



COLORADO Department of Transportation

Division of Transportation Development
Multimodal Planning Branch
4201 E. Arkansas Ave, Shumate Bldg.
Denver, CO 80222

DATE: January 17, 2018
TO: Transportation Commission
FROM: Herman Stockinger, Director, Office of Policy and Government Relations
Debra Perkins-Smith, Director, Division of Transportation Development (DTD)
SUBJECT: Development of Project List for Potential 2018 Ballot Question

Purpose

To discuss approach for statewide programs and review amended project lists as part of preparation for a potential ballot measure or other new funding source in 2018.

Action

Adopt a draft list of project this month, including a strategy for statewide programs. It is important to note that the resolution is written in a way that allows, and in fact states the expectation, that the list may be adjusted over time.

Background

What Has Changed Since Last Month?

Transportation advocates conducted polling in December, and have stated their continued intent to file a ballot question with the Secretary of State in late January, 2018. Additionally, it was discovered that the new federal tax law, the Tax Cuts and Jobs Act (TCJA) will likely create an uptick in state revenue, as much as \$300 million per year. On January 2, Governor Hickenlooper submitted an update to his budget request that laid out a plan to (among other things) provide the State Highway Fund (SHF) with \$148.2 million in upcoming FY '18-'19 (beginning July 1, 2018) for "high-priority state transportation projects." Moreover, he has proposed that a portion of the new state revenue (approximately \$130 million per year) be provided to the State Highway Fund on an ongoing basis.

If successful, the available revenue from the General Fund for transportation may allow transportation advocates to pursue a smaller tax question in November. A variety of transportation advocates are considering ballot questions for transportation in 2018, including a group led by the Denver Metro Chamber of Commerce. Their current plan is to file a ballot question in January 2018 with the Secretary of State. This is the first step in the process to petition onto the November 2018 ballot. Because high priority state projects are expected to be a cornerstone of the effort, CDOT has been asked to develop a list of projects that could be funded with a successful ballot question by the time they file with the Secretary of State.

The level of funding potentially available for state transportation projects is similar to what we speculated in December (up to \$360 million per year). However, the General Fund money, without an additional ballot question, would likely not be bonded against and would be more of a "pay as you go" program, which doesn't necessarily change the list of projects, but does change how the overall program would be staged and rolled out.

Both the TC and STAC agreed in December to create one list- effectively (and temporarily) tying SB 267 funds and a ballot list together into a roughly \$6 billion list, but expressed concern about a permanent linkage. Staff agrees with the concerns about tying the lists together through a November ballot vote, but based on now a potentially third source of revenue (additional state General Fund dollars) and a fourth source via a potential federal transportation funding package, we continue to believe it is important for CDOT to send a message that "regardless of the funding source- we have a list of critical transportation improvements to move Colorado forward." In fact, the FHWA recently used the ballot list as example project when asked whether Colorado would be ready to act if a federal transportation package was approved. Continuing to have this one large list of needs also allows flexibility to select projects from the list as appropriate. Adopting a draft list should also help provide legislators and other transportation advocates confidence that it is unnecessary for them to choose projects themselves.



Details & Decision Points

Creation of Statewide Strategic Programs

Both STAC and the TC supported development of statewide programs to supplement the specific project lists, and discussed many possibilities for programs, with a general agreement that \$500 million may be the right range to cover those programs. Programs considered include:

- ADA Sidewalk Improvements (curb ramps)
- Technology & Innovation (RoadX)
- Technology & Fiber
- Safety Shoulder (shoulder construction)
- Passing Lanes
- Rest Area Restoration
- Wildlife Crash Mitigation (wildlife crossing)
- Freight Improvements (small freight projects & truck parking)
- Pavement Preservation (surface treatment)
- Rockfall Mitigation
- Bike and Pedestrian Improvements

Over the last several weeks since the December special TC meeting, staff has researched and discussed the statewide program concept and made several observations which ultimately impacted the staff recommendation for this month.

Don't Spread the Money too Thin: Staff considered what it would take to fund the statewide programs in a robust way, and determined that if the programs are to have a significant impact, there should be fewer programs. For example, staff discovered that construction of new shoulders where no shoulders exist costs about \$1 million per mile of new shoulder, and Colorado has over 1,500 miles of highway with no shoulders, and more than 2,000 miles of inadequate shoulders. Additionally, laying one mile of new fiber is estimated to cost about \$400,000. Too many statewide programs will either reduce critical projects from the specific project list or reduce the impact we can make on critical needs.

Specific is Better: Programs that already have specific projects on the "ballot list" associated with them (freight corridors and passing lanes) probably don't need a statewide program as well. In some cases, Regions were finding they were reducing or dropping specific large freight or passing lanes projects in favor of a generic program to support freight and passing lanes projects.

Staff Recommendation: Remove large freight corridor projects and passing lanes projects as categories in the statewide programs fund.

Asset Management Categories: Several programs proposed for the statewide program category (rockfall and surface treatment) are existing asset categories with specific budget line items. The hope/expectation is to have a flexible pot of money (including the additional revenue projected as tax revenue grows over time) to enable us to help sustain our existing system. That can include the rockfall and surface treatment categories.

Staff Recommendation: In an effort to have only a few statewide programs, and because funding growth over time should provide funds for sustaining the existing system, remove rockfall and surface treatment as categories in the statewide programs fund. If it becomes clear no money would be made available to sustain our existing system, staff would recommend revisiting this decision.

Each Region has Different Needs: It wasn't unexpected that we learned what is most needed in one area of the state may not be what is needed in another. By specifying a dollar amount for every statewide program category, region and local partner project selection flexibility is lost. With limited dollars in programs such as the Regional Priority Program (RPP), it would be beneficial for each Region to work with their planning partners to determine how best to utilize funds for smaller projects in their area.

Staff Recommendation: Combine Safety Shoulders, Rest Area Restoration, Small Freight and Truck Parking and Wildlife Crash Mitigation into a single statewide program and allow each region the flexibility to work with their planning partners to select small projects in any of those categories based on regional need. Additionally, provide Region 1 additional specific project funds rather than funding in this small project category. This does not eliminate the possibility that some of R1's project funds may be spent on the statewide categories listed above, but funding for those would come from adjustments to their existing project list.



Embrace Specific Statewide Programs That Are Truly Statewide: Fiber & Technology and the existing but underfunded ADA Pedestrian Sidewalks commitment (curb ramps) are examples of statewide need that is best coordinated and executed at the statewide level. The ADA Sidewalk Improvement program has an unfunded commitment of \$61 million, and Fiber, Technology and RoadX-type innovation can make use of a significant amount of money to improve mobility statewide. Fiber also has the added benefit of being able to make use of public-private and public-public partnerships to stretch the funding a bit further.

Staff Recommendation: Fund Fiber & Technology and ADA Sidewalk Improvement Programs individual statewide programs.

Bike/Pedestrian Project Should Be Covered: It appears a multi-modal project category that includes a variety of items such as transit improvements will have a bike/pedestrian component.

Staff Recommendation: Remove this category from statewide programs. Should we determine there is no other source of funds for these projects, staff would recommend revisiting this decision.

Summary of Categories for \$6 Billion List					
	Base Projects \$5.5b via RPP	Additional R1 large projects instead of statewide program funds	Fiber & Technology	ADA Sidewalk Improvement Program	Safety Shoulders, Rest Area Restoration, Small Freight Projects & Truck Parking, Wildlife Crash Mitigation
Region 1	\$1,960,923,000	\$120,700,000	TBD	TBD	\$0
Region 2	\$1,094,643,000		TBD	TBD	\$67,660,000
Region 3	\$786,149,000		TBD	TBD	\$48,620,000
Region 4	\$1,274,640,000		TBD	TBD	\$78,880,000
Region 5	\$390,591,000		TBD	TBD	\$24,140,000
	5,506,946,000	\$120,700,000	\$100,000,000	\$61,000,000	\$219,300,000
				Total	\$6,007,946,000

Review of Project Lists

Appendix B is the current list of priority projects, totaling about \$5.6 billion, divided roughly by the RPP formula. If the Transportation Commission approves this draft list, staff will continue to refine project scopes and begin creating fact sheets for the projects which will quantify the need and benefits of each project. Highlighted in red are the projects that were reduced or adjusted in some way since you last reviewed the projects in December.

Also included are line items for statewide programs as well as a new row reflecting our statewide preservation need. This is intended to reflect and not lose track of our significant deficit in reaching the Transportation Commission’s modest Risk Based Asset Management goals.

Transit (now Multi-Modal Mobility Funds)

Ballot advocates continue to discuss transit programs. There was widespread support in failed HB 17-1242 for a “multi-modal mobility” program that would include a wide variety of alternative modes/strategies, including fixed route and on-demand transit needs (both capital and operating), bicycle and pedestrian programs, Transportation Demand Management (TDM) and innovative forms of multi-modal mobility and other multi-modal options. It is currently proposed that all funds come with a significant local/state match. Current conversations center around how to divide these multi-modal mobility funds, and three categories are rising to the top:

- **Bond for large projects:** This would be no more than a third of the multi-modal funds, and would bond for large transit and bicycle/pedestrian needs around the state. CDOT would likely be tasked with working with planning partners to determine the projects, and they would eventually be listed on the ballot. Because of the match requirement, CDOT would need to work with local partners to determine their



interest/willingness to provide a match before a project is added to the project list. Project examples could include Colfax BRT, SH 119 and SH 7 BRT, Colorado Springs downtown transit center, Glenwood Springs maintenance facility (RFTA), large commuter bike path projects, etc.

- Local decision-making: At least half of the funds would be divided around the state by some to-be-determined formula, with major metropolitan areas (like DRCOG) receiving pass-through funds from CDOT to select projects, and more rural areas (Transportation Planning Regions) helping to decide local funding through a process set up by CDOT (likely to mirror an existing selection process, such as the Transportation Alternatives Program (TAP) process.
- State-wide priorities: About 10% of the funds would go to CDOT to prioritize statewide needs, such as Bustang, Bustang Outrider, statewide transportation studies, and park and ride construction.

CDOT's Division of Transit and Rail (DTR), as well as the bicycle/pedestrian arm of the Division of Transportation Development (DTD) have been considering potential projects for the bonded portion of the multi-modal mobility funds. We will await further guidance on how to proceed, but anticipate presenting a list for adoption by the Transportation Commission in 2018.

Advisory Committee Input

The State Transportation Advisory Committee does not meet until January 26; therefore, as a body, they did not provide a recommendation. However, this information was provided to all STAC members and input from their individual review will be discussed at the Transportation Commission workshop.

Options

- Option 1: TC adopts enclosed project list in January (staff recommendation)
- Option 2: TC provides feedback on project lists for staff and recommends staff come back to TC for adoption in February
- Option 3: TC does not adopt a project list

Next Steps

- January 17-18: TC reviews and "adopts" a draft project list for the potential 2018 ballot question or other available revenue sources
- January 26: STAC meeting to review TC decisions and updated costs
- Late January: Transportation advocates expected to file a ballot question for the November, 2018 election
- February and Beyond: Staff continues to refine both highway and multi-modal mobility projects as necessary

Attachments

- Attachment A: Presentation
- Attachment B: Draft Project List
- Attachment C: Resolution for Adoption





Developing a List of Project/Program Priorities

Preparing for New Revenue



Responsibility

- Transportation advocates currently plan to file a ballot question in January
- They need TC to “adopt” a ballot list by that time
- Current TC Resolution Draft makes great effort to indicate this is likely not a final list and the TC is not committing to fund these projects without an adequate funding source



How Much Do We Have to Spend?

- We still don't know, but we can still speculate!
- Ever changing, last month we projected up to \$360 million from a potential ballot question
- This month, the number is still around \$360 million, but now comes from multiple potential funding sources
- Excluded from the financial analysis is the rumored federal transportation package



Statewide Programs

- STAC and TC expressed support for Statewide Programs in December, potential programs included:
 - ADA Sidewalk Improvements (curb ramps)
 - Technology & Innovation (RoadX)
 - Technology & Fiber
 - Safety Shoulder (shoulder construction)
 - Passing Lanes
 - Rest Area Restoration
 - Wildlife Crash Mitigation (wildlife crossing)
 - Freight Improvements (small freight projects & truck parking)
 - Pavement Preservation (surface treatment)
 - Rockfall Mitigation
 - Bike and Pedestrian Improvements



Staff Analysis Since December

- Don't Spread the Money too Thinly
 - So many significant needs exist, if you spread the funds too thin in too many statewide programs you are not getting the desired impact
- Specific Is Better
 - Regions were removing some specific projects, such as large freight and passing lanes projects in order to provide the funds to pay for non-specific freight and passing lanes projects!
- Asset Management Categories
 - Existing asset management categories such as surface treatment and rockfall fall into the “preserve existing system” category, which we hope will be funded outside a bonded list (can always revisit)
- Bicycle/Pedestrian Projects
 - Expectations are for a separate multi-modal mobility fund will cover items such as bike/ped and transit



Staff Analysis Since December

- Each Region Has Different Needs
 - One region may need more safety shoulders while another needs wildlife crash mitigation, assigning statewide funding to each individual category does not ensure a region's top priorities are being addressed
 - Combining important regional priorities into one pool of funds, and using a selection criteria similar to our Regional Priority Program (RPP) pot, it ensures Regions can work with local planning partners to select the top priorities in their region from a list of statewide objectives
 - Safety Shoulders
 - Rest Area Restoration
 - Small Freight Projects and Truck Parking
 - Wildlife Crash Mitigation
 - Because Region 1 has higher large project needs, they have expanded their specific large project list by an amount that would equal their share of the small project pool



Staff Analysis Since December

- Some Programs are Appropriately Statewide
 - Fiber & Technology (including RoadX) and the ADA Sidewalk Improvement program are best coordinated and executed at the statewide level
 - Fiber & Technology: Each region expected to receive a share of funds similar to their RPP formula share
 - ADA Sidewalk Improvements: Goal is to complete outstanding liability of curb ramps and funds will be distributed depending on where the deficient sidewalk curb ramps are located



Getting to ~ \$6 Billion

Summary of Categories for \$6 Billion List

	Base Projects \$5.5b via RPP	Additional R1 large projects instead of statewide program funds	Fiber & Technology	ADA Pedestrian Sidewalks	Safety Shoulders, Rest Area Restoration, Small Freight Projects & Truck Parking, Wildlife Crash Mitigation
Region 1	\$1,960,923,000	\$120,700,000	TBD	TBD	\$0
Region 2	\$1,094,643,000		TBD	TBD	\$67,660,000
Region 3	\$786,149,000		TBD	TBD	\$48,620,000
Region 4	\$1,274,640,000		TBD	TBD	\$78,880,000
Region 5	\$390,591,000		TBD	TBD	\$24,140,000
	5,506,946,000	\$120,700,000	\$100,000,000	\$61,000,000	\$219,300,000
				Total	\$6,007,946,000



Talking Multi-Modal Mobility

- Promoters of ballot question are considering multiple tiers to fund multi-modal mobility
 - Large bonded projects listed on the ballot along with highway project list
 - Local distribution and project selection managed by CDOT
 - State distribution to CDOT for statewide priorities
- Multi-modal mobility could include:
 - Capital or operating costs fixed route and on-demand transit
 - Transportation Demand Management programs
 - Innovative forms of multi-modal mobility projects enabled by new technology
 - Capital or operating for bicycle and pedestrian projects
- Projects may include a match requirement
 - If a match requirement is included, it will take more time to identify candidate projects, because the transit agency or local government would need to commit to matching the funds

* CDOT will continue to work with ballot advocates to identify projects and priorities for a potential multi-modal mobility category



Project Lists

- TC Packet includes updated projects lists
- Changes made to list from last month are highlighted in red
- Questions regarding current list?
- Please note Statewide Programs and Preservation need has now been included in project list



Proposed TC Resolution

- States up-front the TC is approving “with conditions” a “draft” list of priorities
- Declares that the projects are the top construction priorities if “new revenue” becomes available “in 2018”
- Declares the TC intends to utilize the list for selection of SB 267 projects
- The TC “reserves the right to refine the list from time to time to reflect better cost estimates, changing priorities, or to better coincide with funding that is expected to become available”



Questions?

Preliminary Project List for New Revenue Source - based on the 10-Year Development Program Plan.

1/9/2018

Project ID	Region	TPR	County	Project Name	Project Description	Phasing	Total Project Cost (P70) (Escalated to construction midpoint)	Other Funding Expected to be Available	Other Funding Assumptions	Tentative Commitment, 1st 2 Years of SB 267	DRAFT Ballot & Years 3-4 of SB 267 Commitment
1	1	Greater Denver Area, Pikes Peak Area	Douglas and El Paso	I-25: Colorado Springs Denver South Connection	Corridor mobility and safety improvements from Monument to C-470 as outlined in the PEL currently underway. Assumes construction of one new lane in each direction from Monument to Plum Creek Parkway.	Design to Budget of \$350m. Subsequent phase includes additional work needed to improve geometrics and reconstruct roadway, and full PEL improvements north of Plum Creek Parkway to C-470.	\$350,000,000	\$35,000,000	Local funding. Tolling could potentially mitigate some costs.	\$250,000,000	\$65,000,000
3	1	Greater Denver Area	Denver	I-25: Speer and 23rd Bridges	Replacement of bridges at 23rd and Speer, and construction of northbound connector road.	Subsequent phase (not reflected in costs) includes second phase roadway widening, and other safety and mobility improvements to be identified in planned PEL.	\$57,140,000	\$10,000,000	Freight fund match	\$0	\$47,140,000
4	1	Greater Denver Area	Adams	I-25 North: 84th Ave to Thornton Pkwy widening	Improvements on I-25 between US 36 and 120th including addition of one General Purpose lane in each direction from 84th Ave. to Thornton Pkwy. and reconstruction of 88th Ave. bridge including a center loading median station for the Thornton Park-n-Ride.	Subsequent phase (not reflected in costs) includes second phase auxiliary lanes and other improvements.	\$85,285,000	\$0		\$0	\$85,285,000
5	1	Greater Denver Area	Adams	I-25 North: TEL Expansion	Expansion of Tolloed Express Lanes (TELS) from current planned end at E-470 to Weld County Line. Project would need to be combined with local funds to rebuild I-25 / SH 7 Interchange.		\$101,750,000	\$25,000,000	Tolling	\$0	\$76,750,000
6	1	Greater Denver Area	Clear Creek	I-70 West: Westbound Peak Period Shoulder Lanes (PPSL)	Construction of Peak Period Shoulder Lanes (PPSL) on westbound side from Twin Tunnels to Empire Junction.	Design to Budget	\$80,000,000	\$0	Tolling - no revenue assumed yet	\$80,000,000	\$0
7	1	Greater Denver Area	Clear Creek	I-70 West: Floyd Hill	Reconstruction of westbound Bridge at US 6 (MP 244) and construction of third lane westbound down Floyd Hill to bridge. Construction of third lane to Twin Tunnels- either Peak Period Shoulder Lanes (PPSL) or permanent.	Design to Budget. Final alternative is unknown and the alignment may vary. Project could potentially be phased to incorporate improvements in westbound direction only based on alternative selected and funding availability.	\$550,000,000	\$70,000,000	Bridge Enterprise Tolling will be considered	\$0	\$480,000,000
8	1	Greater Denver Area	Jefferson	I-70: Kipling Interchange	Reconstruction of interchange to reduce congestion and improve operational performance and safety.		\$63,816,000	\$0		\$0	\$63,816,000

Project ID	Region	TPR	County	Project Name	Project Description	Phasing	Total Project Cost (P70) (Escalated to construction midpoint)	Other Funding Expected to be Available	Other Funding Assumptions	Tentative Commitment, 1st 2 Years of SB 267	DRAFT Ballot & Years 3-4 of SB 267 Commitment
10	1	Greater Denver Area	Denver	I-225: I-25 to Yosemite	Final alternative pending results of pilot. Remove bottleneck at Yosemite by splitting traffic going to northbound and southbound I-25 with two lanes for each direction. Includes replacement of Ulster bridge.	Design to Budget	\$61,394,000	\$0		\$0	\$61,394,000
11	1	Greater Denver Area	Adams	I-270: Widening from I-76 to I-70	Reconstruction to improve capacity, safety, and economic competitiveness. Capacity improvements, replacement of bridges, and reconstruction of concrete pavement.		\$398,774,000	\$165,000,000	Tolling & Potential Local Match	\$0	\$233,774,000
13	1	Greater Denver Area	Jefferson	US 6: Wadsworth Interchange	Reconstruction of the interchange at US 6 and Wadsworth.		\$68,151,000	\$0		\$0	\$68,151,000
14	1	Greater Denver Area	Douglas	US 85: Sedalia to Daniels Park Widening	Reconstruction of two lane roadway to four lanes with a divided median and acceleration/ deceleration lanes. Includes a 10 foot trail.	Project could be divided into phases: US 85 Sedalia to Daniels Park; US 85 Castlegate to Meadows	\$33,269,000	\$0		\$0	\$33,269,000
15	1	Greater Denver Area	Adams	US 85/Vasquez: I-270 to 62nd Ave. Interchange	Reconstruction of the interchange at I-270 and intersection at 60th Ave. to improve the safety and capacity by making the geometric configuration more intuitive for drivers, adding grade separation, and improving access points based on a PEL study recommendation.	Design to Budget. Phasing and early implementation alternatives are being investigated as part of the PEL. Interim improvements will not preclude PEL alternatives.	\$61,184,000	\$0		\$0	\$61,184,000
16	1	Greater Denver Area	Jefferson	US 285: Richmond Hill to Shaffer's Crossing	Widening of roadway to four lanes with 30' median from Richmond Hill to Shaffers Crossing with construction of interchange at King's Valley.	Additional phases will remain.	\$70,576,000	\$0		\$0	\$70,576,000
122	1	Greater Denver Area	Adams	US 85: 120th Grade Separation	Construction of a grade separated interchange at 120th & US 85. The project will also grade separate 120th at the UPRR Crossing just east of US 85.		\$76,234,000	\$17,000,000	Local match	\$0	\$59,234,000
143	1	Greater Denver	Boulder, Weld	SH7 Corridor Improvements	Operational and safety improvements from SH 7 PEL from Boulder to Brighton.	Design to Budget	\$40,000,000	\$0		\$0	\$40,000,000
148	1	Greater Denver Area	Denver	I-25: Valley Highway Phase 3.0	Widening of I-25 from Alameda to 6th Ave.		\$134,062,000	\$0	Tolling will be considered	\$0	\$134,062,000

Project ID	Region	TPR	County	Project Name	Project Description	Phasing	Total Project Cost (P70) (Escalated to construction midpoint)	Other Funding Expected to be Available	Other Funding Assumptions	Tentative Commitment, 1st 2 Years of SB 267	DRAFT Ballot & Years 3-4 of SB 267 Commitment
149	1	Greater Denver Area	Denver	C-470: 285 and Morrison Road	Reconstruction of 285 Interchange, with Flyover ramps, approximately 1.5 miles of additional GP lane in each direction, widening or replacement of Morrison Road Bridge, and relocation of the WB auxilliary access to Soda Lakes/Bear Creek to US 285, rather than immediately north of 285 on ramp.	EA and 30% design will be kicking off this winter (2017-2018). Presuming a 3 year EA, and DB procurement, the funds could be committed by January 2021, and construction commenced by July 2022.	\$136,687,000	\$0		\$0	\$136,687,000
TBD	1	Greater Denver Area	Arapahoe	I-25/Bellview	Interchange Improvements	Design to Build	\$90,000,000	\$0	Potential for local partnership to expand scope	\$0	\$90,000,000
TBD	1	Greater Denver Area	Arapahoe	SH 30	Specific improvements to be determined		\$22,051,000	\$0			\$22,051,000
17	2	Pueblo Area	Pueblo	1-25: City Center Drive to 13th St. (Phase of the New Pueblo Freeway)	Complete reconstruction and widening, construction of a split-diamond interchange between City Center Drive and 13th St. with additional exit ramps near 6th St., and construction of one-way frontage roads between the ramps. (MP 98-100)		\$228,635,000	\$0		\$0	\$228,635,000
19	2	Pikes Peak Area	El Paso	I-25: Colorado Springs Congestion Relief (SH 16 to Baptist Rd)	Project 1: Widen I-25 to 6 lanes from South Academy to SH 16 (MP 135-131) Project 2: Widen I-25 to 6-lanes from Circle to South Academy (MP 138-135) Project 3: Add Auxillary Lanes between Fillmore to Garden of the Gods (MP 144-146), Project 4: Add HOV lanes to I-25 between Cimarron to Briargate (MP 141-152) Project 5: Fix functionally deficient bridge on I-25 at Northgate and shoulder widening on I-25 from Northgate to Baptist Rd (MP 155-159)	Project could be divided into 5 phases of construction.	\$369,804,000	\$15,000,000	Surface Treatment	\$0	\$354,804,000
20	2	Pikes Peak Area	El Paso	US 24 West: Divide to 1-25	Drainage and intersection improvements on US 24 from 1-25 to Divide (MP 304-278)	Design to budget	\$25,000,000	\$0		\$0	\$25,000,000
22	2	Pikes Peak Area	El Paso	US 24 East: Widening Garret/Dodge to Stapleton Rd.	Widening of roadway to four lanes from Garrett Rd. to Stapleton Rd. (MP 318-324)		\$64,242,000	\$0		\$0	\$64,242,000
23	2	Pueblo Area	Pueblo	US 50: West of Pueblo	Construct the 3rd westbound lane on US 50 from just west of Pueblo Blvd to Purcell Blvd. Construct the US 50/Purcell Interchange which will include ped/bike facility improvements (MP 309-312)		\$45,895,000	\$6,000,000	RPP	\$35,520,000	\$4,375,000
24	2	Pueblo Area/Southeast	Pueblo/Otero/Bent/Prowers	US 50B: East Widening	Implement Tier II project along the US 50 Corridor from Pueblo to Holly (MP 318-467) per the Tier I FEIS/ROD. Likely project includes widening US 50 to four lanes. Location and length of project to be determined.	Design to budget	\$50,000,000	\$0		\$0	\$50,000,000

Project ID	Region	TPR	County	Project Name	Project Description	Phasing	Total Project Cost (P70) (Escalated to construction midpoint)	Other Funding Expected to be Available	Other Funding Assumptions	Tentative Commitment, 1st 2 Years of SB 267	DRAFT Ballot & Years 3-4 of SB 267 Commitment
25	2	Southeast	Prowers	US 287: Lamar Reliever Route	Phase I and II of the Lamar Reliever Route. Realignment of US 50 to the South - needed for future US50/US 287 Interchange. (US 50 MP 433-435). Phase II is the construction of the new two lane reliever route. (US 287: MP 73-81)	Project can be divided into two phases. Phase 1: US 50 Realignment (\$30M); Phase II US 287 Reliever Route (\$185M)	\$211,071,000	\$0		\$0	\$211,071,000
28	2	Pikes Peak Area	El Paso	SH 21: Research Pkwy. Interchange	Construction of new grade-separated interchange at SH 21 and Research Pkwy (MP 149-151).		\$39,896,000	\$0		\$0	\$39,896,000
29	2	Central Front Range	Teller	SH 67: Victor to Divide & North of Woodland Park	Shoulder widening and safety improvements. Cripple Creek to Victor (MP 45.5-50.3) and Woodland Park to Deckers (MP 77-100).	Revised project limits. Design to budget.	\$25,000,000	\$0		\$0	\$25,000,000
98	2	South Central	Huerfano	US 160: Mobility Improvements	Addition of passing lanes, shoulder widening and safety improvements. (La Veta Pass to I-25)(MP 278-304)	Design to budget.	\$15,000,000	\$0		\$0	\$15,000,000
99	2	Central Front Range	Park	US 285: Fairplay to Richmond Hill	Addition of passing lanes, shoulder widening, and safety improvements. (MP 183 -234)	Design to budget.	\$15,000,000	\$0		\$0	\$15,000,000
TBD	2	Central Front Range	El Paso & Fremont	SH 115: Penrose to South Rock Creek full depth pavement reconstruction	Reconstruct concrete pavement with full depth concrete pavement (MP 26-34)	Design to budget	\$25,000,000	\$0		\$0	\$25,000,000
TBD	2	Pikes Peak Area	El Paso	SH 94: Safety Improvements	Safety Improvements on SH 94 from US 24 to Enoch Rd (MP 0-9.1)	Design to budget.	\$11,000,000	\$0		\$0	\$11,000,000
100	2	Central Front Range	El Paso	SH 115: Rock Creek Bridge Replacement and Widening	Bridge replacement on SH 115 over Rock Creek Bridge and widening for approximately 1.5 miles south. (MP 37-39)		\$15,100,000	\$0		\$0	\$15,100,000
128	2	South Central	Huerfano / Las Animas	SH 69 and SH 12 Improvements	Shoulder widening, safety improvements, and passing lanes on SH 69 (MP 0-59) and SH 12 (MP 0-73.9)	Design to Budget	\$21,000,000	\$6,000,000	HSIP, RPP, FASTER	\$0	\$15,000,000
30	3	Grand Valley	Mesa	I-70: Business Loop	Reconstruction of First and Grand intersection to improve operations and safety, meet current geometric design standards, and improve pedestrian safety.		\$32,549,000	\$0		\$0	\$32,549,000
31	3	Grand Valley	Mesa	I-70: Palisade to Debeque	Reconstruction with realignment of curves and other safety improvements.	Project can be phased.	\$71,014,000	\$0		\$0	\$71,014,000
34	3	Intermountain	Eagle	I-70 West: Dowd Canyon Interchange	Reconstruction and upgrade of I-70 Dowd Canyon Interchange for safety and operations.		\$14,450,000	\$0		\$0	\$14,450,000

Project ID	Region	TPR	County	Project Name	Project Description	Phasing	Total Project Cost (P70) (Escalated to construction midpoint)	Other Funding Expected to be Available	Other Funding Assumptions	Tentative Commitment, 1st 2 Years of SB 267	DRAFT Ballot & Years 3-4 of SB 267 Commitment
35	3	Intermountain	Eagle / Summit	I-70 West: Vail Pass	Phase 1: Completion of NEPA, engineering and Phase I of construction of a third lane in both directions to increase safety and mobility. Includes installation of permanent water quality features, and relocation of bike path.	Total Escalated Project Cost fixed to \$225 M will complete phase I, with a total project cost of \$400 M.	\$225,000,000	\$0		\$0	\$225,000,000
36	3	Intermountain	Summit	I-70 West: Exit 203 Interchange Improvements	Conversion of single lane roundabout at ramp termini to a double lane to correct back ups on westbound I-70 in peak periods and weave from an auxiliary lane east of the ramp.	Project can be phased. \$2 M for preconstruction.	\$30,344,000	\$0		\$0	\$30,344,000
37	3	Intermountain	Summit	I-70 West: Frisco to Silverthorne Auxiliary Lane	Construction of eastbound auxiliary lane from MP 203 to 205. Identified in the Silverthorne Interchange PEL as a safety improvement for eastbound I-70. Minimal widening required.		\$16,924,000	\$0		\$0	\$16,924,000
38	3	Intermountain	Summit	I-70 West: Silverthorne Interchange	Reconstruction of Exit 205 (Silverthorne) interchange including construction of a Diverging Diamond Interchange, extensive paving, curb, drainage. All four ramps affected, including new capacity on westbound on ramps.		\$24,701,000	\$0		\$0	\$24,701,000
39	3	Grand Valley	Mesa	US 6: Improvements Mesa County	Safety and mobility improvements throughout the corridor including intersections, shoulders, and other safety and mobility improvements at problem locations throughout the corridor.	Project can be phased.	\$23,651,000	\$0		\$0	\$23,651,000
41	3	Northwest	Grand	US 40: Fraser to Winter Park	Construction of capacity improvements on US 40 between Fraser and Winter Park, likely widening to a four lane facility and adding a roundabout.		\$13,592,000	\$0		\$0	\$13,592,000
43	3	Gunnison Valley	Gunnison	US 50: Little Blue Canyon	Reconstruction and widening of existing roadway to meet current geometric design standards and improve safety, drainage and acces. Addition of passing lanes and mitigation of geohazard land-slide within the project limits.	Design to Budget.	\$29,500,000	\$20,000,000	Federal Lands Access Program - \$18 M NHFP - \$2 M	\$9,500,000	\$0
44	3	Intermountain	Summit	SH 9: Frisco North	Completion of corridor including minimal widening, water quality and drainage improvements, and improvements to two intersections including the potential for the replacement of a signal with a roundabout.	SB 267 funds are fixed.	\$13,817,000	\$0		\$10,250,000	\$3,567,000

Project ID	Region	TPR	County	Project Name	Project Description	Phasing	Total Project Cost (P70) (Escalated to construction midpoint)	Other Funding Expected to be Available	Other Funding Assumptions	Tentative Commitment, 1st 2 Years of SB 267	DRAFT Ballot & Years 3-4 of SB 267 Commitment
45	3	Intermountain	Garfield	SH 13: Rifle North	Reconstruction of NHS and high volume truck route to add shoulders, game fence and wildlife underpasses.	Project cost pending additional review. Project can be phased. SB 267 funding is fixed at \$60m maximum and remainder must be from ballot. Design to Budget.	\$60,000,000	\$25,000,000	Potential TIGER Grant	\$0	\$35,000,000
46	3	Northwest	Rio Blanco	SH 13: Rio Blanco South to County Line Shoulders and Passing Lanes	Addition of shoulders and passing lanes. Can be implemented in phases.	Project is scalable.	\$24,680,000	\$0		\$20,000,000	\$4,680,000
47	3	Northwest	Moffat	SH 13: Wyoming South	Reconstruction of NHS and high volume truck route to add shoulders, game fence and wildlife underpasses. Can be implemented in phases.	Project is scalable.	\$48,304,000	\$0		\$40,000,000	\$8,304,000
49	3	Gunnison Valley	Delta	SH 92: Safety Improvements	Safety improvements including reconstruction of the surface, addition of 4-8' paved shoulders across Rogers Mesa, and other safety improvements including access and intersection improvements.	Project is scalable. Design to Budget.	\$32,915,000	\$0		\$0	\$32,915,000
50	3	Northwest	Rio Blanco	SH 139: Little Horse South	Safety improvements including reconstruction of the surface and addition of 4-8' paved shoulders.		\$22,789,000	\$0		\$0	\$22,789,000
51	3	Grand Valley	Mesa	SH 340: Safety and Capacity improvements	Construction of safety improvements including adding/widening paved shoulders and intersection improvements.	Project could be divided into phases of approximately \$11 M, \$4 M, and \$7.5 M. The remainder of the corridor is scalable.	\$16,992,000	\$0		\$0	\$16,992,000
132	3	Intermountain	Garfield	I-70: Garfield County Interchange Improvements (New Castle)	Upgrade of current 4-way stop at the intersection of I-70 Spur/US6 with a roundabout concluded to be necessary from a recently completed corridor study for I-70.		\$15,072,000	\$0		\$0	\$15,072,000
133	3	Intermountain	Garfield	I-70: Glenwood Canyon Bridge Rail	Address critical safety need by removing old deficient rail and replacing with Type 8 Special. New bridge rail will be MASH rated and will require redesign.	Design to Budget. Project can be phased.	\$50,000,000	\$0		\$0	\$50,000,000
134	3	Northwest	Grand	US 40: Kremmling East and West	Widening and shoulder work to either side of Kremmling.	Subsequent phase (not reflected in costs) includes additional improvements around Kremmling and improvements to Byers Canyon estimated at roughly \$40 M.	\$21,002,000	\$0		\$0	\$21,002,000
135	3	Grand Valley	Mesa	SH 141B: Mesa County	Upgrade to roadway template and additional lanes from D Rd. to B 1/2 RD for safety and congestion reduction.		\$21,378,000	\$0		\$0	\$21,378,000

Project ID	Region	TPR	County	Project Name	Project Description	Phasing	Total Project Cost (P70) (Escalated to construction midpoint)	Other Funding Expected to be Available	Other Funding Assumptions	Tentative Commitment, 1st 2 Years of SB 267	DRAFT Ballot & Years 3-4 of SB 267 Commitment
137	3	Gunnison Valley	Montrose	US 550: Safety Improvements	Intersection improvements, bicycle and pedestrian mobility, and improved wildlife mitigation.		\$22,475,000	\$0		\$0	\$22,475,000
52	4	North Front Range, Greater Denver Area	Adams / Broomfield / Weld / Larimer	I-25 North: SH 7 to SH 14	Addition of one Tolled Express Lane in each direction, interchange reconstruction, mainline reconstruction, safety, and Intelligent Transportation System (ITS) improvements on segment 5 (SH 66 to 56) and 6 (SH 56 to SH 402).	Design to Budget. Subsequent phase (not reflected in updated costs) includes: SH 7 to SH 66 (Express Lane) ~\$127 M SH 402 to SH 14 (replace interchanges and infrastructure) ~\$300 M US 34 and Centerra Interchanges ~\$180 M SH 14 Interchange ~\$55 M SH 14 to Wellington ~\$238 M SH66 to SH14 (GP Lanes 3+1) ~\$172M	\$653,000,000	\$100,000,000	Tolling	\$200,000,000	\$353,000,000
53	4	Eastern	Kit Carson	I-70: Replace Failing Pavement	Replacement of ASR and HMA pavement and associated safety improvements for four segments between Limon and Burlington.	Design to Budget. Project could be divided into phases: MP 368-380 HMA Rutting / Cracking ~\$65 M; MP 380-395.1 Failing SMA ~\$85 M; MP 402 - 407 Failing ASR ~\$25 M; MP 427-436.3 Failing HMA ~\$50 M	\$205,000,000	\$0		\$53,000,000	\$152,000,000
54	4	Upper Front Range	Morgan	I-76: Fort Morgan to Brush: Phase 4	Reconstruction of roadway and interchanges between Ft. Morgan and Brush.		\$41,200,000	\$0		\$0	\$41,200,000
57	4	North Front Range	Larimer / Weld	US 34: Widening, Interchanges, and Operational Improvements	Widening of roadway from four to six lanes, construction of three interchanges, and operational improvements.	Design to Budget. Project could be divided into phases: MP 93.5 - 97.8 Widening ~\$25 M MP 97.8 - 113.65 Widening ~\$170 M	\$90,000,000	\$0		\$0	\$90,000,000
58	4	North Front Range	Weld	US 34 / US 85 Interchange Reconfiguration	Improvements to the safety and capacity of "Spaghetti Junction" interchange by making the geometric configuration more intuitive, adding grade separations, and improving access points.	Design to Budget. Project could be divided into phases- Phase 1: Replace aging infrastructure ~\$113M Phase 2: System to System connections ~\$50M	\$113,000,000	\$0		\$0	\$113,000,000
60	4	Upper Front Range, North Front Range, Greater Denver Area	Adams / Weld	US 85: Corridor Improvements	Construction of new Peckham interchange, railroad siding extensions, and closure of county roads to reduce access points and construction of alternative routes as outlined in the US85 PEL	Design to Budget. Construction of new Peckham interchange, railroad siding extensions, and closure of county roads to reduce access points and construction of alternative routes as outlined in the US85 PEL	\$101,840,000	\$58,400,000	\$58.4m TC Program Reserve	\$0	\$43,440,000

Project ID	Region	TPR	County	Project Name	Project Description	Phasing	Total Project Cost (P70) (Escalated to construction midpoint)	Other Funding Expected to be Available	Other Funding Assumptions	Tentative Commitment, 1st 2 Years of SB 267	DRAFT Ballot & Years 3-4 of SB 267 Commitment
66	4	Eastern	Cheyenne	US 385: Intersection, Shoulders, and Other Safety Improvements at Problem Locations	Intersection, shoulders, and other safety improvements at problem locations from Cheyenne / Kiowa County line northerly to I70 (MP 135 to MP 188)	Design to Budget. Subsequent phase (not reflected in costs) includes additional reconstruction, intersection improvements, shoulders, and other safety improvements: Cheyenne County ~\$128 M; Kit Carson ~\$195 M; Yuma ~\$330 M; Phillips County ~\$155 M; Sedgwick ~\$135 M	\$40,000,000	\$0		\$0	\$40,000,000
69	4	Upper Front Range	Weld	SH 52 Interchange in Hudson	Reconstruction of interchange.	Design to Budget.	\$14,000,000	\$0		\$0	\$14,000,000
72	4	Upper Front Range, Eastern	Lincoln / Morgan / Weld	SH 71 Super 2	Reconstruction of corridor to Super 2 configuration from Limon to Nebraska state line.	Design to Budget. Project could be divided into two phases of roughly equal value: Limon to Brush Brush to Nebraska	\$40,000,000	\$0		\$0	\$40,000,000
74	4	Greater Denver Area	Boulder	SH 119: BRT/Managed Lanes	Construction of Bus Rapid Transit (BRT)/ Managed Lane and interchange at SH 119 and SH 52.	Design to Budget. Project could be divided into phases: BRT / Managed Lane ~\$139.3 M SH 119 / SH 52 Interchange ~\$38.5 M	\$160,000,000	\$120,000,000	DTR/Transit portion of ballot & RTD match	\$0	\$40,000,000
77	4	North Front Range	Larimer	SH 402: Widening, Intersection and Safety Improvements	Widening, safety, and intersection improvements for Devolution	Design to Budget	\$20,000,000	\$0		\$0	\$20,000,000
114	4	Upper Front Range	Morgan	I-76: Fort Morgan to Brush Phase 5	Reconstruction of roadway and interchanges between Ft. Morgan and Brush.	Design to Budget	\$65,000,000	\$0		\$0	\$65,000,000
141	4	Greater Denver Area	Boulder	SH 42: Safety and Intersection improvements	Devolution, safety and intersection improvements in Louisville and Lafayette.	Design to Budget	\$10,000,000	\$0		\$0	\$10,000,000
78	5	San Luis Valley	Chaffee / Park	US 24: Safety and Mobility Improvements on Trout Creek Pass-Phase II	Shoulder widening/bike facilities and addition of passing lanes and bike facilities on Trout Creek Pass.	Not scalable.	\$7,742,000	\$0		\$0	\$7,742,000
80	5	Southwest	Montezuma	US 160: Reconstruction and Shoulder Widening MP 0 to MP 8	Full depth reconstruction of the existing paved surface and shoulder widening.		\$25,646,000	\$6,000,000	Surface Treatment	\$0	\$19,646,000
81	5	Southwest	Montezuma	US 160: Towaoc Passing Lanes	Addition of passing lanes and vehicle turnouts.	Design to Budget.	\$11,220,000	\$0		\$11,220,000	\$0

Project ID	Region	TPR	County	Project Name	Project Description	Phasing	Total Project Cost (P70) (Escalated to construction midpoint)	Other Funding Expected to be Available	Other Funding Assumptions	Tentative Commitment, 1st 2 Years of SB 267	DRAFT Ballot & Years 3-4 of SB 267 Commitment
83	5	Southwest	La Plata	US 160: Dry Creek Passing and Mobility Improvements	Addition of two eastbound lanes making it a divided 4-lane highway, with two new structures on mainline in each direction and realignment of CR 223. The project also includes shoulder widening and access consolidation.	Scalable, smaller projects could be completed over time.	\$36,000,000	\$0		\$0	\$36,000,000
84	5	Southwest	Archuleta	US 160: Pagosa Reconstruction and Multi-Modal Improvements	Reconstruction to correct wheel rutting and addition of pedestrian facilities for safety.	Scalable with 2 distinct projects; bridge and roadway.	\$23,670,000	\$3,000,000	Surface Treatment	\$0	\$20,670,000
86	5	San Luis Valley	Alamosa	US 160: Rio Grande River Bridge to SH 17	Improvements to Rio Grande bridge, realignment of roadway, and addition of bike and pedestrian facilities in Alamosa (4th Street to SH 17).	Scalable.	\$8,735,000	\$0		\$0	\$8,735,000
88	5	San Luis Valley	Saguache	US 285: Safety and Mobility Improvements between Center to Saguache (Widen Shoulders)	Shoulder widening from Center to Saguache.	This project is highly scalable.	\$33,680,000	\$2,800,000	Surface Treatment	\$0	\$30,880,000
91	5	Southwest	La Plata	US 550 South: Gap	Reconstruction to four lanes, including drainage, utilities, large and small mammal crossings, and intersection improvements.	Project is scalable to a two lane roadway.	\$31,992,000	\$0		\$0	\$31,992,000
92	5	Southwest	La Plata	US 550/US 160 Connection	Completion of the connection of US 550 to US 160 at the Grandview Interchange. Phase 1 provides 2 lane configuration. Phase 2 provides for additional 2 lanes.	Design to Budget	\$99,600,000	\$45,200,000	FASTLANE - \$12.3 M; RPP; FASTER Safety; Surface Treatment	\$54,400,000	\$0
93	5	Gunnison Valley	Ouray	US 550: Ridgway to Ouray Shoulder Widening	Shoulder widening between Ridgway and Ouray.	The project is highly scalable.	\$17,597,000	\$7,050,000	Surface Treatment- \$5.9M; FASTER Safety- \$1.15M	\$0	\$10,547,000
94	5	Gunnison Valley	Ouray	US 550: Shoulder Improvements, Deer Fencing and Animal Underpasses between Uncompahgre River and Colona (Billy Creek)	Addition of shoulders between Uncompahgre River and Colona (Billy Creek). Construction of deer fencing and animal underpasses. Passing opportunities at Ridgway State Park.	Not scalable.	\$30,537,000	\$0		\$0	\$30,537,000

Project ID	Region	TPR	County	Project Name	Project Description	Phasing	Total Project Cost (P70) (Escalated to construction midpoint)	Other Funding Expected to be Available	Other Funding Assumptions	Tentative Commitment, 1st 2 Years of SB 267	DRAFT Ballot & Years 3-4 of SB 267 Commitment
95	5	San Luis Valley	Saguache	SH 17: Safety and Mobility Improvements North of Mosca (Widen shoulders)	Shoulder widening north of Mosca.	Scalable, multiple projects (3-4) could be completed.	\$37,498,000	\$8,500,000	Surface Treatment	\$0	\$28,998,000
97	5	Gunnison Valley	San Miguel	SH 145: Safety and Mobility Improvements between Sawpit and Keystone Hill (Shoulder Widening and/or Passing Lanes)	Shoulder widening and/or addition of passing lane between Sawpit and Keystone Hill.		\$15,204,000	\$6,195,000	Surface Treatment - \$5 M RPP - \$5 M FASTER SAFETY - \$695K	\$0	\$9,009,000
138	5	Southwest	La Plata	US 160: Elmore's East	Completion of improvements consistent with the EIS and ROD, which includes widening, access improvements, and wildlife mitigation.		\$34,528,000	\$0		\$0	\$34,528,000
150	5	Southwest	Montezuma	US 491 Ute Farms Ditch	Extend Irrig Cross Culv 15' both sides, design conc channel with lateral spillway, stilling basin and low flow channel at Talk Rd	Not scalable due to size. Note: CDOT not constructing, only design & const. reimbursement to UMUT.	\$422,000	\$0		\$0	\$422,000
151	5	Southwest	Archuleta	US 160/SH151 Safety Mitigation	Construction of an alternating passing lane in both directions and the installtion of two wildlife crossing structures along with wildlife fencing.	Phasing possible. Wildlife crossing structures could be phased.	\$8,831,000	\$0	Potential partnership with Southern Ute Tribe, CPW	\$0	\$8,831,000
152	5	San Luis Valley	Costilla	US160 Trinchera Safety Mitigation	Construction of an alternating passing lane in both directions and the installtion of two wildlife crossing structures along with wildlife fencing.	Phasing possible. Wildlife crossing structures could be phased.	\$15,602,000	\$0	\$ -	\$0	\$15,602,000
TBD	5	San Luis Valley	Chaffee	US50/285 Intersection	RAB at intersection	Not scalable.	\$7,400,000	\$0		\$0	\$7,400,000
TBD	5	San Luis Valley	Chaffee/Fremont	US 50 Passing Lanes	Addition of passing opportunities, mobility and safety improvements including shoulder widening, curve corrections, rock excavation and rockfall protection		\$8,432,000	\$0		\$0	\$8,432,000
TBD	5	San Luis Valley	Alamosa	SH 112 Asset Management	Paving project to maintain system	Design to Budget	\$15,000,000	\$0		\$0	\$15,000,000
							\$ 6,368,791,000	\$ 726,145,000		\$ 763,890,000	\$4,863,756,000

Project ID	Region	TPR	County	Project Name	Project Description	Phasing	Total Project Cost (P70) (Escalated to construction midpoint)	Other Funding Expected to be Available	Other Funding Assumptions	Tentative Commitment, 1st 2 Years of SB 267	DRAFT Ballot & Years 3-4 of SB 267 Commitment
------------	--------	-----	--------	--------------	---------------------	---------	---	--	---------------------------	---	---

Statewide Programs

TBD	State-wide	Multiple	Multiple	Fiber & Technology	Provide funds for fiber and technology improvements to corridors already on the list. Provide funds for stand-alone fiber and technology projects. Support the RoadX program to prepare Colorado for new transportation technologies	Design Projects to Budget	\$100,000,000	\$0	Potential P3s, not quantified	\$0	\$100,000,000
TBD	State-wide	Multiple	Multiple	ADA Pedestrian Sidewalks	Colorado has a list of pedestrian sidewalks along state highways that are not in compliance with federal standards. These funds will complete the projects that it will take for Colorado to come into federal compliance.	Specific one-time need	\$86,000,000	\$0		\$25,000,000	\$61,000,000
TBD	State-wide	Multiple	Multiple	Statewide Programs	Safety Shoulders, Rest Area Restoration, Small Freight Projects & Truck Parking, Wildlife Crash Mitigation	Design Projects to Budget	\$219,300,000	\$0		\$0	\$219,300,000
							\$405,300,000	\$0		\$25,000,000	\$380,300,000

Annual Backlog of Existing System Needs

None	State-wide	Multiple	Multiple	Risk-Based Asset Management Program	Highway Surface Treatment/Pavement Preservation, Bridges, Culverts, Tunnels, ITS Equipment, Road Equipment, Geohazards & Rockfall, Walls, Traffic Signals, Annual Maintenance	Design Projects to Budget	>\$200,000,000 annual shortfall	\$0		\$0	TBD
------	------------	----------	----------	-------------------------------------	---	---------------------------	---	-----	--	-----	-----

Resolution #TC18-01-XX

Establishing a portion of the department's unfunded transportation needs and approving, with conditions, a draft list of projects the department would fund if new revenue became available.

Approved by the Transportation Commission on (Insert Date).

WHEREAS, the General Assembly declared in enacting the Funding Advancement for Surface Transportation and Economic Recovery Act, §43-4-801, *et al.*, that continued economic vitality of the state, its residents, businesses and visitors requires a safe, well-maintained, integrated, multi-modal transportation system accessible across all parts of the state and provide for the efficient movement of people, goods, and information; and

WHEREAS, the primary sources of funding for the state transportation system include state and federal motor fuel taxes that have not been increased for over 25 years and continue to lose much of their purchasing power as they are not indexed with inflation and less revenue is generated per vehicle as vehicles become more fuel efficient; and

WHEREAS, when the General Assembly created the Department of Transportation (the "Department") in 1991 it declared, pursuant to §43-1-101, C.R.S., the department was necessary to provide strategic planning for statewide transportation systems to meet the challenges to be faced by Colorado in the future; and

WHEREAS, the General Assembly further declared, pursuant to §43-1-106, C.R.S., the department's creation was necessary to obtain the greatest benefit from state expenditures by producing a statewide transportation policy to address statewide transportation problems faced by Colorado; and

WHEREAS, the General Assembly charged the Transportation Commission, pursuant to §43-1-106, C.R.S., with assuring that the preservation and enhancement of Colorado's environment, safety, mobility and economics be considered in the planning, selection, construction and operation of all transportation projects in Colorado and to do all things necessary and appropriate in the construction, improvement and maintenance of the state highway and transportation systems; and

WHEREAS, transportation advocates across Colorado and in the nation are working to provide new revenue for Colorado's transportation needs and desire an articulation of Colorado's transportation needs in the form of projects and priorities that may be funded should new revenue become available; and

WHEREAS, the General Assembly approved and the Governor signed Senate Bill 17-267 which requires the State Treasurer to issue Certificates of Participation to fund transportation projects in the amount of \$1.88 billion over four years; and

WHEREAS, the Department has worked with planning partners across the state to create a Transportation Development Program that includes a list of high priority unfunded and underfunded projects and the attached list was generated from that effort; and

NOW THEREFORE BE IT RESOLVED, the Commission declares the enclosed projects to be the Department's top construction priorities should new revenue become available in 2018; and

NOW THEREFORE BE IT FURTHER RESOLVED, the Commission intends to utilize SB 17-267 funds to help draw down the state's unfunded transportation need by selecting projects from the enclosed list; and

NOW THEREFORE BE IT FURTHER RESOLVED, the Commission reserves the right to refine the list from time to time to reflect better cost estimates, changing priorities, or to better coincide with funding that is expected to become available; and

NOW THEREFORE BE IT FURTHER RESOLVED, the Commission applauds all transportation advocates for working to find solutions to Colorado's most pressing transportation needs.

Herman Stockinger, Secretary
Transportation Commission of Colorado

Date