0		$0		$0		$0	
(6) Gaming Impacts										
Total Expenditures / Appropriation / Request										
Total Funds	$24,029,827	0.0	$4,363,725	0.0	$0	0.0	$0	0.0	$0	0.0
General Fund	$0		$0		$0		$0		$0	
General Fund Exempt	$0		$0		$0		$0		$0	
Cash Funds	$24,029,827		$4,363,725		$0		$0		$0	
Reappropriated Funds	$0		$0		$0		$0		$0	
Federal Funds	$0		$0		$0		$0		$0	
Department Total										
Total Expenditures / Appropriation / Request										
Total Funds	**$1,382,807,963**	**3,366.5**	**$1,145,677,507**	**3,340.0**	**$1,032,417,169**	**3,307.5**	**$1,032,417,169**	**3,307.5**	**$1,138,173,505**	**3,315.5**
General Fund	**$0**		**$0**		**$0**		**$0**		**$0**	
General Fund Exempt	**$0**		**$0**		**$0**		**$0**		**$0**	
Cash Funds	**$873,101,328**		**$708,600,014**		**$658,329,628**		**$658,329,628**		**$701,256,193**	
Reappropriated Funds	**$2,622,729**		**$2,383,116**		**$4,986,153**		**$4,986,153**		**$4,994,058**	
Federal Funds	**$507,083,906**		**$434,694,377**		**$369,101,388**		**$369,101,388**		**$431,923,254**	

Colorado Department of Transportation
FY 2011-12 Budget Cycle
Schedule 3: Agency Summary by Line Item (Administration Only)

(1) Administration

	FY 2008-09		FY 2009-10		FY 2010-11		FY 2010-11		FY 2011-12	
	Actuals	FTE	Actuals	FTE	Appropriated	FTE	Estimated	FTE	Request	FTE
Prior Year's Appropriation SB 07-239, HB 08-1375, SB 09-259, HB 10-1376										
Total Funds	$23,929,075	219.7	$27,358,998	226.2	$26,579,548	223.2	$26,579,548	223.2	$23,630,403	192.5
General Fund	$0		$0		$0		$0		$0	
General Fund Exempt	$0		$0		$0		$0		$0	
Cash Funds	$23,929,075		$25,286,780		$24,538,015		$24,538,015		$21,660,054	
Reappropriated Funds	$0		$2,072,218		$2,041,533		$2,041,533		$1,970,349	
Federal Funds	$0		$0		$0		$0		$0	
Agency Supplemental Bill (SB 09-202, HB 10-1316)										
Total Funds	($15,387)	$0	($305,263)	N/A	($426,868)	N/A	($426,868)	N/A	N/A	N/A
General Fund	$0		$0		$0		$0		N/A	
General Fund Exempt	$0		$0		$0		$0		N/A	
Cash Funds	($15,387)		($244,297)		($421,123)		($421,123)		N/A	
Reappropriated Funds	$0		($60,966)		($5,745)		($5,745)		N/A	
Federal Funds	$0		$0		$0		$0		N/A	
HB 08-1375, SB 09-259, HB 10-1376 (Long Bill Add-ons)										
Total Funds	$0	0.0	$0	0.0	N/A	N/A	N/A	N/A	N/A	N/A
General Fund	$0		$0		N/A		N/A		N/A	
General Fund Exempt	$0		$0		N/A		N/A		N/A	
Cash Funds	$0		$0		N/A		N/A		N/A	
Reappropriated Funds	$0		$0		N/A		N/A		N/A	
Federal Funds	$0		$0		N/A		N/A		N/A	
SB08-155 Centralize IT Management In OIT										
Total Funds	$0	0.0	$0	0.0	$0	0.0	$0	0.0	$0	0.0
General Fund	$0		$0		$0		$0		$0	
General Fund Exempt	$0		$0		$0		$0		$0	
Cash Funds	$0		$0		$0		$0		$0	
Reappropriated Funds	$0		$0		$0		$0		$0	
Federal Funds	$0		$0		$0		$0		$0	
Total Appropriation										
Total Funds	**$23,913,688**	**219.7**	**$27,053,735**	**226.2**	**$23,630,403**	**223.2**	**$23,630,403**	**223.2**	**$23,630,403**	**192.5**
General Fund	**$0**		**$0**		**$0**		**$0**		**$0**	
General Fund Exempt	**$0**		**$0**		**$0**		**$0**		**$0**	
Cash Funds	**$23,913,688**		**$25,042,483**		**$21,660,054**		**$21,660,054**		**$21,660,054**	
Reappropriated Funds	**$0**		**$2,011,252**		**$1,970,349**		**$1,970,349**		**$1,970,349**	
Federal Funds	**$0**		**$0**		**$0**		**$0**		**$0**	
Year-End Transfers										
Total Funds	N/A		N/A		N/A		N/A		N/A	
General Fund	N/A		N/A		N/A		N/A		N/A	
General Fund Exempt	N/A		N/A		N/A		N/A		N/A	
Cash Funds	N/A		N/A		N/A		N/A		N/A	

Colorado Department of Transportation
FY 2011-12 Budget Cycle
Schedule 3: Agency Summary by Line Item (Administration Only)

(1) Administration

	FY 2008-09		FY 2009-10		FY 2010-11		FY 2010-11		FY 2011-12	
	Actuals	FTE	Actuals	FTE	Appropriated	FTE	Estimated	FTE	Request	FTE
Reappropriated Funds	N/A		N/A		N/A		N/A		N/A	
Federal Funds	N/A		N/A		N/A		N/A		N/A	
POTS Expenditures / Allocation										
Total Funds	N/A		N/A		N/A		N/A		N/A	
General Fund	N/A		N/A		N/A		N/A		N/A	
General Fund Exempt	N/A		N/A		N/A		N/A		N/A	
Cash Funds	N/A		N/A		N/A		N/A		N/A	
Reappropriated Funds	N/A		N/A		N/A		N/A		N/A	
Federal Funds	N/A		N/A		N/A		N/A		N/A	
Roll-Forward										
Total Funds	N/A		N/A		N/A		N/A		N/A	
General Fund	N/A		N/A		N/A		N/A		N/A	
General Fund Exempt	N/A		N/A		N/A		N/A		N/A	
Cash Funds	N/A		N/A		N/A		N/A		N/A	
Reappropriated Funds	N/A		N/A		N/A		N/A		N/A	
Federal Funds	N/A		N/A		N/A		N/A		N/A	
1331 Supplemental #1 (Short Title)										
Total Funds	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
General Fund	N/A		N/A		N/A		N/A		N/A	
General Fund Exempt	N/A		N/A		N/A		N/A		N/A	
Cash Funds	N/A		N/A		N/A		N/A		N/A	
Reappropriated Funds	N/A		N/A		N/A		N/A		N/A	
Federal Funds	N/A		N/A		N/A		N/A		N/A	
Request Year Base and Other Adjustments (see Reconciliation for details)										
Total Funds	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	$2,538,579	N/A
General Fund	N/A		N/A		N/A		N/A		$0	
General Fund Exempt	N/A		N/A		N/A		N/A		$0	
Cash Funds	N/A		N/A		N/A		N/A		$2,530,674	
Reappropriated Funds	N/A		N/A		N/A		N/A		$7,905	
Federal Funds	N/A		N/A		N/A		N/A		$0	
Total Spending Authority / Request										
Total Funds	**$23,913,688**	**219.7**	**$27,053,735**	**226.2**	**$23,630,403**	**223.2**	**$23,630,403**	**223.2**	**$26,168,982**	**192.5**
General Fund	**$0**		**$0**		**$0**		**$0**		**$0**	
General Fund Exempt	**$0**		**$0**		**$0**		**$0**		**$0**	
Cash Funds	**$23,913,688**		**$25,042,483**		**$21,660,054**		**$21,660,054**		**$24,190,728**	
Reappropriated Funds	**$0**		**$2,011,252**		**$1,970,349**		**$1,970,349**		**$1,978,254**	
Federal Funds	**$0**		**$0**		**$0**		**$0**		**$0**	
Expenditures										
Total Funds	$24,668,871	195.4	$22,369,463	196.7	N/A	N/A	N/A	N/A	N/A	N/A
General Fund	$0		$0		N/A		N/A		N/A	

Colorado Department of Transportation
FY 2011-12 Budget Cycle
Schedule 3: Agency Summary by Line Item (Administration Only)

(1) Administration

	FY 2008-09		FY 2009-10		FY 2010-11		FY 2010-11		FY 2011-12	
	Actuals	FTE	Actuals	FTE	Appropriated	FTE	Estimated	FTE	Request	FTE
General Fund Exempt	$0		$0		N/A		N/A		N/A	
Cash Funds	$23,369,070		$20,949,073		N/A		N/A		N/A	
Reappropriated Funds	$1,299,801		$1,420,390		N/A		N/A		N/A	
Federal Funds	$0		$0		N/A		N/A		N/A	

Under/(Over) Expenditures

Total Funds	**($755,183)**	**24.3**	**($4,684,272)**	**(29.5)**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**
General Fund	**$0**		**$0**		**N/A**		**N/A**		**N/A**	
General Fund Exempt	**$0**		**$0**		**N/A**		**N/A**		**N/A**	
Cash Funds	**$544,618**		**($4,093,410)**		**N/A**		**N/A**		**N/A**	
Reappropriated Funds	**($1,299,801)**		**($590,862)**		**N/A**		**N/A**		**N/A**	
Federal Funds	**$0**		**$0**		**N/A**		**N/A**		**N/A**	

Colorado Department of Transportation
FY 2011-12 Budget Cycle
Schedule 4: Long Bill Group Fund Splits

(1) Administration

	FY 2008-09 Actuals	FY 2009-10 Actuals	FY 2010-11 Appropriated	FY 2010-11 Estimated	FY 2011-12 Request
Total Expenditures / Appropriation / Request					
Total Funds	**$24,668,871**	**$22,369,463**	**$23,630,403**	**$23,630,403**	**$26,168,982**
General Fund	**$0**	**$0**	**$0**	**$0**	**$0**
General Fund Exempt	**$0**	**$0**	**$0**	**$0**	**$0**
Cash Funds	**$23,369,070**	**$20,949,073**	**$21,660,054**	**$21,660,054**	**$24,190,728**
State Highway Fund #400	$23,369,070	$20,949,073	$21,660,054	$21,660,054	$24,190,728
Reappropriated Funds	**$1,299,801**	**$1,420,390**	**$1,970,349**	**$1,970,349**	**$1,978,254**
CDOT Internal Cash Fund #606	$1,299,801	$1,420,390	$1,970,349	$1,970,349	$1,978,254
Federal Funds	**$0**	**$0**	**$0**	**$0**	**$0**

(2) Construction, Maintenance & Operations

Total Expenditures / Appropriation / Request					
Total Funds	**$1,332,550,365**	**$1,113,950,863**	**$933,454,899**	**$933,454,899**	**$1,016,704,523**
General Fund	**$0**	**$0**	**$0**	**$0**	**$0**
General Fund Exempt	**$0**	**$0**	**$0**	**$0**	**$0**
Cash Funds	**$824,143,531**	**$678,293,760**	**$561,337,707**	**$561,337,707**	**$581,765,465**
State Highway Fund #400	$821,954,651	$675,893,025	$560,501,491	$560,501,491	$580,929,249
Motorcycle Operator Safety Training #402	$911,902	$552,329	$836,216	$836,216	$836,216
Law Enforcement Assistance Fund #403	$1,276,978	$1,848,406	$0	$0	$0
Reappropriated Funds	**$1,322,928**	**$962,726**	**$3,015,804**	**$3,015,804**	**$3,015,804**
CDOT Internal Cash Fund #606	$1,322,928	$962,726	$3,015,804	$3,015,804	$3,015,804
Federal Funds	**$507,083,906**	**$434,694,377**	**$369,101,388**	**$369,101,388**	**$431,923,254**
State Highway Fund #400	$507,083,906	$434,694,377	$369,101,388	$369,101,388	$431,923,254

(3) High Performance Transportation Enterprise

Total Expenditures / Appropriation / Request					
Total Funds	**$1,558,900**	**$1,726,445**	**$2,500,000**	**$2,500,000**	**$2,500,000**
General Fund	**$0**	**$0**	**$0**	**$0**	**$0**
General Fund Exempt	**$0**	**$0**	**$0**	**$0**	**$0**
Cash Funds	**$1,558,900**	**$1,726,445**	**$2,500,000**	**$2,500,000**	**$2,500,000**
Statewide Tolling Special Revenue Fund #534	$689,589	$0	$0	$0	$0
Statewide Tolling Operating Fund #535	$74,261	$0	$0	$0	$0
Statewide Transportation Enterprise Special Revenue Fund #536	$766,029	$1,534,639	$2,500,000	$2,500,000	$2,500,000
Tolling Operating Fund #537	$29,021	$191,806	$0	$0	$0
Reappropriated Funds	**$0**	**$0**	**$0**	**$0**	**$0**
Federal Funds	**$0**	**$0**	**$0**	**$0**	**$0**

(4) First Time Drunk Driving Offenders Account

Total Expenditures / Appropriation / Request					
Total Funds	**$0**	**$889,747**	**$1,000,000**	**$1,000,000**	**$1,000,000**
General Fund	**$0**	**$0**	**$0**	**$0**	**$0**
General Fund Exempt	**$0**	**$0**	**$0**	**$0**	**$0**
Cash Funds	**$0**	**$889,747**	**$1,000,000**	**$1,000,000**	**$1,000,000**
Highway Users Tax Fund #405	$0	$889,747	$1,000,000	$1,000,000	$1,000,000
Reappropriated Funds	**$0**	**$0**	**$0**	**$0**	**$0**
Federal Funds	**$0**	**$0**	**$0**	**$0**	**$0**

Colorado Department of Transportation
FY 2011-12 Budget Cycle
Schedule 4: Long Bill Group Fund Splits

(5) Statewide Bridge Enterprise

	FY 2008-09 Actuals	FY 2009-10 Actuals	FY 2010-11 Appropriated	FY 2010-11 Estimated	FY 2011-12 Request
Total Expenditures / Appropriation / Request					
Total Funds	**$0**	**$2,377,264**	**$71,831,867**	**$71,831,867**	**$91,800,000**
General Fund	**$0**	**$0**	**$0**	**$0**	**$0**
General Fund Exempt	**$0**	**$0**	**$0**	**$0**	**$0**
Cash Funds	**$0**	**$2,377,264**	**$71,831,867**	**$71,831,867**	**$91,800,000**
Statewide Bridge Enterprise Fund Special Revenue Fund #538	$0	$2,377,264	$71,831,867	$71,831,867	$91,800,000
Statewide Bridge Enterprise Operating Fund #539	$0	$0	$0	$0	$0
Reappropriated Funds	**$0**	**$0**	**$0**	**$0**	**$0**
Federal Funds	**$0**	**$0**	**$0**	**$0**	**$0**

(6) Gaming Impacts

Total Expenditures / Appropriation / Request					
Total Funds	**$24,029,827**	**$4,363,725**	**$0**	**$0**	**$0**
General Fund	**$0**	**$0**	**$0**	**$0**	**$0**
General Fund Exempt	**$0**	**$0**	**$0**	**$0**	**$0**
Cash Funds	**$24,029,827**	**$4,363,725**	**$0**	**$0**	**$0**
Limited Gaming Fund #401	$24,029,827	$4,363,725	$0	$0	$0
Reappropriated Funds	**$0**	**$0**	**$0**	**$0**	**$0**
Federal Funds	**$0**	**$0**	**$0**	**$0**	**$0**

Department Total

Total Expenditures / Appropriation / Request					
Total Funds	**$1,382,807,963**	**$1,145,677,507**	**$1,032,417,169**	**$1,032,417,169**	**$1,138,173,505**
General Fund	**$0**	**$0**	**$0**	**$0**	**$0**
General Fund Exempt	**$0**	**$0**	**$0**	**$0**	**$0**
Cash Funds	**$873,101,328**	**$708,600,014**	**$658,329,628**	**$658,329,628**	**$701,256,193**
Reappropriated Funds	**$2,622,729**	**$2,383,116**	**$4,986,153**	**$4,986,153**	**$4,994,058**
Federal Funds	**$507,083,906**	**$434,694,377**	**$369,101,388**	**$369,101,388**	**$431,923,254**

Colorado Department of Transportation
FY 2011-12 Budget Request
Schedule 5: Line Item to Statute

(1) Administration

Line Item Name	Line Item Description	Statutory Citation
Administration	The administrative costs for the Department of Transportation including budgeting, accounting, purchasing, personnel, the Executive Director's Office, region directors, etc.	Section 43-1-113(2) (c) (III), C.R.S. (2010) - Definition of Administration

(2) Construction, Maintenance & Operations

Line Item Name	Line Item Description	Statutory Citation
Construction, Maintenance & Operations	Funding that covers the construction, maintenance, and operation of the State highway system. These funds are appropriated by the Colorado Transportation Commission and are shown in the Long Bill for information purposes only.	Section 43-1-113, C.R.S. (2010) - Development of CDOT Budget

(3) High Performance Transportation Enterprise

Line Item Name	Line Item Description	Statutory Citation
High Performance Transportation Enterprise	Consists of toll collections from the I-25 HOT lanes and monies lent by the Transportation Commission to the Enterprise from the State Highway Fund. These funds are subject to appropriation by the High Performance Transportation Enterprise Board and are shown in the Long Bill for information purposes only	Section 43-4-806 (2) (a) (I), C.R.S. (2010) - creation of the Enterprise; Section 43-4-806 (3) (b), C.R.S. (2009) - Monies in the Transportation Special Fund continuously appropriated to the Enterprise

Colorado Department of Transportation
FY 2011-12 Budget Request
Schedule 5: Line Item to Statute

(4) First Time Drunk Drivers Account

Line Item Name	Line Item Description	Statutory Citation
First Time Drunk Drivers Account	This line item consists of monies generated by fines resulting from convictions and guilty pleas for first-time DUI offenders. The Department requests appropriations from this account in order to comply with H.B. 08-1194.	Section 43-4-901, C.R.S. (2010) requires the Department to conduct twelve high-visibility DUI enforcement episodes per year.

(5) Statewide Bridge Enterprise

Line Item Name	Line Item Description	Statutory Citation
Statewide Bridge Enterprise	Consists of monies generated by the Bridge Safety Surcharges on motor vehicle registration fees authorized in S.B. 09-108 and loans by the Transportation Commission from the State Highway Fund.	Section 43-4-805 (2) (a) (I), C.R.S. (2010) - creation of the Enterprise; Section 43-4-805 (3) (b), C.R.S. (2009) - Monies in the Bridge Special Fund continuously appropriated to the Enterprise

(6) Gaming Impacts

Line Item Name	Line Item Description	Statutory Citation
Gaming Impacts	Consists of monies appropriated by the General Assembly from limited gaming tax revenues for the purpose of improving state highways in the vicinity of Colorado's three gaming communities: Black Hawk, Central City, and Cripple Creek.	Section 12-47.1-701(1)(c)(I), C.R.S. (2010) - formula apportionment of the Limited Gaming Fund

Colorado Department of Transportation
FY 2011-12 Budget Request
Schedule 6: Special Bills Summary

Bill Number	Short Bill Title	Line Items	FTE	Total Funds	General Fund	General Fund Exempt	Cash Funds	Cash Funds Exempt / Reappropriated Funds	Federal Funds
FY 2010-11: There were no special bills with appropriations clauses for the Department during the 2010 General Assembly									
FY 2009-10: There were no special bills with appropriations clauses for the Department during the 2009 General Assembly									
FY 2008-09									
HB 08-1194	**Increasing Penalties for Drunk Driving**	**(2) Construction, Maintenance, and Operations**[1]							
		First Time Drunk Driving Offender Account							
		Construction, Maintenance, and Operations	0.0	$2,000,000	$0	$0	$2,000,000	$0	$0
		Total HB 08-1194	**0.0**	**$2,000,000**	**$0**	**$0**	**$2,000,000**	**$0**	**$0**
SB 08-155	**Centralize IT Management In OIT**	**(1) Administration**							
		Reduction of Departmental FTE Authority							
		Administration	(3.0)	$0	$0	$0	$0	$0	$0
		Total SB 08-155	**(3.0)**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
FY 2008-09 Department Total			**(3.0)**	**$2,000,000**	**$0**	**$0**	**$2,000,000**	**$0**	**$0**

1.) Note: Whereas the appropriations clause to SB 08-155 appropriated $2 million to the Department and specified that it be allocated to Construction, Maintenance, and Operations (CMO), the CMO long bill line is for informational purposes only. CMO is continuously appropriated and under the exclusive budgetary control of the Transportation Commission. Therefore, the FY 2009-10 Long BIll included a line item to relect annual appropriations from the First Time Drunk Driving Offenders Account.

Colorado Department of Transportation
FY 2011-12 Budget Request
Schedule 7: Supplemental Bills Summary

Bill Number	Line Items	FTE	Total Funds	General Fund	General Fund Exempt	Cash Funds	Cash Funds Exempt / Reappropriated Funds	Federal Funds
FY 2009-10								
HB 10-1316	(1) Administration							
	Administration	0.0	($426,868)	$0	$0	($421,123)	($5,745)	$0
	Total	**0.0**	**($426,868)**	**$0**	**$0**	**($421,123)**	**($5,745)**	**$0**
	Total HB 09-202	**0.0**	**($426,868)**	**$0**	**$0**	**($421,123)**	**($5,745)**	**$0**
FY 2008-09								
SB 09-202	(1) Administration							
	Administration	0.0	($15,387)	$0	$0	($15,387)	$0	$0
	Total	**0.0**	**($15,387)**	**$0**	**$0**	**($15,387)**	**$0**	**$0**
	Total SB 09-202	**0.0**	**($15,387)**	**$0**	**$0**	**($15,387)**	**$0**	**$0**
FY 2007-08								
HB 08-1301	(1) Administration							
	Administration	0.0	($15,387)	$0	$0	($15,387)	$0	$0
	Total	**0.0**	**($15,387)**	**$0**	**$0**	**($15,387)**	**$0**	**$0**
	Total HB 08-1301	**0.0**	**($15,387)**	**$0**	**$0**	**($15,387)**	**$0**	**$0**

Colorado Department of Transportation
FY 2011-12 Budget Request
Schedule 8: Common Policies Summary (Administration Only)

Fiscal Year	Total Funds	General Fund	Cash Funds	HUTF	Cash Funds Exempt	Reappropriated Funds	Federal Funds	Net General Fund
(1) Payments to Risk Management and Property Funds								
FY 2008-09 (Actual)								
Administration	$4,125,758	$0	$4,125,758	$0	$0	$0	$0	$0
Total Appropriated[1]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures[2]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2009-10 (Actual)								
Administration	$3,292,870	$0	$3,292,870	$0	$0	$0	$0	$0
Total Appropriated[1]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures[2]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2010-11 (Estimate)								
Administration	$1,042,310	$0	$1,042,310	$0	$0	$0	$0	$0
Total Appropriated[1]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures[2]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2011-12 (Request)								
Administration	$3,335,827	$0	$3,335,827	$0	$0	$0	$0	$0
Total Appropriated[1]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures[2]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Colorado Department of Transportation
FY 2011-12 Budget Request
Schedule 8: Common Policies Summary (Administration Only)

Fiscal Year	Total Funds	General Fund	Cash Funds	HUTF	Cash Funds Exempt	Reappropriated Funds	Federal Funds	Net General Fund
(2) Statewide Indirect Cost Allocation								
FY 2008-09 (Actual)								
Administration	$567,120	$0	$567,120	$0	$0	$0	$0	$0
Total Appropriated[1]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures[2]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2009-10 (Actual)								
Administration	$116,746	$0	$116,746	$0	$0	$0	$0	$0
Total Appropriated[1]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures[2]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2010-11 (Estimate)								
Administration	$123,805	$0	$123,805	$0	$0	$0	$0	$0
Total Appropriated[1]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures[2]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2011-12 (Request)								
Administration	$139,546	$0	$139,546	$0	$0	$0	$0	$0
Total Appropriated[1]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures[2]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Colorado Department of Transportation
FY 2011-12 Budget Request
Schedule 8: Common Policies Summary (Administration Only)

Fiscal Year	Total Funds	General Fund	Cash Funds	HUTF	Cash Funds Exempt	Reappropriated Funds	Federal Funds	Net General Fund
(3) Workers' Compensation								
FY 2008-09 (Actual)								
Administration	$387,629	$0	$387,629	$0	$0	$0	$0	$0
Total Appropriated[1]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures[2]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2009-10 (Actual)								
Administration	$422,041	$0	$422,041	$0	$0	$0	$0	$0
Total Appropriated[1]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures[2]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2010-11 (Estimate)								
Administration	$428,135	$0	$428,135	$0	$0	$0	$0	$0
Total Appropriated[1]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures[2]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2011-12 (Request)								
Administration	$500,954	$0	$500,954	$0	$0	$0	$0	$0
Total Appropriated[1]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures[2]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Colorado Department of Transportation
FY 2011-12 Budget Request
Schedule 8: Common Policies Summary (Administration Only)

Fiscal Year	Total Funds	General Fund	Cash Funds	HUTF	Cash Funds Exempt	Reappropriated Funds	Federal Funds	Net General Fund
(4) Legal Services								
FY 2008-09 (Actual)								
Administration	$494,158	$0	$494,158	$0	$0	$0	$0	$0
Total Appropriated[1]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures[2]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2009-10 (Actual)								
Administration	$463,526	$0	$463,526	$0	$0	$0	$0	$0
Total Appropriated[1]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures[2]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2010-11 (Estimate)								
Administration	$482,775	$0	$482,775	$0	$0	$0	$0	$0
Total Appropriated[1]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures[2]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2011-12 (Request)								
Administration	tbd	$0	tbd	$0	$0	$0	$0	$0
Total Appropriated[1]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures[2]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Colorado Department of Transportation
FY 2011-12 Budget Request
Schedule 8: Common Policies Summary (Administration Only)

Fiscal Year	Total Funds	General Fund	Cash Funds	HUTF	Cash Funds Exempt	Reappropriated Funds	Federal Funds	Net General Fund
(5) Amortization Equalization Disbursement (AED)								
FY 2008-09 (Actual)								
Administration	$232,530	$0	$223,228	$0	$0	$9,302	$0	$0
Total Appropriated[1]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures[2]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2009-10 (Actual)								
Administration	$244,902	$0	$234,185	$0	$0	$10,717	$0	$0
Total Appropriated[1]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures[2]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2010-11 (Estimate)								
Administration	$270,974	$0	$260,492	$0	$0	$10,482	$0	$0
Total Appropriated[1]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures[2]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2011-12 (Request)								
Administration	$318,217	$0	305,218	$0	$0	12,999	$0	$0
Total Appropriated[1]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures[2]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Colorado Department of Transportation
FY 2011-12 Budget Request
Schedule 8: Common Policies Summary (Administration Only)

Fiscal Year	Total Funds	General Fund	Cash Funds	HUTF	Cash Funds Exempt	Reappropriated Funds	Federal Funds	Net General Fund
(6) Supplemental Amortization Equalization Disbursement (SAED)								
FY 2008-09 (Actual)								
Administration	$108,998	$0	$104,199	$0	$0	$4,799	$0	$0
Total Appropriated[1]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures[2]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2009-10 (Actual)								
Administration	$153,064	$0	$146,366	$0	$0	$6,698	$0	$0
Total Appropriated[1]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures[2]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2010-11 (Estimate)								
Administration	$196,658	$0	$189,358	$0	$0	$7,300	$0	$0
Total Appropriated[1]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures[2]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2011-12 (Request)								
Administration	$255,711	$0	245,265	$0	$0	10,446	$0	$0
Total Appropriated[1]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures[2]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Colorado Department of Transportation
FY 2011-12 Budget Request
Schedule 8: Common Policies Summary (Administration Only)

Fiscal Year	Total Funds	General Fund	Cash Funds	HUTF	Cash Funds Exempt	Reappropriated Funds	Federal Funds	Net General Fund
(7) Salary Survey								
FY 2008-09 (Actual)								
Administration	$556,185	$0	$537,476	$0	$0	$18,709	$0	$0
Total Appropriated[1]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures[2]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2009-10 (Actual)								
Administration	$0	$0	$0	$0	$0	$0	$0	$0
Total Appropriated[1]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures[2]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2010-11 (Estimate)								
Administration	$0	$0	$0	$0	$0	$0	$0	$0
Total Appropriated[1]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures[2]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2011-12 (Request)								
Administration	$0	$0	$0	$0	$0	$0	$0	$0
Total Appropriated[1]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures[2]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Colorado Department of Transportation
FY 2011-12 Budget Request
Schedule 8: Common Policies Summary (Administration Only)

Fiscal Year	Total Funds	General Fund	Cash Funds	HUTF	Cash Funds Exempt	Reappropriated Funds	Federal Funds	Net General Fund
(8) Performance-based Pay								
FY 2008-09 (Actual)								
Administration	$189,817	$0	$183,089	$0	$0	$6,728	$0	$0
Total Appropriated[1]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures[2]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2009-10 (Actual)								
Administration	$0	$0	$0	$0	$0	$0	$0	$0
Total Appropriated[1]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures[2]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2010-11 (Estimate)								
Administration	$0	$0	$0	$0	$0	$0	$0	$0
Total Appropriated[1]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures[2]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2011-12 (Request)								
Administration	$0	$0	$0	$0	$0	$0	$0	$0
Total Appropriated[1]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures[2]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Colorado Department of Transportation
FY 2011-12 Budget Request
Schedule 8: Common Policies Summary (Administration Only)

Fiscal Year	Total Funds	General Fund	Cash Funds	HUTF	Cash Funds Exempt	Reappropriated Funds	Federal Funds	Net General Fund
(9) Shift Differential								
FY 2008-09 (Actual)								
Administration	$37,520	$0	$34,937	$0	$0	$2,583	$0	$0
Total Appropriated[1]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures[2]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2009-10 (Actual)								
Administration	$24,084	$0	$23,108	$0	$0	$976	$0	$0
Total Appropriated[1]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures[2]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2010-11 (Estimate)								
Administration	$20,545	$0	$19,089	$0	$0	$1,456	$0	$0
Total Appropriated[1]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures[2]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2011-12 (Request)								
Administration	$21,501	$0	$20,630	$0	$0	$871	$0	$0
Total Appropriated[1]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures[2]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Colorado Department of Transportation
FY 2011-12 Budget Request
Schedule 8: Common Policies Summary (Administration Only)

Fiscal Year	Total Funds	General Fund	Cash Funds	HUTF	Cash Funds Exempt	Reappropriated Funds	Federal Funds	Net General Fund
(10) Short-Term Disability								
FY 2008-09 (Actual)								
Administration	$18,333	$0	$17,577	$0	$0	$756	$0	$0
Total Appropriated[1]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures[2]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2009-10 (Actual)								
Administration	$18,848	$0	$18,026	$0	$0	$822	$0	$0
Total Appropriated[1]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures[2]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2010-11 (Estimate)								
Administration	$20,116	$0	$19,294	$0	$0	$822	$0	$0
Total Appropriated[1]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures[2]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2011-12 (Request)								
Administration	$20,116	$0	19,294	$0	$0	822	$0	$0
Total Appropriated[1]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures[2]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Colorado Department of Transportation
FY 2011-12 Budget Request
Schedule 8: Common Policies Summary (Administration Only)

Fiscal Year	Total Funds	General Fund	Cash Funds	HUTF	Cash Funds Exempt	Reappropriated Funds	Federal Funds	Net General Fund
(11) Health, Life and Dental								
FY 2008-09 (Actual)								
Administration	$1,120,461	$0	$1,055,480	$0	$0	$64,981	$0	$0
Total Appropriated[1]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures[2]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2009-10 (Actual)								
Administration	$1,063,068	$0	$1,011,129	$0	$0	$51,939	$0	$0
Total Appropriated[1]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures[2]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2010-11 (Estimate)								
Administration	$997,366	$0	$953,904	$0	$0	$43,461	$0	$0
Total Appropriated[1]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures[2]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FY 2011-12 (Request)								
Administration	$997,366	$0	953,904	$0	$0	43,461	$0	$0
Total Appropriated[1]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Under)/Over Expenditures[2]	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

1.) CDOT Administration is a single line item. Common policies are not separately appropriated.

2.) As CDOT Administration is a single line item, the Department can over/underexpend only with respect to that line item

Schedule 9A: Cash Funds Reports

Department of Transportation
FY 2011-12 Budget Request
Fund 536 - Statewide Transportation Enterprise Special Revenue Fund
Section 43-4-806 (3) (a), C.R.S. (2010)

Available Liquid Cash Fund Balance	Actual FY 2008-09	Actual FY 2009-10	Estimated FY 2010-11	Requested FY 2011-12	Projected FY 2012-13
Cash in Beginning Fund Balance [1]	**$0**	**$3,251,834**	**$4,245,403**	**$4,245,403**	**$4,245,403**
Actual / anticipated accounts receiveable collections	$0	$0	$0	$0	$0
Actual / anticipated fees collections	$832,658	$2,528,209	$2,500,000	$2,200,000	$2,200,000
Actual / anticipated cash transferred in	$3,185,205	$0	$0	$0	$0
Actual / anticipated other noncash assets converted to cash [2]	$0	$0	$0	$0	$0
Actual / Anticipated Cash Inflow During Fiscal Year	**$4,017,863**	**$2,528,209**	**$2,500,000**	**$2,200,000**	**$2,200,000**
Actual / appropriated / projected cash expenditures	$766,029	$1,534,640	$2,500,000	$2,200,000	$2,200,000
Actual / anticipated cash used to pay short-term liabilities	$0	$0	$0	$0	$0
Actual / anticipated nonappropriated debit service payments	$0	$0	$0	$0	$0
Actual / anticipated nonappropriated loan issuances	$0	$0	$0	$0	$0
Actual / anticipated other uses of cash [3]	$0	$0	$0	$0	$0
Actual / Appropriated Cash Outflow During Fiscal Year	**$766,029**	**$1,534,640**	**$2,500,000**	**$2,200,000**	**$2,200,000**
Available Liquid Fund Balance Prior to New Requests	**$3,251,834**	**$4,245,403**	**$4,245,403**	**$4,245,403**	**$4,245,403**
Decision Item #1 - "Sample A"	N/A	$0	$0	$0	$0
Decision Item #2 - "Sample B"	N/A	$0	$0	$0	$0
Change Requests Using Liquid Assets	**N/A**	**$0**	**$0**	**$0**	**$0**
Actual / Anticipated Liquid Fund Balance	**$3,251,834**	**$4,245,403**	**$4,245,403**	**$4,245,403**	**$4,245,403**

1 - Include only cash - exclude all other assets such as, receivables, investments, prepaids, capital assets, accumulated depreciation, and all short-term and long-term liabilities
2 - Includes sales of capital assets, sales of investments, collections of loans, etc.
3 - Includes nonappropriated purchases of capital assets and investments, new prepaid expense recorded, etc.

Cash Fund Reserve Balance[1]	Actual FY 2008-09	Actual FY 2009-10	Estimated FY 2010-11	Requested FY 2011-12	Projected FY 2012-13
Uncommitted Fee Reserve Balance (total reserve balance minus exempt assets and previously appropriated funds; calculated based on % of revenue from fees)	$0	$0	$0	$0	$0
Target/Alternative Fee Reserve Balance (amount set in statute or 16.5% of total expenses)	$0	$0	$0	$0	$0
Excess Uncommitted Fee Reserve Balance	**$0**	**$0**	**$0**	**$0**	**$0**
Assessment of Potential for Compliance (check all that apply)	__ Already in Compliance		__ Statute Change[2]		__ Planned Fee
	__ Planned One-time Expenditure(s)[1]		__ Planned Ongoing Expenditure(s)[2]		

1. This section is not required for funds outlined in 24-75-402 (5), C.R.S. (2007)
2. If plan is needed to meet compliance deadline, attach Form 9.B.
3. If pursuing a waiver, attach Form 9.C.

Schedule 9A: Cash Funds Reports

Department of Transportation
FY 2011-12 Budget Request
Fund 536 - Statewide Transportation Enterprise Special Revenue Fund
Section 43-4-806 (3) (a), C.R.S. (2010)

Cash Fund Narrative Information	
Purpose/Background of Fund	The High Performance Transportation Enterprise operates as a government-
Fee Sources	Toll collections - Enterprise revenues are Cash Funds
Non-Fee Sources	Interest earnings
Long Bill Groups Supported by Fund	High Performance Transportation Enterprise
Non-appropriated Fund Obligations	Use of these funds requires approval by the High Performance Transportation Enterprise Board
Statutory or Other Restriction on Use of Fund	Senate Bill 09-108 created the fund for the deposit of tolls and other revenue. The revenue fund is continuously appropriated to the tolling enterprise and may only be used to pay for the administration, planning, financing, construction, operation, maintenance, or repair of toll highways or to pay for its operating costs and expenses. Pursuant to Article X, Section 18 of Colorado's constitution, charges related to the operation of a motor vehicle may only be expended in support of the maintenance and supervision of the state's roads and highways.
Revenue Drivers	The High Performance Transportation Enterprise Board is required to adjust toll rates, upon payment of certain costs and debt, so that the amount of toll revenues to be generated is as close as possible to the amount required for the ongoing operation, maintenance, renewal, and replacement of the toll highway.
Expenditure Drivers	Debt cost, plus the amount required for the ongoing operation, maintenance, renewal, and replacement of toll highways.
Explanation of any Long-term Liability Funding Requirements	Already in compliance

Fund Expenditures Line Item Detail	Actual FY 2008-09	Actual FY 2009-10	Estimated FY 2010-11	Requested FY 2011-12	Projected FY 2012-13
Division Name					
Line Item Name: Statewide Tolling Enterprise	$766,029	$1,534,640	$2,500,000	$2,200,000	$2,200,000
Line Item Name	$0	$0	$0	$0	$0
Decision Item # (*) and Title	N/A	$0	$0	$0	$0
Division Subtotal	$766,029	$1,534,640	$2,500,000	$2,200,000	$2,200,000
TOTAL	**$766,029**	**$1,534,640**	**$2,500,000**	**$2,200,000**	**$2,200,000**

Schedule 9A: Cash Funds Reports

Department of Transportation
FY 2011-12 Budget Request
Fund 537 - Statewide Transportation Enterprise Operating Fund
Section 43-4-806 (4), C.R.S. (2010)

Available Liquid Cash Fund Balance	Actual FY 2008-09	Actual FY 2009-10	Estimated FY 2010-11	Requested FY 2011-12	Projected FY 2012-13
Cash in Beginning Fund Balance [1]	**$0**	**$2,002,195**	**$1,864,981**	**$1,864,981**	**$1,864,981**
Actual / anticipated accounts receiveable collections	$0	$0	$0	$0	$0
Actual / anticipated fees collections	$0	$0	$0	$0	$0
Actual / anticipated cash transferred in	$2,031,216	$54,592	$0	$0	$0
Actual / anticipated other noncash assets converted to cash [2]	$0	$0	$0	$0	$0
Actual / Anticipated Cash Inflow During Fiscal Year	**$2,031,216**	**$54,592**	**$0**	**$0**	**$0**
Actual / appropriated / projected cash expenditures	$29,021	$191,806	$0	$0	$0
Actual / anticipated cash used to pay short-term liabilities	$0	$0	$0	$0	$0
Actual / anticipated nonappropriated debit service payments	$0	$0	$0	$0	$0
Actual / anticipated nonappropriated loan issuances	$0	$0	$0	$0	$0
Actual / anticipated other uses of cash [3]	$0	$0	$0	$0	$0
Actual / Appropriated Cash Outflow During Fiscal Year	**$29,021**	**$191,806**	**$0**	**$0**	**$0**
Available Liquid Fund Balance Prior to New Requests	**$2,002,195**	**$1,864,981**	**$1,864,981**	**$1,864,981**	**$1,864,981**
Decision Item #1 - "Sample A"	N/A	$0	$0	$0	$0
Decision Item #2 - "Sample B"	N/A	$0	$0	$0	$0
Change Requests Using Liquid Assets	**N/A**	**$0**	**$0**	**$0**	**$0**
Actual / Anticipated Liquid Fund Balance	**$2,002,195**	**$1,864,981**	**$1,864,981**	**$1,864,981**	**$1,864,981**

1 - Include only cash - exclude all other assets such as, receivables, investments, prepaids, capital assets, accumulated depreciation, and all short-term and long-term liabilities
2 - Includes sales of capital assets, sales of investments, collections of loans, etc.
3 - Includes nonappropriated purchases of capital assets and investments, new prepaid expense recorded, etc.

Cash Fund Reserve Balance[1]	Actual FY 2008-09	Actual FY 2009-10	Estimated FY 2010-11	Requested FY 2011-12	Projected FY 2012-13
Uncommitted Fee Reserve Balance (total reserve balance minus exempt assets and previously appropriated funds; calculated based on % of revenue from fees)	$0	$0	$0	$0	$0
Target/Alternative Fee Reserve Balance (amount set in statute or 16.5% of total expenses)	$0	$0	$0	$0	$0
Excess Uncommitted Fee Reserve Balance	**$0**	**$0**	**$0**	**$0**	**$0**
Assessment of Potential for Compliance (check all that apply)	__ Already in Compliance		__ Statute Change[2]		__ Planned Fee
	__ Planned One-time Expenditure(s)[1]		__ Planned Ongoing Expenditure(s)[2]		

1. This section is not required for funds outlined in 24-75-402 (5), C.R.S. (2007)
2. If plan is needed to meet compliance deadline, attach Form 9.B.
3. If pursuing a waiver, attach Form 9.C.

Schedule 9A: Cash Funds Reports

Department of Transportation
FY 2011-12 Budget Request
Fund 537 - Statewide Transportation Enterprise Operating Fund
Section 43-4-806 (4), C.R.S. (2010)

Cash Fund Narrative Information	
Purpose/Background of Fund	The High Performance Transportation Enterprise operates as a government-
Fee Sources	None.
Non-Fee Sources	Interest earnings and loan proceeds from the State Highway Fund
Long Bill Groups Supported by Fund	High Performance Transportation Enterprise
Non-appropriated Fund Obligations	Use of these funds requires approval by the High Performance Transportation Enterprise Board
Statutory or Other Restriction on Use of Fund	Senate Bill 09-108 created the fund for the deposit of tolls and other revenue. The revenue fund is continuously appropriated to the tolling enterprise and may only be used to pay for the administration, planning, financing, construction, operation, maintenance, or repair of toll highways or to pay for its operating costs and expenses. Pursuant to Article X, Section 18 of Colorado's constitution, charges related to the operation of a motor vehicle may only be expended in support of the maintenance and supervision of the state's roads and highways.
Revenue Drivers	The High Performance Transportation Enterprise Board is required to adjust toll rates, upon payment of certain costs and debt, so that the amount of toll revenues to be generated is as close as possible to the amount required for the ongoing operation, maintenance, renewal, and replacement of the toll highway.
Expenditure Drivers	Debt cost, plus the amount required for the ongoing operation, maintenance, renewal, and replacement of toll highways.
Explanation of any Long-term Liability Funding Requirements	Already in compliance

Fund Expenditures Line Item Detail	Actual FY 2008-09	Actual FY 2009-10	Estimated FY 2010-11	Requested FY 2011-12	Projected FY 2012-13
Division Name					
Line Item Name: Statewide Tolling Enterprise	$29,021	$191,806	$0	$0	$0
Line Item Name	$0	$0	$0	$0	$0
Decision Item # (*) and Title	N/A	$0	$0	$0	$0
Division Subtotal	$29,021	$191,806	$0	$0	$0
TOTAL	**$29,021**	**$191,806**	**$0**	**$0**	**$0**

Schedule 9A: Cash Funds Reports

Department of Transportation
FY 2011-12 Budget Request
Fund 538 - Bridge Special Fund
Section 43-4-805 (3) (a), C.R.S. (2010)

Available Liquid Cash Fund Balance	Actual FY 2008-09	Actual FY 2009-10	Estimated FY 2010-11	Requested FY 2011-12	Projected FY 2012-13
Cash in Beginning Fund Balance [1]	**$0**	**$213,300**	**$46,137,902**	**$0**	**$0**
Actual / anticipated accounts receiveable collections	$0	$0	$0	$0	$0
Actual / anticipated fees collections	$213,300	$39,681,872	$68,900,000	$91,800,000	$92,900,000
Actual / anticipated cash transferred in *	$0	$49,499,184	$0	$0	$0
Actual / anticipated other noncash assets converted to cash [2]	$0	$0	$0	$0	$0
Actual / Anticipated Cash Inflow During Fiscal Year	**$213,300**	**$89,181,056**	**$68,900,000**	**$91,800,000**	**$92,900,000**
Actual / appropriated / projected cash expenditures	$0	$2,002,965	$115,037,902	$91,800,000	$92,900,000
Actual / anticipated cash used to pay short-term liabilities	$0	$0	$0	$0	$0
Actual / anticipated nonappropriated debit service payments	$0	$0	$0	$0	$0
Actual / anticipated nonappropriated loan issuances	$0	$0	$0	$0	$0
Actual / anticipated other uses of cash [3]	$0	$41,253,489	$0	$0	$0
Actual / Appropriated Cash Outflow During Fiscal Year	**$0**	**$43,256,454**	**$115,037,902**	**$91,800,000**	**$92,900,000**
Available Liquid Fund Balance Prior to New Requests	**$213,300**	**$46,137,902**	**$0**	**$0**	**$0**
Decision Item #1 - "Sample A"	N/A	$0	$0	$0	$0
Decision Item #2 - "Sample B"	N/A	$0	$0	$0	$0
Change Requests Using Liquid Assets	**N/A**	**$0**	**$0**	**$0**	**$0**
Actual / Anticipated Liquid Fund Balance	**$213,300**	**$46,137,902**	**$0**	**$0**	**$0**

1 - Include only cash - exclude all other assets such as, receivables, investments, prepaids, capital assets, accumulated depreciation, and all short-term and long-term liabilities
2 - Includes sales of capital assets, sales of investments, collections of loans, etc.
3 - Includes nonappropriated purchases of capital assets and investments, new prepaid expense recorded, etc.

Cash Fund Reserve Balance[1]	Actual FY 2008-09	Actual FY 2009-10	Estimated FY 2010-11	Requested FY 2011-12	Projected FY 2012-13
Uncommitted Fee Reserve Balance (total reserve balance minus exempt assets and previously appropriated funds; calculated based on % of revenue from fees)	$0	$0	$0	$0	$0
Target/Alternative Fee Reserve Balance (amount set in statute or 16.5% of total expenses)	$0	$0	$0	$0	$0
Excess Uncommitted Fee Reserve Balance	**$0**	**$0**	**$0**	**$0**	**$0**
Assessment of Potential for Compliance (check all that apply)	__ Already in Compliance		__ Statute Change[2]		__ Planned Fee
	__ Planned One-time Expenditure(s)[1]		__ Planned Ongoing Expenditure(s)[2]		

1. This section is not required for funds outlined in 24-75-402 (5), C.R.S. (2007)
2. If plan is needed to meet compliance deadline, attach Form 9.B.
3. If pursuing a waiver, attach Form 9.C.

Schedule 9A: Cash Funds Reports

Department of Transportation
FY 2011-12 Budget Request
Fund 538 - Bridge Special Fund
Section 43-4-805 (3) (a), C.R.S. (2010)

Cash Fund Narrative Information	
Purpose/Background of Fund	To support the operations of the Statewide Bridge Enterprise, created by S.B. 09-
Fee Sources	The Bridge Safety Surcharge on vehicle registrations is set forth in Section 43-4-805 (5) (g) (I), C.R.S. (2010). The fee schedule is graduated by weight and phases in over the course of three fiscal years, FY 2009-10 to FY 2011-12.
Non-Fee Sources	Interest earnings.
Long Bill Groups Supported by Fund	Statewide Bridge Enterprise
Non-appropriated Fund Obligations	Use of these funds requires approval by the Statewide Bridge Enterprise Board
Statutory or Other Restriction on Use of Fund	Pursuant to Article X, Section 18 of Colorado's constitution, charges related to the operation of a motor vehicle may only be expended in support of the maintenance and supervision of the state's roads and highways.
Revenue Drivers	There are two revenue drivers: the number of registered vehicles and the statutory fee schedule.
Expenditure Drivers	The price of labor, steel, asphalt, and other materials commonly used in bridge construction and repair.
Explanation of any Long-term Liability Funding Requirements	Not applicable

Fund Expenditures Line Item Detail	Actual FY 2008-09	Actual FY 2009-10	Estimated FY 2010-11	Requested FY 2011-12	Projected FY 2012-13
Division Name					
Line Item Name: Construction, Maintenance & Operations	$0	$43,256,454	$115,037,902	$91,800,000	$92,900,000
Line Item Name	$0	$0	$0	$0	$0
Decision Item # (*) and Title	N/A	$0	$0	$0	$0
Division Subtotal	$0	$43,256,454	$115,037,902	$91,800,000	$92,900,000
TOTAL	**$0**	**$43,256,454**	**$115,037,902**	**$91,800,000**	**$92,900,000**

Schedule 9A: Cash Funds Reports

Department of Transportation
FY 2011-12 Budget Request
Fund 539 - Statewide Bridge Enterprise Operating Fund
Section 43-4-805 (4), C.R.S. (2010)

Available Liquid Cash Fund Balance	Actual FY 2008-09	Actual FY 2009-10	Estimated FY 2010-11	Requested FY 2011-12	Projected FY 2012-13
Cash in Beginning Fund Balance [1]	**$0**	**$0**	**$0**	**$0**	**$0**
Actual / anticipated accounts receiveable collections	$0	$0	$0	$0	$0
Actual / anticipated fees collections	$0	$0	$0	$0	$0
Actual / anticipated cash transferred in *	$0	$0	$0	$0	$0
Actual / anticipated other noncash assets converted to cash [2]	$0	$0	$0	$0	$0
Actual / Anticipated Cash Inflow During Fiscal Year	**$0**	**$0**	**$0**	**$0**	**$0**
Actual / appropriated / projected cash expenditures	$0	$0	$0	$0	$0
Actual / anticipated cash used to pay short-term liabilities	$0	$0	$0	$0	$0
Actual / anticipated nonappropriated debit service payments	$0	$0	$0	$0	$0
Actual / anticipated nonappropriated loan issuances	$0	$0	$0	$0	$0
Actual / anticipated other uses of cash [3]	$0	$0	$0	$0	$0
Actual / Appropriated Cash Outflow During Fiscal Year	**$0**	**$0**	**$0**	**$0**	**$0**
Available Liquid Fund Balance Prior to New Requests	**$0**	**$0**	**$0**	**$0**	**$0**
Decision Item #1 - "Sample A"	N/A	$0	$0	$0	$0
Decision Item #2 - "Sample B"	N/A	$0	$0	$0	$0
Change Requests Using Liquid Assets	**N/A**	**$0**	**$0**	**$0**	**$0**
Actual / Anticipated Liquid Fund Balance	**$0**	**$0**	**$0**	**$0**	**$0**

1 - Include only cash - exclude all other assets such as, receivables, investments, prepaids, capital assets, accumulated depreciation, and all short-term and long-term liabilities
2 - Includes sales of capital assets, sales of investments, collections of loans, etc.
3 - Includes nonappropriated purchases of capital assets and investments, new prepaid expense recorded, etc.

Cash Fund Reserve Balance[1]	Actual FY 2008-09	Actual FY 2009-10	Estimated FY 2010-11	Requested FY 2011-12	Projected FY 2012-13
Uncommitted Fee Reserve Balance (total reserve balance minus exempt assets and previously appropriated funds; calculated based on % of revenue from fees)	$0	$0	$0	$0	$0
Target/Alternative Fee Reserve Balance (amount set in statute or 16.5% of total expenses)	$0	$0	$0	$0	$0
Excess Uncommitted Fee Reserve Balance	**$0**	**$0**	**$0**	**$0**	**$0**
Assessment of Potential for Compliance (check all that apply)	__ Already in Compliance		__ Statute Change[2]		__ Planned Fee
	__ Planned One-time Expenditure(s)[1]		__ Planned Ongoing Expenditure(s)[2]		

1. This section is not required for funds outlined in 24-75-402 (5), C.R.S. (2007)
2. If plan is needed to meet compliance deadline, attach Form 9.B.
3. If pursuing a waiver, attach Form 9.C.

Schedule 9A: Cash Funds Reports

Department of Transportation
FY 2011-12 Budget Request
Fund 539 - Statewide Bridge Enterprise Operating Fund
Section 43-4-805 (4), C.R.S. (2010)

Cash Fund Narrative Information	
Purpose/Background of Fund	To support the operations of the Statewide Bridge Enterprise, created by S.B.
Fee Sources	The Bridge Safety Surcharge on vehicle registrations is set forth in Section 43-4-805 (5) (g) (I), C.R.S. (2009). The fee schedule is graduated by weight and phases in over the course of three fiscal years, FY 2009-10 to FY 2011-12.
Non-Fee Sources	Interest earnings, In addition, the Transportation Commission may make loans from the State Highway Fund to the Bridge Special Fund at its discretion.
Long Bill Groups Supported by Fund	Statewide Bridge Enterprise
Non-appropriated Fund Obligations	Use of these funds requires approval by the Statewide Bridge Enterprise Board
Statutory or Other Restriction on Use of Fund	Pursuant to Article X, Section 18 of Colorado's constitution, charges related to the operation of a motor vehicle may only be expended in support of the maintenance and supervision of the state's roads and highways.
Revenue Drivers	There are two revenue drivers: the number of registered vehicles and the statutory fee schedule.
Expenditure Drivers	The price of labor, steel, asphalt, and other materials commonly used in bridge construction and repair.
Explanation of any Long-term Liability Funding Requirements	Not applicable

Fund Expenditures Line Item Detail	Actual FY 2008-09	Actual FY 2009-10	Estimated FY 2010-11	Requested FY 2011-12	Projected FY 2012-13
Division Name					
Line Item Name: Construction, Maintenance & Operations	$0	$0	$0	$0	$0
Line Item Name	$0	$0	$0	$0	$0
Decision Item # (*) and Title	N/A	$0	$0	$0	$0
Division Subtotal	$0	$0	$0	$0	$0
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**

Schedule 9A: Cash Funds Reports

Department of Transportation
FY 2011-12 Budget Request
Fund 11R - State Rail Bank
Section 43-1-1309, C.R.S. (2010)

Available Liquid Cash Fund Balance	Actual FY 2008-09	Actual FY 2009-10	Estimated FY 2010-11	Requested FY 2011-12	Projected FY 2012-13
Cash in Beginning Fund Balance [1]	**$1,543,937**	**$0**	**$0**	**$0**	**$0**
Actual / anticipated accounts receiveable collections	$0	$0	$0	$0	$0
Actual / anticipated fees collections	$0	$0	$0	$0	$0
Actual / anticipated cash transferred in	$0	$0	$0	$0	$0
Actual / anticipated other noncash assets converted to cash [2]	$0	$0	$0	$0	$0
Actual / Anticipated Cash Inflow During Fiscal Year	**$0**	**$0**	**$0**	**$0**	**$0**
Actual / appropriated / projected cash expenditures	$1,543,937	$0	$0	$0	$0
Actual / anticipated cash used to pay short-term liabilities	$0	$0	$0	$0	$0
Actual / anticipated nonappropriated debit service payments	$0	$0	$0	$0	$0
Actual / anticipated nonappropriated loan issuances	$0	$0	$0	$0	$0
Actual / anticipated other uses of cash [3]	$0	$0	$0	$0	$0
Actual / Appropriated Cash Outflow During Fiscal Year	**$1,543,937**	**$0**	**$0**	**$0**	**$0**
Available Liquid Fund Balance Prior to New Requests	**$0**	**$0**	**$0**	**$0**	**$0**
Decision Item #1 - "Sample A"	N/A	$0	$0	$0	$0
Decision Item #2 - "Sample B"	N/A	$0	$0	$0	$0
Change Requests Using Liquid Assets	**N/A**	**$0**	**$0**	**$0**	**$0**
Actual / Anticipated Liquid Fund Balance	**$0**	**$0**	**$0**	**$0**	**$0**

1 - Include only cash - exclude all other assets such as, receivables, investments, prepaids, capital assets, accumulated depreciation, and all short-term and long-term liabilities
2 - Includes sales of capital assets, sales of investments, collections of loans, etc.
3 - Includes nonappropriated purchases of capital assets and investments, new prepaid expense recorded, etc.

Cash Fund Reserve Balance[1]	Actual FY 2008-09	Actual FY 2009-10	Estimated FY 2010-11	Requested FY 2011-12	Projected FY 2012-13
Uncommitted Fee Reserve Balance (total reserve balance minus exempt assets and previously appropriated funds; calculated based on % of revenue from fees)	$0	$0	$0	$0	$0
Target/Alternative Fee Reserve Balance (amount set in statute or 16.5% of total expenses)	$0	$0	$0	$0	$0
Excess Uncommitted Fee Reserve Balance	**$0**	**$0**	**$0**	**$0**	**$0**
Assessment of Potential for Compliance (check all that apply)	__ Already in Compliance		__ Statute Change[2]		__ Planned Fee
	__ Planned One-time Expenditure(s)[1]		__ Planned Ongoing Expenditure(s)[2]		

1. This section is not required for funds outlined in 24-75-402 (5), C.R.S. (2007)
2. If plan is needed to meet compliance deadline, attach Form 9.B.
3. If pursuing a waiver, attach Form 9.C.

Schedule 9A: Cash Funds Reports

Department of Transportation
FY 2011-12 Budget Request
Fund 11R - State Rail Bank
Section 43-1-1309, C.R.S. (2010)

Cash Fund Narrative Information	
Purpose/Background of Fund	For the acquisition, maintenance, improvement, or disposal of rail lines or
Fee Sources	None
Non-Fee Sources	Lease payments from the Towner Rail Line, other revenue as determined by the General Assembly
Long Bill Groups Supported by Fund	None in current Long Bill (S.B. 05-209)
Non-appropriated Fund Obligations	Use of these funds would require an appropriation
Statutory or Other Restriction on Use of Fund	For the acquisition, maintenance, improvement, or disposal of rail lines or railroad rights-of-way
Revenue Drivers	Revenue as determined and allocated/appropriated by the General Assembly; lease payments from the Towner Rail Line
Expenditure Drivers	None
Explanation of any Long-term Liability Funding Requirements	Already in compliance

Fund Expenditures Line Item Detail	Actual FY 2008-09	Actual FY 2009-10	Estimated FY 2010-11	Requested FY 2011-12	Projected FY 2012-13
Division Name					
Line Item Name	$0	$0	$0	$0	$0
Line Item Name	$0	$0	$0	$0	$0
Decision Item # (*) and Title	N/A	$0	$0	$0	$0
Division Subtotal	$0	$0	$0	$0	$0
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**

Schedule 9A: Cash Funds Reports

Department of Transportation
FY 2011-12 Budget Request
Fund 17Z - Transportation Renovation Fund
Section 43-1-210 (6) (a) (III) (b), C.R.S. (2010)

Available Liquid Cash Fund Balance	Actual FY 2008-09	Actual FY 2009-10	Estimated FY 2010-11	Requested FY 2011-12	Projected FY 2012-13
Cash in Beginning Fund Balance [1]	**$1,646,068**	**$1,664,303**	**$1,664,812**	**$1,664,812**	**$1,664,812**
Actual / anticipated accounts receiveable collections	$0	$0	$0	$0	$0
Actual / anticipated fees collections	$0	$0	$0	$0	$0
Actual / anticipated cash transferred in	$18,235	$509	$0	$0	$0
Actual / anticipated other noncash assets converted to cash [2]	$0	$0	$0	$0	$0
Actual / Anticipated Cash Inflow During Fiscal Year	**$18,235**	**$509**	**$0**	**$0**	**$0**
Actual / appropriated / projected cash expenditures	$0	$0	$0	$0	$0
Actual / anticipated cash used to pay short-term liabilities	$0	$0	$0	$0	$0
Actual / anticipated nonappropriated debit service payments	$0	$0	$0	$0	$0
Actual / anticipated nonappropriated loan issuances	$0	$0	$0	$0	$0
Actual / anticipated other uses of cash [3]	$0	$0	$0	$0	$0
Actual / Appropriated Cash Outflow During Fiscal Year	**$0**	**$0**	**$0**	**$0**	**$0**
Available Liquid Fund Balance Prior to New Requests	**$1,664,303**	**$1,664,812**	**$1,664,812**	**$1,664,812**	**$1,664,812**
Decision Item #1 - "Sample A"	N/A	$0	$0	$0	$0
Decision Item #2 - "Sample B"	N/A	$0	$0	$0	$0
Change Requests Using Liquid Assets	**N/A**	**$0**	**$0**	**$0**	**$0**
Actual / Anticipated Liquid Fund Balance	**$1,664,303**	**$1,664,812**	**$1,664,812**	**$1,664,812**	**$1,664,812**

1 - Include only cash - exclude all other assets such as, receivables, investments, prepaids, capital assets, accumulated depreciation, and all short-term and long-term liabilities
2 - Includes sales of capital assets, sales of investments, collections of loans, etc.
3 - Includes nonappropriated purchases of capital assets and investments, new prepaid expense recorded, etc.

Cash Fund Reserve Balance[1]	Actual FY 2008-09	Actual FY 2009-10	Estimated FY 2010-11	Requested FY 2011-12	Projected FY 2012-13
Uncommitted Fee Reserve Balance (total reserve balance minus exempt assets and previously appropriated funds; calculated based on % of revenue from fees)	$0	$0	$0	$0	$0
Target/Alternative Fee Reserve Balance (amount set in statute or 16.5% of total expenses)	$0	$0	$0	$0	$0
Excess Uncommitted Fee Reserve Balance	**$0**	**$0**	**$0**	**$0**	**$0**
Assessment of Potential for Compliance (check all that apply)	__ Already in Compliance		__ Statute Change[2]		__ Planned Fee
	__ Planned One-time Expenditure(s)[1]		__ Planned Ongoing Expenditure(s)[2]		

1. This section is not required for funds outlined in 24-75-402 (5), C.R.S. (2007)
2. If plan is needed to meet compliance deadline, attach Form 9.B.
3. If pursuing a waiver, attach Form 9.C.

Schedule 9A: Cash Funds Reports

Department of Transportation
FY 2011-12 Budget Request
Fund 17Z - Transportation Renovation Fund
Section 43-1-210 (6) (a) (III) (b), C.R.S. (2010)

Cash Fund Narrative Information	
Purpose/Background of Fund	To pay for the renovation or purchase of property of the Department of
Fee Sources	None
Non-Fee Sources	Proceeds from the sale of Department real property other than right-of-way, and interest earned on the proceeds until used
Long Bill Groups Supported by Fund	All CDOT Long Bill groups
Non-appropriated Fund Obligations	Use of these funds requires approval by the Transportation Commission.
Statutory or Other Restriction on Use of Fund	To pay for the renovation or purchase of property of the Department of Transportation. The funds are held by Wells Fargo, Inc. as Trustee for the account. COFRS data is updated periodically for information only.
Revenue Drivers	Sales proceeds from certificates of participation (COPs). Interest earned on the proceeds until used.
Expenditure Drivers	Renovation or purchase of facilities. Anticipate complete use of this issue in FY2011.
Explanation of any Long-term Liability Funding Requirements	Already in compliance

Fund Expenditures Line Item Detail	Actual FY 2008-09	Actual FY 2009-10	Estimated FY 2010-11	Requested FY 2011-12	Projected FY 2012-13
Division Name					
Line Item Name: Construction, Maintenance & Operations	$0	$0	$0	$0	$0
Line Item Name	$0	$0	$0	$0	$0
Decision Item # (*) and Title	N/A	$0	$0	$0	$0
Division Subtotal	$0	$0	$0	$0	$0
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**

Schedule 9A: Cash Funds Reports

Department of Transportation
FY 2011-12 Budget Request
Fund 160 - State Aviation Fund
Section 43-10-109, C.R.S. (2010)

Available Liquid Cash Fund Balance	Actual FY 2008-09	Actual FY 2009-10	Estimated FY 2010-11	Requested FY 2011-12	Projected FY 2012-13
Cash in Beginning Fund Balance [1]	**$16,492,988**	**$25,819,675**	**$27,733,598**	**$27,733,598**	**$27,733,598**
Actual / anticipated accounts receiveable collections	$0	$0	$0	$0	$0
Actual / anticipated fees collections	$32,357,909	$25,313,605	$27,599,912	$27,984,824	$27,984,824
Actual / anticipated cash transferred in *	$0	$9,000,000	$0	$0	$0
Actual / anticipated other noncash assets converted to cash [2]	$0	$0	$0	$0	$0
Actual / Anticipated Cash Inflow During Fiscal Year	**$32,357,909**	**$34,313,605**	**$27,599,912**	**$27,984,824**	**$27,984,824**
Actual / appropriated / projected cash expenditures	$23,031,222	$32,399,682	$27,599,912	$27,984,824	$27,984,824
Actual / anticipated cash used to pay short-term liabilities	$0	$0	$0	$0	$0
Actual / anticipated nonappropriated debit service payments	$0	$0	$0	$0	$0
Actual / anticipated nonappropriated loan issuances	$0	$0	$0	$0	$0
Actual / anticipated other uses of cash [3]	$0	$0	$0	$0	$0
Actual / Appropriated Cash Outflow During Fiscal Year	**$23,031,222**	**$32,399,682**	**$27,599,912**	**$27,984,824**	**$27,984,824**
Available Liquid Fund Balance Prior to New Requests	**$25,819,675**	**$27,733,598**	**$27,733,598**	**$27,733,598**	**$27,733,598**
Decision Item #1 - "Sample A"	N/A	$0	$0	$0	$0
Decision Item #2 - "Sample B"	N/A	$0	$0	$0	$0
Change Requests Using Liquid Assets	**N/A**	**$0**	**$0**	**$0**	**$0**
Actual / Anticipated Liquid Fund Balance	**$25,819,675**	**$27,733,598**	**$27,733,598**	**$27,733,598**	**$27,733,598**

1 - Include only cash - exclude all other assets such as, receivables, investments, prepaids, capital assets, accumulated depreciation, and all short-term and long-term liabilities
2 - Includes sales of capital assets, sales of investments, collections of loans, etc.
3 - Includes nonappropriated purchases of capital assets and investments, new prepaid expense recorded, etc.

Cash Fund Reserve Balance[1]	Actual FY 2008-09	Actual FY 2009-10	Estimated FY 2010-11	Requested FY 2011-12	Projected FY 2012-13
Uncommitted Fee Reserve Balance (total reserve balance minus exempt assets and previously appropriated funds; calculated based on % of revenue from fees)	$0	$0	$0	$0	$0
Target/Alternative Fee Reserve Balance (amount set in statute or 16.5% of total expenses)	$0	$0	$0	$0	$0
Excess Uncommitted Fee Reserve Balance	**$0**	**$0**	**$0**	**$0**	**$0**
Assessment of Potential for Compliance (check all that apply)	__ Already in Compliance __ Statute Change[2] __ Planned One-time Expenditure(s)[1] __ Planned Ongoing				

1. This section is not required for funds outlined in 24-75-402 (5), C.R.S. (2007)
2. If plan is needed to meet compliance deadline, attach Form 9.B.
3. If pursuing a waiver, attach Form 9.C.

Schedule 9A: Cash Funds Reports

Department of Transportation
FY 2011-12 Budget Request
Fund 160 - State Aviation Fund
Section 43-10-109, C.R.S. (2010)

Cash Fund Narrative Information	
Purpose/Background of Fund	To support the state aviation system
Fee Sources	None
Non-Fee Sources	Aviation gas tax is $.06 per gallon; jet fuel (non-commercial) tax is $.04 per gallon; jet fuel tax is 3% on retail price
Long Bill Groups Supported by Fund	Division of Aeronautics, Formula Refunds, Discretionary Grants
Non-appropriated Fund Obligations	Use of these funds requires approval by the Aeronautics Board
Statutory or Other Restriction on Use of Fund	Pursuant to Article X, Section 18 of Colorado's constitution, aviation funds may only be used for aviation purposes.
Revenue Drivers	Aviation gas tax is $.06 per gallon; jet fuel (non-commercial) tax is $.04 per gallon; jet fuel tax is 3% on retail price (* an audit done in FY08 resulted in a significant increase in prior fiscal-years)
Expenditure Drivers	Amount of fuel purchased; retail price of jet fuel
Explanation of any Long-term Liability Funding Requirements	Already in compliance

Fund Expenditures Line Item Detail	Actual FY 2008-09	Actual FY 2009-10	Estimated FY 2010-11	Requested FY 2011-12	Projected FY 2012-13
Division Name					
Line Item Name: Construction, Maintenance & Operations	$23,031,222	$32,399,682	$27,599,912	$27,984,824	$27,984,824
Line Item Name	$0	$0	$0	$0	$0
Decision Item # (*) and Title	N/A	$0	$0	$0	$0
Division Subtotal	$23,031,222	$32,399,682	$27,599,912	$27,984,824	$27,984,824
TOTAL	**$23,031,222**	**$32,399,682**	**$27,599,912**	**$27,984,824**	**$27,984,824**

Schedule 9A: Cash Funds Reports

Department of Transportation
FY 2011-12 Budget Request
Fund 402 - Motorcycle Operators Safety Training (MOST)
Section 43-5-504, C.R.S. (2010)

Available Liquid Cash Fund Balance	Actual FY 2008-09	Actual FY 2009-10	Estimated FY 2010-11	Requested FY 2011-12	Projected FY 2012-13
Cash in Beginning Fund Balance [1]	**$591,380**	**$414,980**	**$581,064**	**$0**	**$0**
Actual / anticipated accounts receiveable collections	$0	$0	$0	$0	$0
Actual / anticipated fees collections	$735,502	$718,414	$836,216	$883,207	$883,207
Actual / anticipated cash transferred in	$0	$0	$0	$0	$0
Actual / anticipated other noncash assets converted to cash [2]	$0	$0	$0	$0	$0
Actual / Anticipated Cash Inflow During Fiscal Year	**$735,502**	**$718,414**	**$836,216**	**$883,207**	**$883,207**
Actual / appropriated / projected cash expenditures	$911,902	$552,330	$1,417,280	$883,207	$883,207
Actual / anticipated cash used to pay short-term liabilities	$0	$0	$0	$0	$0
Actual / anticipated nonappropriated debit service payments	$0	$0	$0	$0	$0
Actual / anticipated nonappropriated loan issuances	$0	$0	$0	$0	$0
Actual / anticipated other uses of cash [3]	$0	$0	$0	$0	$0
Actual / Appropriated Cash Outflow During Fiscal Year	**$911,902**	**$552,330**	**$1,417,280**	**$883,207**	**$883,207**
Available Liquid Fund Balance Prior to New Requests	**$414,980**	**$581,064**	**$0**	**$0**	**$0**
Decision Item #1 - "Sample A"	N/A	$0	$0	$0	$0
Decision Item #2 - "Sample B"	N/A	$0	$0	$0	$0
Change Requests Using Liquid Assets	**N/A**	**$0**	**$0**	**$0**	**$0**
Actual / Anticipated Liquid Fund Balance	**$414,980**	**$581,064**	**$0**	**$0**	**$0**

1 - Include only cash - exclude all other assets such as, receivables, investments, prepaids, capital assets, accumulated depreciation, and all short-term and long-term liabilities
2 - Includes sales of capital assets, sales of investments, collections of loans, etc.
3 - Includes nonappropriated purchases of capital assets and investments, new prepaid expense recorded, etc.

Cash Fund Reserve Balance[1]	Actual FY 2008-09	Actual FY 2009-10	Estimated FY 2010-11	Requested FY 2011-12	Projected FY 2012-13
Uncommitted Fee Reserve Balance (total reserve balance minus exempt assets and previously appropriated funds; calculated based on % of revenue from fees)	$0	$0	$0	$0	$0
Target/Alternative Fee Reserve Balance (amount set in statute or 16.5% of total expenses)	$0	$0	$0	$0	$0
Excess Uncommitted Fee Reserve Balance	**$0**	**$0**	**$0**	**$0**	**$0**
Assessment of Potential for Compliance (check all that apply)	__ Already in Compliance		__ Statute Change[2]		__ Planned Fee
	__ Planned One-time Expenditure(s)[1]		__ Planned Ongoing Expenditure(s)[2]		

1. This section is not required for funds outlined in 24-75-402 (5), C.R.S. (2007)
2. If plan is needed to meet compliance deadline, attach Form 9.B.
3. If pursuing a waiver, attach Form 9.C.

Schedule 9A: Cash Funds Reports

Department of Transportation
FY 2011-12 Budget Request
Fund 402 - Motorcycle Operators Safety Training (MOST)
Section 43-5-504, C.R.S. (2010)

Cash Fund Narrative Information	
Purpose/Background of Fund	The MOST Fund is used to provide State-certified training to develop the
Fee Sources	$1.00 surcharge on all motorcycle endorsed drivers' licenses and permits and a $4.00 surcharge on all motorcycle registrations
Non-Fee Sources	None
Long Bill Groups Supported by Fund	Pursuant to H.B. 00-1164, effective July 1, 2000, this fund is under the budget authority of the Transportation Commission and is reflected as part of the Construction, Maintenance and Operations line in the Long Bill.
Non-appropriated Fund Obligations	Use of these fund requires approval by the Transportation Commission
Statutory or Other Restriction on Use of Fund	MOST funds are used to train individuals in the safe operation of motorcycles.
Revenue Drivers	Number of motorcycle endorsed drivers' licenses, number of motorcycles registered each year.
Expenditure Drivers	Number of motorcycle drivers trained each year
Explanation of any Long-term Liability Funding Requirements	The Program lets annual contracts to private contractors to provide motorcycle training. Program historically carries a balance equal to about one year of expenditures to assure it has sufficient cash to honor the contracts. Contracts are by rule executed on a calendar year basis and require a sufficient fund balance to encumber.

Fund Expenditures Line Item Detail	Actual FY 2008-09	Actual FY 2009-10	Estimated FY 2010-11	Requested FY 2011-12	Projected FY 2012-13
Division Name					
Line Item Name: Construction, Maintenance & Operations	$911,902	$552,330	$1,417,280	$883,207	$883,207
Line Item Name	$0	$0	$0	$0	$0
Decision Item # (*) and Title	N/A	$0	$0	$0	$0
Division Subtotal	$911,902	$552,330	$1,417,280	$883,207	$883,207
TOTAL	**$911,902**	**$552,330**	**$1,417,280**	**$883,207**	**$883,207**

Schedule 9A: Cash Funds Reports

Department of Transportation
FY 2011-12 Budget Request
Fund 403 - Law Enforcement Assistance Fund (LEAF)
Section 43-4-401, C.R.S. (2010)

Available Liquid Cash Fund Balance	Actual FY 2008-09	Actual FY 2009-10	Estimated FY 2010-11	Requested FY 2011-12	Projected FY 2012-13
Cash in Beginning Fund Balance [1]	**$1,386,812**	**$1,084,796**	**$164,962**	**$164,962**	**$164,962**
Actual / anticipated accounts receiveable collections	$0	$0	$0	$0	$0
Actual / anticipated fees collections	$998,629	$923,161	$0	$0	$0
Actual / anticipated cash transferred in	$0	$0	$0	$0	$0
Actual / anticipated other noncash assets converted to cash [2]	$0	$0	$0	$0	$0
Actual / Anticipated Cash Inflow During Fiscal Year	**$998,629**	**$923,161**	**$0**	**$0**	**$0**
Actual / appropriated / projected cash expenditures	$1,300,645	$483,477	$0	$0	$0
Actual / anticipated cash used to pay short-term liabilities	$0	$0	$0	$0	$0
Actual / anticipated nonappropriated debit service payments	$0	$0	$0	$0	$0
Actual / anticipated nonappropriated loan issuances	$0	$0	$0	$0	$0
Actual / anticipated other uses of cash [3]	$0	$1,359,518	$0	$0	$0
Actual / Appropriated Cash Outflow During Fiscal Year	**$1,300,645**	**$1,842,995**	**$0**	**$0**	**$0**
Available Liquid Fund Balance Prior to New Requests	**$1,084,796**	**$164,962**	**$164,962**	**$164,962**	**$164,962**
Decision Item #1 - "Sample A"	N/A	$0	$0	$0	$0
Decision Item #2 - "Sample B"	N/A	$0	$0	$0	$0
Change Requests Using Liquid Assets	**N/A**	**$0**	**$0**	**$0**	**$0**
Actual / Anticipated Liquid Fund Balance	**$1,084,796**	**$164,962**	**$164,962**	**$164,962**	**$164,962**

1 - Includes only cash - exclude all other assets such as, receivables, investments, prepaids, capital assets, accumulated depreciation, and all short-term and long-term liabilities
2 - Includes sales of capital assets, sales of investments, collections of loans, etc.
3 - Includes nonappropriated purchases of capital assets and investments, new prepaid expense recorded, etc.

Cash Fund Reserve Balance[1]	Actual FY 2008-09	Actual FY 2009-10	Estimated FY 2010-11	Requested FY 2011-12	Projected FY 2012-13
Uncommitted Fee Reserve Balance (total reserve balance minus exempt assets and previously appropriated funds; calculated based on % of revenue from fees)	$0	$0	$0	$0	$0
Target/Alternative Fee Reserve Balance (amount set in statute or 16.5% of total expenses)	$0	$0	$0	$0	$0
Excess Uncommitted Fee Reserve Balance	**$0**	**$0**	**$0**	**$0**	**$0**
Assessment of Potential for Compliance (check all that apply)	__ Already in Compliance		__ Statute Change[2]		__ Planned Fee
	__ Planned One-time Expenditure(s)[1]		__ Planned Ongoing Expenditure(s)[2]		

1. This section is not required for funds outlined in 24-75-402 (5), C.R.S. (2007)
2. If plan is needed to meet compliance deadline, attach Form 9.B.
3. If pursuing a waiver, attach Form 9.C.

Schedule 9A: Cash Funds Reports

Department of Transportation
FY 2011-12 Budget Request
Fund 403 - Law Enforcement Assistance Fund (LEAF)
Section 43-4-401, C.R.S. (2010)

Cash Fund Narrative Information	
Purpose/Background of Fund	For the prevention of drunken driving and the enforcement of laws pertaining
Fee Sources	None
Non-Fee Sources	Every person who is convicted of, pleads guilty to, or receives a deferred sentence pursuant to C.R.S. 16-7-403, for a violation of the offenses specified in C.R.S. 42-4-1301(1) or (2), is required to pay a $75.00 fine that is deposited into the LEAF and $15.00 that is deposited in the county treasury of the county in which the conviction occurred.
Long Bill Groups Supported by Fund	Pursuant to H.B. 00-1164, effective July 1, 2000, this fund is under the budget authority of the Transportation Commission and is reflected as part of the Construction, Maintenance, and Operations line in the Long Bill.
Non-appropriated Fund Obligations	Use of these funds requires approval by the Transportation Commission
Statutory or Other Restriction on Use of Fund	Funds are to be used for the prevention of drunken driving and the enforcement of laws pertaining to driving under the influence of alcohol and drugs.
Revenue Drivers	Number of convictions for drunken driving, number of pleas for drunk driving, number of deferred sentences
Expenditure Drivers	Overtime costs for local law enforcement officials
Explanation of any Long-term Liability Funding Requirements	Already in compliance

Fund Expenditures Line Item Detail	Actual FY 2008-09	Actual FY 2009-10	Estimated FY 2010-11	Requested FY 2011-12	Projected FY 2012-13
Division Name					
Line Item Name: Construction, Maintenance & Operations	$1,300,645	$1,842,995	$0	$0	$0
Line Item Name	$0	$0	$0	$0	$0
Decision Item # (*) and Title	N/A	$0	$0	$0	$0
Division Subtotal	$1,300,645	$1,842,995	$0	$0	$0
TOTAL	**$1,300,645**	**$1,842,995**	**$0**	**$0**	**$0**

Schedule 9A: Cash Funds Reports

Department of Transportation
FY 2011-12 Budget Request
Fund 438 - First Time Drunk Driving Offenders Account
Section 43-4-901, C.R.S. (2010)

Available Liquid Cash Fund Balance	Actual FY 2008-09	Actual FY 2009-10	Estimated FY 2010-11	Requested FY 2011-12	Projected FY 2012-13
Cash in Beginning Fund Balance [1]	**$0**	**$2,000,000**	**$2,110,253**	**$2,110,253**	**$2,110,253**
Actual / anticipated accounts receiveable collections	$0	$0	$0	$0	$0
Actual / anticipated fees collections	$2,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000
Actual / anticipated cash transferred in	$0	$0	$0	$0	$0
Actual / anticipated other noncash assets converted to cash [2]	$0	$0	$0	$0	$0
Actual / Anticipated Cash Inflow During Fiscal Year	**$2,000,000**	**$1,000,000**	**$1,000,000**	**$1,000,000**	**$1,000,000**
Actual / appropriated / projected cash expenditures	$0	$889,747	$1,000,000	$1,000,000	$1,000,000
Actual / anticipated cash used to pay short-term liabilities	$0	$0	$0	$0	$0
Actual / anticipated nonappropriated debit service payments	$0	$0	$0	$0	$0
Actual / anticipated nonappropriated loan issuances	$0	$0	$0	$0	$0
Actual / anticipated other uses of cash [3]	$0	$0	$0	$0	$0
Actual / Appropriated Cash Outflow During Fiscal Year	**$0**	**$889,747**	**$1,000,000**	**$1,000,000**	**$1,000,000**
Available Liquid Fund Balance Prior to New Requests	**$2,000,000**	**$2,110,253**	**$2,110,253**	**$2,110,253**	**$2,110,253**
Decision Item #1 - "Sample A"	N/A	$0	$0	$0	$0
Decision Item #2 - "Sample B"	N/A	$0	$0	$0	$0
Change Requests Using Liquid Assets	**N/A**	**$0**	**$0**	**$0**	**$0**
Actual / Anticipated Liquid Fund Balance	**$2,000,000**	**$2,110,253**	**$2,110,253**	**$2,110,253**	**$2,110,253**

1 - Include only cash - exclude all other assets such as, receivables, investments, prepaids, capital assets, accumulated depreciation, and all short-term and long-term liabilities
2 - Includes sales of capital assets, sales of investments, collections of loans, etc.
3 - Includes nonappropriated purchases of capital assets and investments, new prepaid expense recorded, etc.

Cash Fund Reserve Balance[1]	Actual FY 2008-09	Actual FY 2009-10	Estimated FY 2010-11	Requested FY 2011-12	Projected FY 2012-13
Uncommitted Fee Reserve Balance (total reserve balance minus exempt assets and previously appropriated funds; calculated based on % of revenue from fees)	$0	$0	$0	$0	$0
Target/Alternative Fee Reserve Balance (amount set in statute or 16.5% of total expenses)	$0	$0	$0	$0	$0
Excess Uncommitted Fee Reserve Balance	**$0**	**$0**	**$0**	**$0**	**$0**
Assessment of Potential for Compliance (check all that apply)	__ Already in Compliance		__ Statute Change[2]		__ Planned Fee
	__ Planned One-time Expenditure(s)[1]		__ Planned Ongoing Expenditure(s)[2]		

1. This section is not required for funds outlined in 24-75-402 (5), C.R.S. (2007)
2. If plan is needed to meet compliance deadline, attach Form 9.B.
3. If pursuing a waiver, attach Form 9.C.

Schedule 9A: Cash Funds Reports

Department of Transportation
FY 2011-12 Budget Request
Fund 438 - First Time Drunk Driving Offenders Account
Section 43-4-901, C.R.S. (2010)

Cash Fund Narrative Information	
Purpose/Background of Fund	For the prevention of drunken driving and the enforcement of laws pertaining to driving under the influence of alcohol and drugs
Fee Sources	None
Non-Fee Sources	HB 08-1194 increased the fee for reinstatement of a driver's license to $95 from $60 and directs that the incremental revenue be deposited into the First Time Drunk Driving Offenders Account of the Highway Users Tax Fund.
Long Bill Groups Supported by Fund	First Time Drunk Driving Offenders Account
Non-appropriated Fund Obligations	Use of these funds requires approval by the Transportation Commission
Statutory or Other Restriction on Use of Fund	Funds are to be used for the prevention of drunken driving and the enforcement of laws pertaining to driving under the influence of alcohol and drugs.
Revenue Drivers	Number of convictions for drunken driving, number of pleas for drunk driving, number of deferred sentences
Expenditure Drivers	Overtime costs for local law enforcement officials
Explanation of any Long-term Liability Funding Requirements	Already in compliance

Fund Expenditures Line Item Detail	Actual FY 2008-09	Actual FY 2009-10	Estimated FY 2010-11	Requested FY 2011-12	Projected FY 2012-13
Division Name					
Line Item Name: Construction, Maintenance & Operations	$0	$889,747	$1,000,000	$1,000,000	$1,000,000
Line Item Name	$0	$0	$0	$0	$0
Decision Item # (*) and Title	N/A	$0	$0	$0	$0
Division Subtotal	$0	$889,747	$1,000,000	$1,000,000	$1,000,000
TOTAL	**$0**	**$889,747**	**$1,000,000**	**$1,000,000**	**$1,000,000**

Schedule 9A: Cash Funds Reports

Department of Transportation
FY 2011-12 Budget Request
Fund 715 - State Infrastructure Bank (SIB)
Section 43-1-113.5, C.R.S. (2010)

Available Liquid Cash Fund Balance	Actual FY 2008-09	Actual FY 2009-10	Estimated FY 2010-11	Requested FY 2011-12	Projected FY 2012-13
Cash in Beginning Fund Balance [1]	**$13,771,863**	**$10,783,671**	**$5,622,317**	**$5,622,317**	**$5,622,317**
Actual / anticipated accounts receiveable collections (interest payments)	$0	$738,240	$900,000	$2,084,946	$1,715,638
Actual / anticipated fees collections	$1,058,901	$0	$0	$0	$0
Actual / anticipated cash transferred in	$0	$0	$0	$0	$0
Actual / anticipated other noncash assets converted to cash [2]	$0	$3,100,406	$3,779,754	$8,756,204	$7,205,212
Actual / Anticipated Cash Inflow During Fiscal Year	**$1,058,901**	**$3,838,646**	**$4,679,754**	**$10,841,150**	**$8,920,851**
Actual / appropriated / projected cash expenditures	$3,000,000	$9,000,000	$0	$0	$0
Actual / anticipated cash used to pay short-term liabilities	$0	$0	$0	$0	$0
Actual / anticipated nonappropriated debit service payments	$0	$0	$0	$0	$0
Actual / anticipated nonappropriated loan issuances generated from fund income	$1,047,093	$0	$4,679,754	$10,841,150	$8,920,851
Actual / anticipated other uses of cash [3]	$0	$0	$0	$0	$0
Actual / Appropriated Cash Outflow During Fiscal Year	**$4,047,093**	**$9,000,000**	**$4,679,754**	**$10,841,150**	**$8,920,851**
Actual / Anticipated Liquid Fund Balance	**$10,783,671**	**$5,622,317**	**$5,622,317**	**$5,622,317**	**$5,622,317**

1 - Include only cash - exclude all other assets such as, receivables, investments, prepaids, capital assets, accumulated depreciation, and all short-term and long-term liabilities
2 - Includes sales of capital assets, sales of investments, collections of loans, etc.
3 - Includes nonappropriated purchases of capital assets and investments, new prepaid expense recorded, etc.

Cash Fund Reserve Balance[1]	Actual FY 2008-09	Actual FY 2009-10	Estimated FY 2010-11	Requested FY 2011-12	Projected FY 2012-13
Uncommitted Fee Reserve Balance (total reserve balance minus exempt assets and previously appropriated funds; calculated based on % of revenue from fees)	$0	$0	$0	$0	$0
Target/Alternative Fee Reserve Balance (amount set in statute or 16.5% of total expenses)	$0	$0	$0	$0	$0
Excess Uncommitted Fee Reserve Balance	**$0**	**$0**	**$0**	**$0**	**$0**
Assessment of Potential for Compliance (check all that apply)	__ Already in Compliance __ Statute Change[2] __ Planned Fee __ Planned One-time Expenditure(s)[1] __ Planned Ongoing Expenditure(s)[2]				

1. This section is not required for funds outlined in 24-75-402 (5), C.R.S. (2007)
2. If plan is needed to meet compliance deadline, attach Form 9.B.
3. If pursuing a waiver, attach Form 9.C.

Schedule 9A: Cash Funds Reports

Department of Transportation
FY 2011-12 Budget Request
Fund 715 - State Infrastructure Bank (SIB)
Section 43-1-113.5, C.R.S. (2010)

Cash Fund Narrative Information	
Purpose/Background of Fund	To provide assistance to public and private entities for the acquisition, improvement, or construction of highways, multi-modal transportation, and intermodal transportation facilities in the State. The assistance is typically in
Fee Sources	None
Non-Fee Sources	Interest earned on loans made from fund and interest earned on fund balance.
Long Bill Groups Supported by Fund	Not Applicable
Non-appropriated Fund Obligations	Use of these funds requires approval by the Transportation Commission
Statutory or Other Restriction on Use of Fund	Funds may not be used for transportation facilities and other transportation projects that are restricted to private use.
Revenue Drivers	Funds appropriated by the General Assembly or allocated by the Transportation Commission to the State Infrastructure Bank. Also from aviation sales taxe receipts as approved by the Aeronautics Board.
Expenditure Drivers	Dollar amount of loans made as approved by the Transportation Commission.
Explanation of any Long-term Liability Funding Requirements	Already in compliance

Fund Expenditures Line Item Detail	Actual FY 2008-09	Actual FY 2009-10	Estimated FY 2010-11	Requested FY 2011-12	Projected FY 2012-13
Division Name					
Line Item Name	$0	$0	$0	$0	$0
Line Item Name	$0	$0	$0	$0	$0
Decision Item # (*) and Title	$0	$0	$0	$0	$0
Division Subtotal	$0	$0	$0	$0	$0
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**

Colorado Department of Transportation
FY 2011-12 Budget Cycle
FY 2008-09 & FY 2009-10 Position and Object Code Detail

(1) ADMINISTRATION

Position Code	Position Type	FTE	FY 2008-09 Expenditures	FTE	FY 2009-10 Expenditures
H8A1XX	Accountant I Total	2.0	$99,425	2.0	$99,636
H8A2XX	Accountant II Total	3.0	$181,896	3.0	$181,896
H8A3XX	Accountant III Total	5.0	$354,636	6.0	$429,012
H8A4XX	Accountant IV Total	2.8	$229,446	3.9	$313,071
H8B2XX	Accounting Technician II Total	-	$0	-	$0
H8B3XX	Accounting Technician III Total	7.1	$314,348	6.8	$294,576
H8C1XX	Controller I Total	0.6	$50,600	-	$0
H8C2XX	Controller II Total	-	$0	0.7	$68,340
H8C3XX	Controller III Total	0.5	$57,696	0.1	$9,273
H8D1XX	Audit Intern Total	-	$0	-	$0
H8D2XX	Auditor I Total	0.3	$11,640	-	$0
H8D3XX	Auditor II Total	0.7	$40,158	0.7	$39,087
H8D4XX	Auditor III Total	2.0	$143,712	2.0	$143,712
H8D5XX	Auditor IV Total	2.0	$163,716	2.0	$163,716
H8D6XX	Auditor V Total	1.0	$112,200	1.0	$109,618
H8E2XX	Budget Analyst II Total	2.0	$131,292	2.0	$131,292
H8E3XX	Budget & Policy Analyst III Total	4.9	$383,573	5.0	$392,532
H8E4XX	Budget & Policy Analyst IV Total	1.8	$181,311	1.9	$186,188
H8E5XX	Budget & Policy Analyst V Total	2.0	$216,119	2.0	$216,144
D6D1TX	Structural Trades I Total	2.0	$72,420	2.0	$72,420
D6D3XX	Structural Trades III Total	0.4	$22,967	-	$0
D6E1TX	Utility Plant Op I Total	5.0	$257,844	5.0	$257,844
D6E2XX	Utility Plant Op II Total	1.0	$66,084	1.0	$66,084
D7A2XX	Equipment Mechanic II Total	0.7	$30,259	0.3	$14,098
D7C3XX	Production III Total	4.3	$147,063	6.0	$202,860
D7C4XX	Production IV Total	2.0	$85,524	2.0	$85,524
D7C5XX	Production V Total	1.0	$45,876	1.0	$45,876

Colorado Department of Transportation
FY 2011-12 Budget Cycle
FY 2008-09 & FY 2009-10 Position and Object Code Detail

(1) ADMINISTRATION

Position Code	Position Type	FTE	FY 2008-09 Expenditures	FTE	FY 2009-10 Expenditures
D8B1TX	Custodian I Total	5.0	$127,980	6.7	$169,423
D8B2XX	Custodian II Total	0.1	$2,465	-	$0
D8B3XX	Custodian III Total	1.0	$32,172	0.8	$26,941
D8D1TX	General Labor I Total	2.6	$81,141	2.0	$64,392
D8H1TX	Security I Total	1.0	$27,288	1.0	$27,288
D9D1TX	LTC Operations I Total	-	$0	-	$0
D9D2XX	LTC Operations II Total	1.0	$74,268	1.0	$74,268
D8F3IX	LTC Trainee III Total	-	$0	0.3	$6,243
D9E1TX	Project Planner I Total	1.0	$55,692	1.0	$55,692
G2D4XX	Data Specialist Total	1.0	$43,152	1.0	$43,152
G3A3XX	Administrative Assistant II Total	9.6	$333,610	6.4	$219,874
G3A4XX	Administrative Assistant III Total	10.0	$424,567	8.9	$371,042
G3A5XX	Office Manager I Total	2.0	$112,692	2.0	$112,692
H2I1IX	IT Technician II Total	1.0	$58,200	1.0	$58,200
H2I3XX	IT Professional I Total	0.1	$4,916	-	$0
H2I4XX	IT Professional II Total	5.9	$405,522	6.0	$411,180
H2I5XX	IT Professional III Total	11.9	$951,995	11.6	$925,418
H2I6XX	IT Professional IV Total	6.0	$562,536	6.0	$564,036
H2I7XX	IT Professional V Total	1.0	$114,012	1.0	$114,012
H2I8XX	IT Professional VI Total	1.0	$114,948	1.0	$114,948
H2I9XX	IT Professional VII Total	1.0	$114,948	0.6	$66,670
H3U4XX	Arts Professional II Total	1.0	$54,948	1.0	$54,948
H3U6XX	Arts Professional IV Total	1.0	$70,368	0.7	$47,147
H4M3XX	Technician III Total	2.9	$152,666	2.0	$104,220
H4M4XX	Technician IV Total	1.8	$92,174	2.0	$101,628
H4M5XX	Technician V Total	0.8	$45,973	1.0	$59,880
H4R1XX	Program Assistant I Total	3.0	$150,420	3.7	$177,198

Colorado Department of Transportation
FY 2011-12 Budget Cycle
FY 2008-09 & FY 2009-10 Position and Object Code Detail

(1) ADMINISTRATION

Position Code	Position Type	FTE	FY 2008-09 Expenditures	FTE	FY 2009-10 Expenditures
H4R2XX	Program Assistant II Total	15.0	$806,624	13.5	$767,694
H6G1IX	General Professional I Total	2.4	$99,718	4.0	$159,413
H6G2XX	General Professional II Total	4.9	$243,142	7.4	$354,587
H6G3XX	General Professional III Total	9.1	$546,627	7.9	$432,604
H6G4XX	General Professional IV Total	9.8	$718,963	9.0	$590,312
H6G5XX	General Professional V Total	5.9	$533,777	8.0	$645,367
H6G6XX	General Professional VI Total	4.0	$375,468	4.0	$375,468
H6G7XX	General Professional VII Total	1.0	$109,764	1.0	$109,764
H6G8XX	Management Total	17.0	$2,104,362	15.9	$1,960,937
I5E3XX	Electronics Specialist II Total	0.3	$20,638	-	$0
166000	Executive Director Total	1.0	$146,040	1.0	$146,040
PPT	Permanent Part-Time & Temporary	n/a	$282,566	n/a	$71,864
Total Full and Part-time Employee Expenditures		**197.2**	**$13,596,147**	**196.7**	**$13,107,341**
PERA Contributions			$1,348,553		$1,239,344
Medicare			$157,197		$150,157
AED			$209,711		$244,206
SAED			$95,652		$152,629
State Temporary Employees			$0		$0
Sick and Annual Leave Payouts			$103,051		$188,791
Contract Services			$207,991		$270,267
Unemployment Insurance			N/A		N/A
Other Expenditures (specify as necessary) - Overtime			$121,147		$97,578
Total Temporary, Contract, and Other Expenditures			**$2,243,302**		**$2,342,971**
POTS			972,601		217,038
Roll Forwards for Personal Services			$0		$0
Subtotal Expenditures for Personal Services		**197.2**	**$16,812,050**	**196.7**	**$15,667,350**

Colorado Department of Transportation
FY 2011-12 Budget Cycle
FY 2008-09 & FY 2009-10 Position and Object Code Detail

(1) ADMINISTRATION

Position Code	Position Type	FTE	FY 2008-09 Expenditures	FTE	FY 2009-10 Expenditures
COFRS			**FY 2008-09**		**FY 2009-10**
Object Code	**Object Code Description**		**Expenditures**		**Expenditures**
2110	WATER/SEWER		22,602		28,557
2150	LAUNDRY SERVICE		346		232
2160	CUSTODIAL SERVICES PURCHASED		980		-
2170	HAZARD MATERIALS FEE		1,160		8,346
2180	GROUNDS MAINTENANCE SERVICES		-		12,811
2210	OTHER MAINTENANCE SERVICES		-		24,617
2220	BUILDING MAINTENANCE REPAIRS & ALTERS		28,690		52,882
2230	EQUIPMENT MAINTENANCE & REPAIR - NONVEHICLE		113,968		94,130
2231	IT EQUIPMENT MAINTENANCE		-		8,687
2232	SOFTWARE MAINTENANCE/UPGRADE		110,025		169,533
2240	SERVICE & REPAIR LABOR - INHOUSE		4,536		1,856
2250	EQUIPMENT DEPRECIATION		-		-
2251	MOTOR POOL VEHICLE - SURCHARGE		60,319		50,067
2252	STATE FLEET VEHICLES		26,600		18,852
2253	RENT OF EQUIPMENT - NOT STATE OWNED		221,503		285,580
2254	RENT OF ROAD EQUIPMENT - NOT STATE OWNED		-		-
2255	RENT OF BUILDINGS/GROUNDS		231		-
2259	PARKING FEE REIMBURSEMENT		3,108		589
2311	CONSTRUCTION CONTRACT PAYMENT		-		-
2312	CONSTRUCTION PROFESSIONAL SERVICES		9,803		157
2611	PUBLIC RELATIONS		914		-
2630	TELEPHONE		153,581		24,522
2631	CELLULAR TELEPHONE		-		73,375
2640	CENTRAL ADP CHARGES		-		32,899

Colorado Department of Transportation
FY 2011-12 Budget Cycle
FY 2008-09 & FY 2009-10 Position and Object Code Detail

(1) ADMINISTRATION

Position Code	Position Type	FTE	FY 2008-09 Expenditures	FTE	FY 2009-10 Expenditures
2641	DATA PROCESSING SERVICES		-		-
2660	GENERAL INSURANCE		-		-
2680	MANUALS - SPECS. (REPRODUCTION COSTS)		124,754		52,219
2710	PHYSICAL EXAMS		2,912		582
2810	FREIGHT & EXPRESS & STORAGE		21,872		15,305
2820	OTHER PURCHASE OF SERVICES		-		19,109
2831	PURCHASE OF STORAGE SERVICES		-		534
3110	SUPPLIES-Other Than Office & CREDIT CARD		58,303		82,101
3112	PARTS & ACCESSORIES		30,856		65,807
3113	CLOTHING/UNIFORM ALLOWANCE		-		678
3114	CUSTODIAL & LAUNDRY SUPPLIES		33,784		45,767
3115	DATA PROCESSING SUPPLIES		2,856		1,437
3116	PURCHASED SOFTWARE		9,399		1,330
3117	EDUCATION & TRAINING SUPPLIES		49,703		15,431
3119	LABORATORY & RESEARCH SUPPLIES		172		-
3120	NEWSPAPERS & PUBLICATION PURCHASES		8,296		29,482
3121	OFFICE SUPPLIES		355,924		346,210
3122	PHOTOGRAPHS & PHOTO SUPPLIES		6,835		9,937
3123	POSTAGE		52,303		40,388
3124	PRINTING & COPY SUPPLIES		53,025		54,777
3126	BUILDING MAINTENANCE SUPPLIES & MATERIALS		30,299		41,644
3127	INVENTORY ADJUSTMENTS or LANDSCAPE		44,483		10,917
3128	EXPENDABLE EQUIPMENT PURCHASES		12,347		62,349
3130	NON-MEDICAL LABORATORY SUPPLIES		-		-
3132	NONCAP OFFICE FUNRN/OFFICE SYST		16,030		2,651
3140	NONCAPITALIZED IT EQUIPMENT		-		8,348
3141	NONCAPITALIZED IT SERVICES		-		-

Colorado Department of Transportation
FY 2011-12 Budget Cycle
FY 2008-09 & FY 2009-10 Position and Object Code Detail

(1) ADMINISTRATION

Position Code	Position Type	FTE	FY 2008-09 Expenditures	FTE	FY 2009-10 Expenditures
3143	OTHER NONCAPITALIZED IT EXPENSES		-		8,427
3920	PROPANE FOR BUILDING HEAT		-		-
3930	COAL		-		-
3940	LIGHT & POWER		299,473		220,196
3950	DIESEL FUEL		475		20,243
3960	OIL - HEATING		-		-
3970	NATURAL GAS		15,865		47,695
4100	REIMB OF EXP - OR - ALLOCATED BLDG MTCE		-		150
4110	COURT COSTS, JUDGEMENTS, ETC.		-		-
4130	DEPRECIATION OTHER EQUIPMENT - ISF		-		-
4140	MEMBERSHIP/DUES		13,317		30,178
4150	INTEREST		-		-
4170	MISC FEES/LICENSES		5,925		8,808
4180	OFFICIAL FUNCTIONS		52,837		8,135
4220	TUITION/REGISTRATION FEES		69,341		42,805
4221	EDUCATION		-		35,100
4240	PERSONNEL MOVING		-		4,687
5771	GRANTS IN AID - STATE AGENCIES		-		-
5776	INTERAGENCY		15,413		89,152
6110	BUILDING IMPROVEMENTS		-		-
6220	OFFICE FURNITURE & EQUIPMENT		-		-
8110	INDIRECT COST COVERAGE		-		-
SUB-TOTAL - OPERATING (LESS TRAVEL)			**2,145,161**		**2,310,272**
	TRAVEL EXPENDITURES				
2510	IN STATE TRAVEL		44,290		21,101

Colorado Department of Transportation
FY 2011-12 Budget Cycle
FY 2008-09 & FY 2009-10 Position and Object Code Detail

(1) ADMINISTRATION

Position Code	Position Type	FTE	FY 2008-09 Expenditures	FTE	FY 2009-10 Expenditures
2511	IN STATE TRAVEL - AIRFARE		972		1,081
2512	IN STATE PER DIEM		-		6,147
2513	IN STATE TRAVEL - PRIVATE VEHICLE		6,512		7,727
2514	AIRCRAFT POOL USAGE		-		-
2520	IN STATE TRAVEL - NON EMPLOYEE		28,648		22,513
2521	IN STATE NON-EMPLOYEE AIRFARE		-		2,298
2522	IN STATE NON/EMPL PER DIEM		8,301		5,975
2523	IN STATE NON/EMPL - PRIVATE VEHICLE		21,581		15,549
2530	OUT OF STATE TRAVEL		25,489		6,180
2531	OUT OF STATE TRAVEL - AIRFARE		14,595		6,249
2532	OUT OF STATE PER DIEM		-		786
2533	OUT OF STATE TRAVEL - PRIVATE VEHICLE		26		-
2540	NON EMPLOYEE OUT-OF-STATE HOTEL EXPENSES		-		534
2541	REIMBURSEMENT OF EXPENDITURES - TRAVEL		912		-
2542	OUT OF STATE PER DIEM - NON EMPLOYEE		877		264
2543	O/ST VEHCLE NON/EMPL/2 WHEEL				239
2560	NON EMPLOYEE IN STATE INCIDENTAL EXPENSES		-		36
SUB-TOTAL - TRAVEL			**152,204**		**96,678**
Total OPERATING Expenditures Denoted in Object Codes			**2,297,365**		**2,406,951**

Colorado Department of Transportation
FY 2011-12 Budget Cycle
FY 2008-09 & FY 2009-10 Position and Object Code Detail

(1) ADMINISTRATION

Position Code	Position Type	FTE	FY 2008-09 Expenditures	FTE	FY 2009-10 Expenditures
MISCELLANEOUS ADMINISTRATION ACCOUNTS					
	STATEWIDE INDIRECT COSTS - CF-SHF		**$556,141**		**$116,746**
	RISK MANAGEMENT - GENERAL INS. - CF-SHF		**$4,125,757**		**$3,292,870**
	LEGAL SERVICES CF-SHF & HEARINGS - CF-SHF		**$494,158**		**$463,505**
	WORKERS' COMPENSATION INS. - CF-SHF		**$387,629**		**$422,041**
Transfers			$0		
Roll Forwards for Operating Expenses			$0		
Subtotal Expenditures for Operating Expenses			**7,861,050**		**6,702,113**
Total FTE and Expenditures for Line Item		**197.2**	**$24,673,100**	**196.7**	**$22,369,463**

Total Spending Authority for Line Item	**219.7**	**$27,358,998**	**223.2**	**$26,579,548**

Amount Under/(Over) Expended	**22.5**	**$2,685,898**	**26.5**	**$4,210,085**

Explanation of Reversion / Overexpenditure: Remaining balances are subject to reallocation by the Transportation Commission to the Construction, Maintenance and Operations Line of the Budget in subsequent fiscal years.

Approved Adjustments to FY 2009-10 Appropriation	FTE	Total Funds	FTE	Total Funds
Removal of all POTS transfers and Roll-forwards	N/A	$0	N/A	$0
Salary Survey Allocation (100%)	N/A	$0	N/A	$0
Performance-based Pay Allocation (80%)	N/A	$0	N/A	$0
Removal of one-time funding	N/A	$0	N/A	$0
Annualization of _____	-	$0	-	$0
Decision Item #_____	-	$0	-	$0
Joint Budget Committee Action for _____	-	$0	-	$0
FY 2010-11 Appropriation	**219.70**	**$27,358,998**	**223.20**	**$26,579,548**