



COLORADO

Department of
Transportation

DATE: July 18, 2018
TO: Transportation Commission and Statewide Transportation Advisory Committee
FROM: Herman Stockinger, Director, Office of Policy and Government Relations
SUBJECT: Development of Project List for Potential 2018 Ballot Question

Purpose

To discuss staff recommendations related to Initiative #153, which proposes a .62% sales tax increase for transportation and which could appear on the November, 2018 ballot. The Transportation Commission has been asked to identify projects and priorities for how CDOT would utilize the funds made available under the Initiative.

Action

Adopt a project and program list this month, including the following key items:

1. Agree to the size of the project list
2. Agree to funding distribution for difference between current \$6.2b list and \$7b list
3. Agree to distribution of potential additional funds beyond project list
4. Agree to the projects on the "highway list"
5. Agree to the statewide programs on the "highway list"
6. Agree to the multimodal "bond" projects on the list
7. Agree to the language in a TC Resolution, essentially approving 1-6.

Background

In January, the Commission approved a draft list of project and program that would be funded if a sales tax ballot question were to be approved. Now that there is certainty that the sales tax option is .62%, staff has identified how much revenue would potentially be available, and how funds are proposed to be expended.

The enclosed PowerPoint presentation lays out each discussion point for this joint Commission/STAC presentation, with the goal that we can secure agreement and adopt a TC Resolution this month.

Advisory Committee Input

The State Transportation Advisory Committee met on Friday, June 22, and reviewed much of the policy information (but not the added projects) contained in this month's PowerPoint presentation, and generally supported the staff recommended direction pending a joint meeting with the Commission.

Options

- Option 1: TC adopts enclosed project list this month (with or without changes) (staff recommendation)
- Option 2: TC & STAC provide feedback on policies and projects lists that are too substantive to fully address in July, pushing adoption to August, 2018

Next Steps

- August: Signatures are due on petitions for the November 2018 ballot. We should have a sense by the TC meeting in July what questions will be on the November 2018 ballot.
- September: Blue Book is finalized by Legislative Council
- November: Election
- Post-November: Vigorous workshops should a ballot question for transportation be approved in 2018
- 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





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Project List Assessment Sales Tax Ballot Question

TC

July 18, 2018

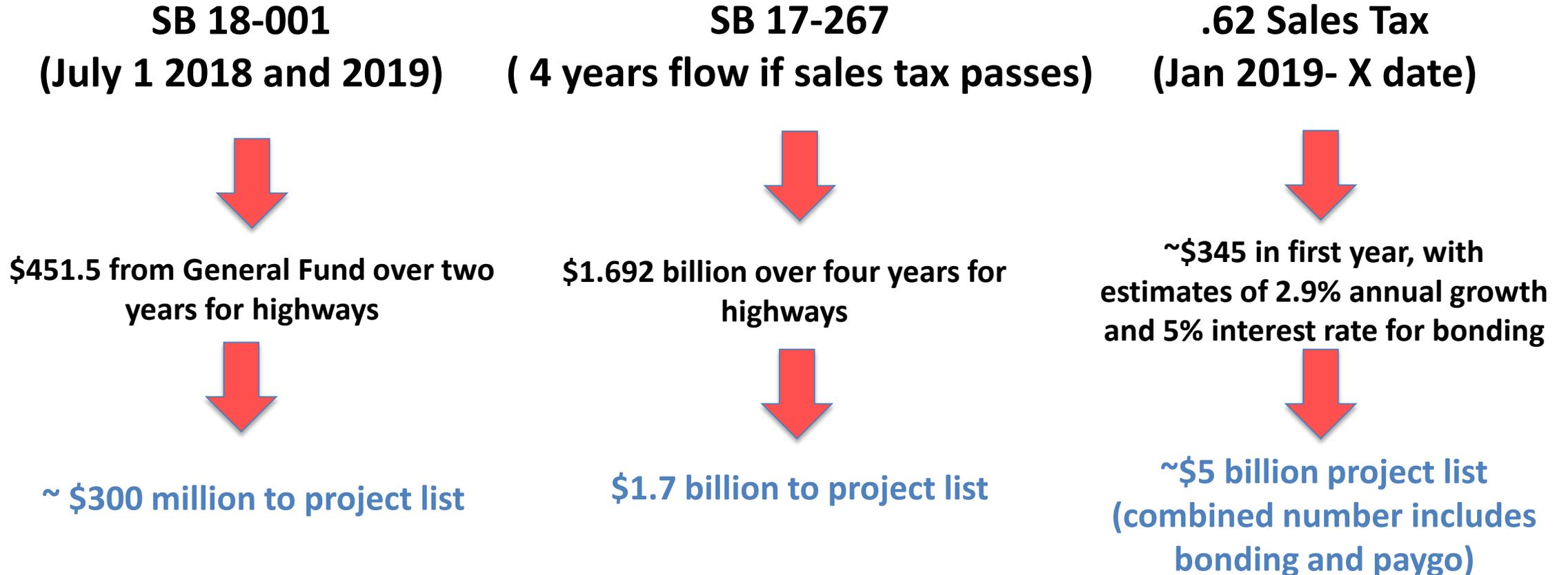


Action Items

1. Agree to the size of the project list
2. Agree to funding distribution for difference between current \$6.2b list and \$7b list
3. Agree to distribution of potential additional funds beyond project list
4. Agree to the projects on the “highway list”
5. Agree to the statewide programs on the “highway list”
6. Agree to the multimodal “bond” projects on the list
7. Review TC Resolution adopting the list

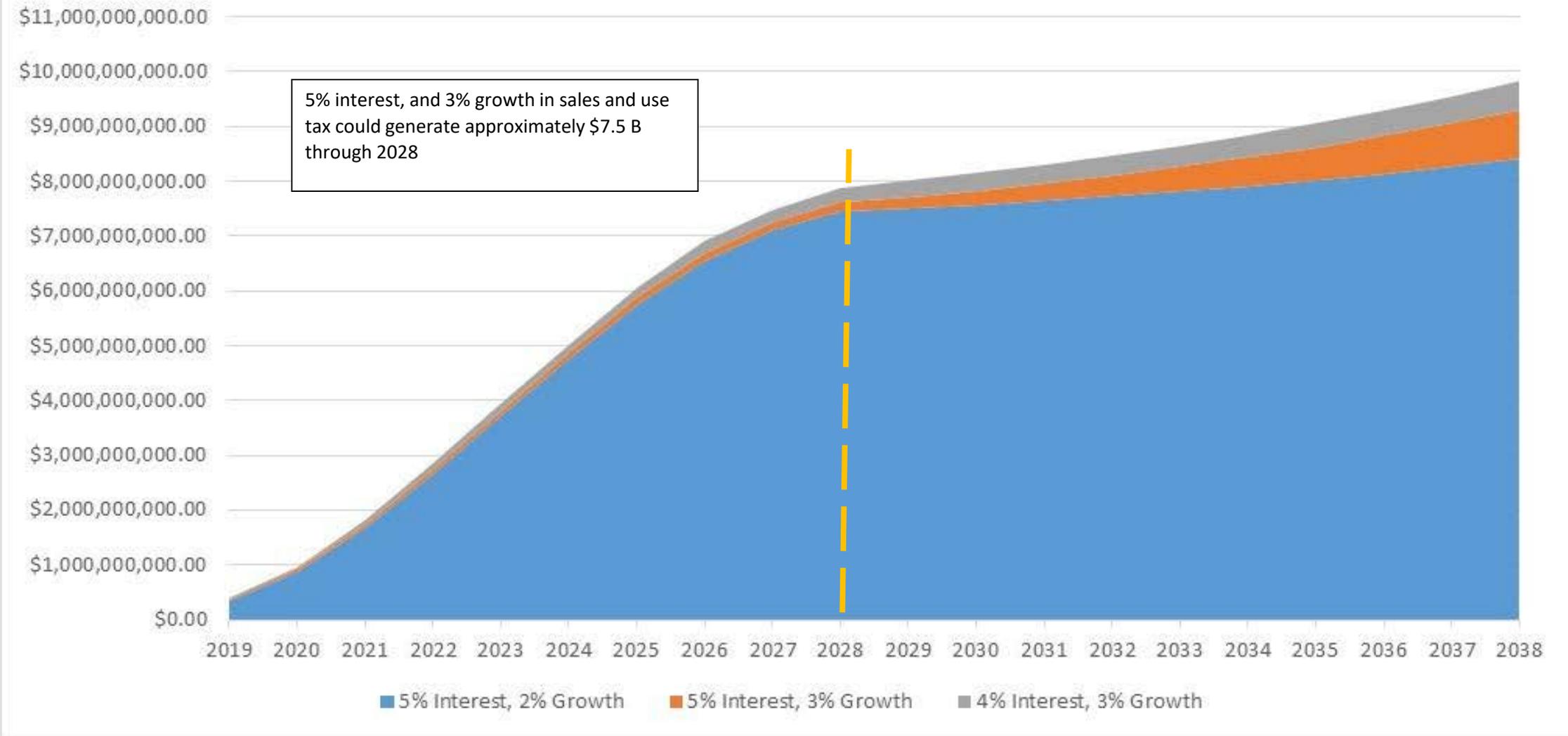


1. Size of the Project List



These three funding sources allow \$7 billion in specific projects and statewide programs

Example Expenditures Initiative 153/SB 1/SB 267 (Cummulative by Year)*



*Includes four years of SB 267, SB 1 General Fund transfers, and approx. \$4B par in bonding over multiple issuances through 2025 under Initiative 153, plus residual sales tax revenue after debt service.



2. Distribution of Additional \$800M

STAFF RECOMMENDATION

- Consider “equity” across all ballot funds controlled by CDOT
- Strategically deploy funds for maximum benefit – Focus on Denver Metro arterials, NW Denver, North I-25 and urban areas
 - R1: \$320m, R2: \$50m, R3: \$25m, R4: \$330m, R5: \$25m
- Consider addition of statewide programs (\$50m placeholder)
- Use any additional revenue primarily for pavement (preview of next topic!)

OTHER OPTIONS

1. Keep the list at \$6.2 billion
2. Grow the list more than the staff recommended \$800 million
 - Add more Asset Management to list
 - Increase/Add statewide programs
 - RPP Distribution (rough basis for current distribution)



3. Distribution of Potential Additional Funds

STAFF RECOMMENDATION

- Allocate \$1.5 billion (over 20 years) to pavement across the state (as well as improving shoulders and addressing spot safety needs at the same time)
- Pavement projects can be adjusted easily based on revenue availability (and easily explained compared to other asset categories such as walls, culverts, and buildings)
- Don't allocate "today" the "growth set-aside" (the last up to \$500 million over 20 years) in expected revenue to address changing conditions and needs and hedge against over-optimism

OTHER OPTIONS

1. Build more capacity projects- there is still significant unmet need
2. Emphasize entire Asset Management Program rather than just Surface Treatment
3. Allocate more or less than \$1.5 billion in funds over the project list

Proposed Distribution of CDOT Controlled Sales Tax Funds

Highways						Multimodal	Total Funds	
RPP	January Project List \$5.86B	July Project List \$6.581B	Pavement Formula \$1.5B	Statewide Programs \$.46B	Growth Set Aside \$.5B	Total Hwy \$8B Distributed of \$9B Total	Multimodal "Bond" Fund \$.401B	Total \$8.4 B Distributed
Region 1: 35.5%	37% \$2.19B	38% \$2.51B	18% \$0.270B	TBD But Slanting Rural	TBD	34% \$2.78B	26% \$0.102B	34% \$2.886 B
Region 2: 19.9%	19% \$1.13B	18% \$1.17B	20% \$0.300B			18% \$1.47B	6% \$0.026B	18% \$1.496 B
Region 3: 14.3%	13% \$.78B	12% \$0.811B	23.5% \$0.350B			14% \$1.16B	10% \$0.042B	14% \$1.202 B
Region 4: 23.2%	23% \$1.35B	25% \$1.67B	22% \$0.330B			25% \$2.03B	54% \$0.216B	26% \$2.218 B
Region 5: 7.1%	7% \$.39B	6% \$0.413B	16% \$0.240B			8% \$0.653 B	4% \$0.015B	8% \$0.663 B
DRCOG ~ 40% (R1+ % of R4)	39% \$2.3B	41% \$2.71B	19% \$0.286B			37% \$3.01B	77% \$0.308B	39% \$3.306 B



4. Review of the Project List

STAFF PRESENTATION OF CHANGES TO LIST

- Many Project Descriptions have slight updates (not highlighted)
- Substantive changes and funding changes to existing projects are highlighted in red
- **Newly added projects/programs are entirely in red**
- Every existing project has a fact sheet to address the “why?”
- Every new project has or will have fact sheets soon!
- Each Region can review changes & Fact Sheets upon request

CONSIDERATIONS

1. Should the projects on the list be changed?



5. Adding a Statewide Program?

STAFF RECOMMENDATION: Add \$55M to Statewide Programs

- Existing Statewide Programs “draft approved” in January by TC
 - Fiber & Technology:
 - Current: \$100M total Proposed: \$120M total
 - ADA Sidewalks and Pedestrian:
 - Current: \$86M total Proposed: \$120M total (& rename ADA Sidewalks and Bicycle/Pedestrian)
 - Safety Shoulders, Rest Area Restoration, Small Freight Projects & Truck Parking, Wildlife Crash Mitigation:
 - Current: \$219M total Proposed: \$220M total

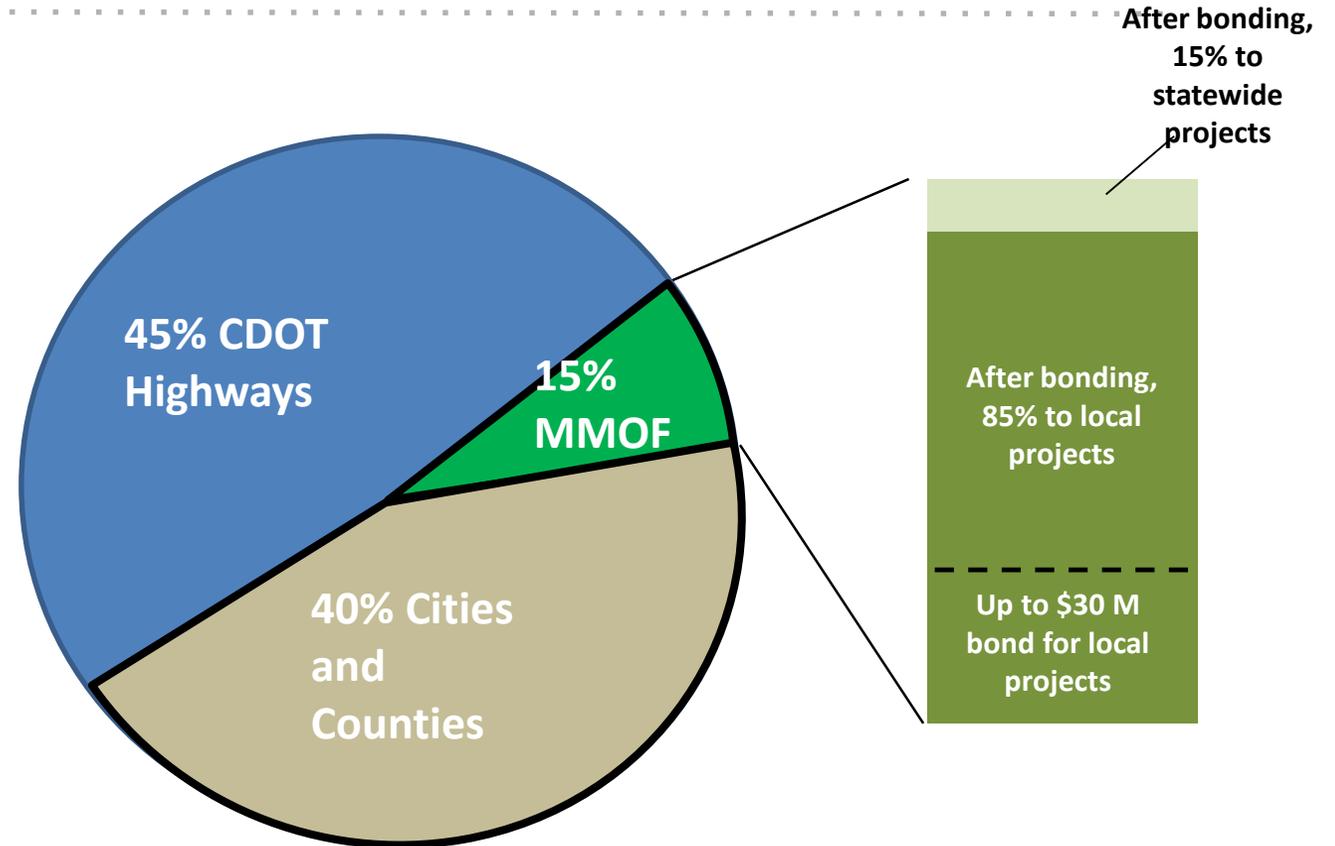
CONSIDERATIONS

1. No additional statewide programs could allow \$50 million more in specific projects to be selected
2. More funds for statewide programs would necessitate a reduction of another project or program.



6. Multimodal Options Fund “Bond List”

- MMOF consists of:
 1. Bonded funds
 - Up to \$30M of annual ~\$103M available for bonding
 - 50% match
 - Up to \$800 million of bonded projects
 - Staff set \$10 million as “threshold” for project, and has not refused any projects
 2. “Pay-as-you-go” annual funds
 - After allocating bonded funds, the remaining is divided between local and statewide pots
 - 85% for locally-driven priorities
 - 15% for state-driven priorities
 - Allocated post-ballot based on population/ridership
 - Local match requirement could vary





6. Multimodal Options Fund “Bond List”

KEY POINTS

- \$400 million of MMOF with match equals \$800 million in bonds
- The “flexed” highway contributions to MMOF projects would utilize highway bond capacity, not MMOF bond capacity (i.e. \$100m in “highway pot” contribution for SH 119 doesn’t count against the MMOF bond capacity)

STAFF RECOMMENDATION

- Approve multimodal bonded projects

CONSIDERATIONS

1. Should CDOT commit less than \$30 million annually (\$800 million total bond portion)?
2. Should the \$10 million threshold have been higher or lower?
3. With a large share of funds going to Denver Metro and NW Denver Metro specifically, is that “ok”? Commission could consider this as a factor in distribution formula for the 85%



7. Review of Resolution: Key Points

Whereas: Acknowledges the potential sales tax question and its components and the TC's responsibility for managing those dollars

Whereas: Notes that another potential question may be on the ballot that already includes a list of projects to be included

Whereas: Considers it important to let voters know what the state would construct with new funds

Whereas: Commission considered statewide equity and projects that included mobility, asset preservation and improvement, safety and multimodal options

Whereas: Acknowledges the large unmet need in the state for transportation funding, even with this ballot question

1st Resolved: Approves the list of projects and states there is no priority order and the projects will be constructed in an order that acknowledges statewide equity and project readiness with a 10 year target completion goal (but not promise)

2nd Resolved: Approves the statewide programs and states projects specific to each program would be determined at a date after the ballot is approved by voters

3rd Resolved: Commits to the dollar amount for each project, not necessarily the scope

4th Resolved: Acknowledges project list or scopes may be modified based on changes in revenue

5th Resolved: Acknowledges the need for full funding of SB 18-001 and SB 17-267 if the project list is to be fully constructed

6th Resolved: Acknowledges the importance of transportation improvements for Colorado



Questions?

Resolution # TC-18-X-X

Selecting projects and programs to be funded if Initiative #153 is successful in November, 2018.

Approved by the Transportation Commission on _____

WHEREAS, the Colorado Department of Transportation (“CDOT”) is an executive department of the State of Colorado (“State”); and

WHEREAS, pursuant to §43-1-106(8)(a) and (j), C.R.S., the Colorado Transportation Commission (“Commission”) is charged with formulating general policy with respect to the management, construction, and maintenance of public highways and other transportation systems in the state and to do all other things necessary and appropriate in the construction, improvement, and maintenance of the state highway and transportation systems; and

WHEREAS, Initiative #153 has been filed, and if placed on the ballot and approved by the people of Colorado would increase the state sales tax by .62% for twenty years and dedicate those funds to local roads, highways, and multimodal options across the state; and

WHEREAS, the Commission is responsible for determining priorities for highways dollars expected to be approximately \$345 million in the first year, and multimodal projects totaling no more than \$400 million if matched by an additional \$400 million from other local or state sources; and

WHEREAS, the Department, with the participation of transportation planning partners from around the state, including the Statewide Transportation Advisory Committee has created a Development Program of projects that account for the highest priority highway projects across the state that are unfunded or underfunded, and the Department is developing a similar program for transit priorities; and

WHEREAS, it is important to provide the citizens of Colorado an expectation of what projects the department would fund if Initiative #153 were to pass; and

WHEREAS, another potential ballot question, Initiative #167 is also being considered but contains its own list of projects to be funded and therefore does not require the Commission to approve a list of projects; and

WHEREAS, the Commission has considered a list of projects and programs that addresses statewide equity and the need for a variety of projects including mobility, asset preservation and improvement, safety and multimodal options; and

WHEREAS, no new funding scenario is able to cover all transportation needs in the state and Colorado’s highway system has project needs that exceed \$10 billion in addition to deficits to appropriately maintain the state’s existing highway system of over \$200 million annually; and

NOW, THEREFORE, BE RESOLVED, the Commission approves for priority funding the highway and multimodal projects included in Appendix A of this resolution, including 120 projects that are not listed in any priority order and will be funded in a statewide equitable way and based on the readiness of each project with a target completion of all projects within ten years after the enactment of Initiative #153 in January, 2019; and

NOW, THEREFORE, BE IT FURTHER RESOLVED, the Commission also approves several statewide programs, including Fiber and Technology; ADA Sidewalks and Bicycle/Pedestrian; Safety Shoulders, Rest Area Restoration, Small Freight and Truck Parking, and Wildlife Crash Mitigation; and the Pavement Improvement Program, with project selection for each of the statewide programs to be determined by the Commission at a later date should Initiative #153 be approved by voters; and

NOW, THEREFORE, BE IT FURTHER RESOLVED, the Commission commits to the dollar amount for each project or program, and if a project is unable to be constructed with the funding made available, the scope of the project shall be modified; and

NOW, THEREFORE, BE IT FURTHER RESOLVED the Commission recognizes the potential volatility of new funding sources and may in the future make adjustments to Appendix A to match actual new revenue receipts;

NOW, THEREFORE, BE IT FURTHER RESOLVED the Commission acknowledges that in addition to Initiative #153, full funding by the Colorado General Assembly of SB 18-001 and SB 17-267 are also necessary to complete the projects in Appendix A, and those projects are commitments only to the degree these additional funding sources are available to help cover the associated cost of each project; and

NOW, THEREFORE, BE IT FURTHER RESOLVED the Commission acknowledges the role of the Statewide Transportation Advisory Committee, planning partners and transportation advocates across the state in developing a list of projects and programs that will support the economic vitality of Colorado and the quality of life of the public by improving how we safely move people, goods and information on Colorado's transportation system.

By _____
Herman Stockinger, Secretary
Transportation Commission of Colorado

Date of Approval

**Project List for New Revenue Sources
7/13/2018**

Project ID	Region	TPR	County	Project Name	Project Description	Phasing and Cost Estimate Details	Total Project Cost (P70) (Escalated to construction midpoint)	Other Funding Expected to be Available	Other Funding Assumptions	SB1 (Year 1) SB 267 (Years 1&2)	Init. #153 SB 1 (Year 2) SB 267 (Years 3&4)
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 EA/FONSI. Construction of one new managed lane (TEL) in each direction from Monument to Plum Creek Parkway.	Cost reflects minimum costs utilizing existing infrastructure but may not meet desired geometrics. 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	\$100,000,000	Local funding \$35m, INFRA Grant \$65m. Potential toll revenue but not assumed in other funding.	\$250,000,000	\$0
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. These bridges were repaired in 2015 to extend their lifetime and provide better clearance.	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. A Road Safety Audit was also conducted on this area and smaller interim safety improvements are taking place until funding is available for the larger project.	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, Broomfield	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	Potential toll revenue assumed in other funding.	\$0	\$76,750,000
6	1	Greater Denver Area	Clear Creek	I-70 West: Westbound Peak Period Shoulder Lanes (PPSL)	Construction of a Peak Period Shoulder Lane (PPSL) on westbound I-70 from the Veterans Memorial Tunnels to Empire, similar to the eastbound I-70 Mountain Express Lane. The project will also include CO 103 interchange improvements, a Fall River Road Bridge, Greenway Trail improvements and County Road 314 Reconstruction.	Design to Budget	\$105,000,000	\$25,000,000	\$25m BUILD grant, Potential toll revenue but not assumed in other funding.	\$70,000,000	\$10,000,000
7	1	Greater Denver Area	Clear Creek	I-70 West: Floyd Hill	Westbound I-70 will be widened from two lanes to three at Floyd Hill to accommodate more travelers. I-70 will be reconfigured with simplified curves, bridges and walls to improve line of sight and improve driver safety. The new westbound I-70 alignment would also be placed in a tunnel at the bottom of Floyd Hill. Additionally, the project proposes completing a key link of the shared-use trail from the Clear Creek Greenway toward the Peaks to Plains Trail.	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 Potential toll revenue but not assumed in other funding.	\$0	\$480,000,000

8	1	Greater Denver Area	Jefferson	I-70: Kipling Interchange	The Diverging Diamond Interchange (DDI) configuration was confirmed as the Preferred Alternative during the planning process. A DDI, similar to what was constructed at the US 36 and McCaslin Boulevard interchange in Louisville/Superior, is expected to provide improved operations and substantial safety benefits for all modes of travel.		\$63,816,000	\$0		\$0	\$63,816,000
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 of concrete pavement and replacement of bridges to improve capacity, safety, and economic competitiveness.		\$398,774,000	\$165,000,000	Potential toll revenue assumed in other funding & 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 Meadows Widening	Reconstruction of two lane roadway to four lanes with a divided median and acceleration/ deceleration lanes. Includes a 10 foot trail. Improvements are in accordance with an Environmental Impact Statement (EIS) that was completed in 2002.	Project could be divided into phases: US 85 Sedalia to Daniels Park; US 85 Daniels Park to Meadows	\$49,500,000	\$16,000,000	Potential local match	\$0	\$33,500,000
15	1	Greater Denver Area	Adams	US 85/Vasquez: I-270 to 62nd Ave. Interchange	The US 85: I-270 to 62nd Avenue interchange experiences high levels of congestion and crash rates. This project will improve safety and capacity by making the geometric configuration of the interchange more intuitive for drivers, adding grade separation, and improving access points.	Design to Budget. Phasing and early implementation alternatives are being investigated as part of the PEL. Interim improvements will not preclude PEL alternatives.	\$81,860,000	\$0		\$0	\$81,860,000
16	1	Greater Denver Area	Jefferson	US 285: Richmond Hill to Shaffer's Crossing	The preferred alternative, as identified during the planning phase, includes widening US 285 to four lanes and building a depressed median, as well as acceleration and deceleration lanes at interchanges between Richmond Hill and Shaffers Crossing.	Includes Kings Valley Interchange and first widening segment only. 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 Area	Boulder, Weld, Broomfield	CO 7 Corridor Improvements	BRT, commuter bikeways, managed/express lanes, highway and other multimodal improvements to be determined from Boulder to Brighton.	Design to Budget	\$112,000,000	\$12,000,000	\$12M Region 4 Surface Treatment funds. See MMOF SH 7 project for further details on additional transit matching funds.	\$0	\$100,000,000
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	Potential toll revenue but not assumed in other funding.	\$0	\$134,062,000

149	1	Greater Denver Area	Jefferson	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
153	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
154	1	Greater Denver Area	Arapahoe	CO 30 Improvements	Roadway widening and operational/safety improvements from Quincy to North of Jewel.	Design to Budget	\$45,000,000	\$0		\$0	\$45,000,000
160	1	Greater Denver Area	Jefferson/Adams	SH 95/Sheridan Boulevard	Lane balancing/multimodal grade separation of US 36 bikeway		\$8,800,000	\$2,200,000	Local funds match	\$0	\$6,600,000
161	1	Greater Denver Area	Denver	Federal: Hampden to 52nd Ave	Roadway and pedestrian safety improvements.	Design to Budget	\$30,000,000	\$0			\$30,000,000
162	1	Greater Denver Area	Denver	Colfax: I-25 to Yosemite	Roadway and pedestrian operational and safety improvements.	Design to Budget	\$20,000,000	\$0		\$0	\$20,000,000
163	1	Greater Denver Area	Jefferson	US6/Heritage Road Interchange	Construct a new, grade separated interchange at US6 and Heritage Road in Golden.		\$41,487,000	\$1,000,000	Locals may seek funds for preliminary environmental and design.	\$0	\$41,487,000
164	1	Greater Denver Area	Gilpin	SH119 Shoulders	Widen/improve shoulders and make other safety improvements within the corridor.	Scaleable	\$13,359,000	\$0		\$0	\$13,359,000
TBD	1	Greater Denver Area	Multiple	Bottleneck Reduction	Targeted improvements to relieve known bottlenecks in the Metro Area to improve operations and safety.	Highly scalable	\$92,388,000	\$0		\$0	\$92,388,000
165	1	Greater Denver Area	Adams	104th Ave: Colorado to US85	Capacity, operational and safety improvements on SH44 (104th Ave) from Colorado Blvd to approximately US85.	Design to Budget	\$20,000,000			\$0	\$20,000,000
166	1	Greater Denver Area	Douglas	I-25: Greenland to County Line	Addition of climbing lanes on SB I-25 between Greenland and County Line Rd.	Could be rolled into Gap segments 2/3	\$17,541,000	\$0		\$0	\$17,541,000
167	1	Greater Denver Area	Jefferson	SH121 (Wadsworth): 38th Ave to I-70	Add a lane in each direction and make bike and pedestrian improvements throughout the corridor.	Design to Budget	\$50,000,000	\$45,000,000	Local project has already received DRCOG funding. This would supplement the other funding to complete the project.	\$0	\$5,000,000

TBD	1	Greater Denver Area	Adams/Broomfield	I-25/SH7 Interchange Replacement (Mobility Hub)	Replace the interchange at I-25 and SH7 with a diverging diamond mobility hub that will enhance potential transit service with center loading stations and pedestrian walkways. Project may be phased as improvements become necessary.	This estimate assumes it is combined with the I-25 TEL widening and costs go up if done separately.	\$122,000,000	\$45,000,000.00	Match includes \$30m of local non-RTD funds, and \$15 million CDOT transit funds. Additional project costs and funding sources to be determined based on initial project scope of this and other I-25/SH 7 projects on list, as well as potential federal grants.	\$0	\$70,000,000
17	2	Pueblo Area	Pueblo	1-25: City Center Drive to 13th St. (Phase of the New Pueblo Freeway)	This project includes the reconstruction of I-25 in Pueblo, between the City Center Drive and 13th Street, including the replacement of the interchanges to correct a deficient roadway configuration, add wider shoulders and replace the structurally deficient bridges. Additionally, multiple non-conforming interchanges will be consolidated into one split diamond interchange between City Center Drive and 13th Street and new auxiliary/distributor roads will be added to complete the split diamond interchange.		\$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)	The proposed project will include work at multiple locations along I-25 in Colorado Springs including capacity and safety improvements from South Academy to CO 16; widening I-25 to six lanes from Circle to Academy; add auxiliary lanes between Fillmore and Garden of the Gods; add a fourth lane in each direction of I-25 between Cimarron and Briargate; fix the functionally deficient I-25 bridge at Northgate and widen the shoulder from Northgate to Baptist Road.	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	Add capacity and intersection/interchange improvements on US 24 between I-25 and Manitou Springs (MP 299-304). Drainage and intersection improvements on US 24 from I-25 to Divide (MP 304-278). US 24 is heavily congested, especially on weekends as this is the primary route to the mountains for the Pikes Peak Area. Congestion and safety issues will continue to get worse as the Pikes Peak Region grows.	Design to budget. Project could be built in 2 independent phases. Phase one for Drainage and intersection improvements, and Phase two for capacity and intersection improvements on US 24 between I-25 and Manitou Springs.	\$70,000,000	\$0		\$0	\$70,000,000
22	2	Pikes Peak Area	El Paso	US 24 East: Widening Garret/Dodge to Stapleton Rd.	The project will widen US 24 to four lanes from the existing four-lane section at Garrett Road through the Stapleton Road intersection. Intersections within the project area will be improved with additional turn lanes and acceleration/deceleration lanes identified in the recent US 24 Planning and Environmental Linkages (PEL) Study.		\$64,242,000	\$0		\$0	\$64,242,000
23	2	Pueblo Area	Pueblo	US 50: West of Pueblo	This project will add a third westbound lane on US 50 from just west of Pueblo Boulevard to Purcell Boulevard and will construct the US 50 and Purcell interchange to include pedestrian and bicycle facility improvements.		\$39,900,000	\$6,000,000	RPP	\$1,600,000	\$33,900,000

24	2	Pueblo Area/Southeast	Pueblo/Otero/Bent/Prowers	US 50: East Widening	The US 50 Corridor East Tier 1 Environmental Impact Statement (EIS) is a 150-mile broadscale transportation study from Pueblo to Holly. The corridor traverses four counties and 10 municipalities, providing local and regional connections for the distribution of people, goods, and services through and beyond the Lower Arkansas Valley. The Federal Highway Administration and CDOT have identified the need to improve safety and mobility on this highway. This project will widen up to a 10-mile section of the roadway either in Pueblo or Prowers County. This will be the first project of the US 50 Corridor East Tier 1 EIS.	Design to budget		\$39,900,000	\$0		\$0	\$39,900,000
25	2	Southeast	Prowers	US 287: Lamar Reliever Route	As the last remaining major improvement on the Ports to Plains corridor in Colorado, this project involves the phased construction of a new, two-lane roadway on US 287 and the realignment of US 50.	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. Victor to Divide and Woodland Park to Deckers.	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 to US285 in Park County	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.	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. The two-lane, narrow bridge was built in the 1930's will be replaced using Colorado Bridge Enterprise funds.		\$15,100,000	\$0		\$0	\$15,100,000	
128	2	South Central	Huerfano / Las Animas	SH 69 and SH 12 Improvements	Project will enhance safety and could include shoulder widening, as well as adding lanes in yet-to-be-determined prioritized locations, and adding wildlife crossing improvements in areas identified with high crash rates.	Design to Budget	\$21,000,000	\$6,000,000	HSIP, RPP, FASTER	\$0	\$15,000,000	
168	2	Pueblo Area	Pueblo	I-25 and Drew Dix/Dillon Interchange	Interchange, intersection and frontage road improvements at the Drew Dix and I-25 Interchange (MP 104). This area is being developed and conflicts with trucks and passenger vehicles is a safety issue that will continue to get worse.	1.5 Million from NHFP and 5.0 Million from Ballot.	\$6,500,000	\$1,500,000-	NHFP		\$5,000,000	

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	This project corrects a sharp curve and narrow shoulders at the western entrance to DeBeque Canyon near Palisade that's resulted in numerous crashes involving commercial vehicles. It requires reconstruction of I-70, realigning curves and improving the elevation of the roadway. The project will also include construction of a connection to a bike and pedestrian trail in Mesa County. Initial phase includes identification of a preferred alternative, complete design and land acquisition.	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 in an area where curves and winter driving conditions create one of the highest crash rates on the I-70 corridor.		\$14,450,000	\$0		\$0	\$14,450,000
35	3	Intermountain	Eagle / Summit	I-70 West: Vail Pass	This project is a complete Environmental Assessment identifying a preferred alternative that includes eastbound and westbound auxiliary lanes and defining improvements including potential project phasing. Crash data indicates the west side of Vail Pass experiences higher-than-expected crashes due to differential speeds and steep grades, and the highest potential for crash reduction. According to 2016 data, I-70 over Vail Pass experienced closures for more than 177 hours, primarily due to crashes and weather.	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	This project will improve the capacity of the interchange by improving the westbound ramp and I-70 bridge. It will also improve the eastbound ramps and adjacent intersection that affects the operation of this interchange.	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	This project will build an auxiliary lane along eastbound I-70 from Frisco to Silverthorne, as identified in the Silverthorne Planning and Environmental Linkages (PEL) study. This project is a safety and mobility improvement for eastbound I-70 that will require minimal widening.		\$16,924,000	\$0		\$0	\$16,924,000
38	3	Intermountain	Summit	I-70 West: Silverthorne Interchange	This project will replace the Silverthorne interchange with a Diverging Diamond Interchange (DDI) similar to the US 36 and McCaslin interchange in Louisville/Superior. The project includes paving, curb and drainage. All four ramps will be affected and additional capacity will be added to the on-ramp to westbound I-70.		\$24,701,000	\$0		\$0	\$24,701,000

39	3	Grand Valley	Mesa	US 6: Improvements Mesa County	This project will improve sections of US 6 in Fruita, Clifton and Palisade. The Fruita section includes intersection improvements and widening to the west of 22 Road. The Clifton section includes safety and mobility improvements along with access control and multi-modal facilities. The Palisade section includes intersection improvements from Clifton to Palisade including acceleration, deceleration and turn lanes.	Project can be phased.		\$47,651,000	\$4,000,000	Mesa County/ Grand Junction local match expected. See MMOF US 6 project for further details on additional transit matching funds not included in this row.	\$0	\$43,651,000
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	US 50 through Blue Creek Canyon is a steep, curvy and very narrow section of roadway between Montrose and Gunnison. This project will reconstruct and widen the existing roadway, improve drainage and access, and add a minimum of 4-foot paved shoulders to meet current design standards and improve roadside safety. The project also includes rockfall mitigation work within the project limits to further improve public safety	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	
45	3	Intermountain	Garfield	SH 13: Rifle North	This project addresses critical safety issues in four distinct segments that can be implemented in phases. Identified improvements will address safety, aging infrastructure and mobility by implementing pavement rehabilitation, adding paved shoulders, straightening curves, addressing substandard sections to meet the 65 mph speed limit, and wildlife mitigation.	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 BUILD Grant	\$0	\$35,000,000	
46	3	Northwest	Rio Blanco	SH 13: Rio Blanco South to County Line Shoulders and Passing Lanes	This project will reconstruct CO 13 between Rio Blanco South and County Line to straighten out curves, add 8-foot-wide shoulders and construct uphill passing lanes between mile markers 16.5 and 17.2.	Project is scalable. Any savings may be used to help the unfunded portion of SH 13, Rifle North	\$24,700,000	\$0		\$21,300,000	\$3,400,000	
47	3	Northwest	Moffat	SH 13: Wyoming South	This project will reconstruct CO 13 to straighten out curves, add 8-foot-wide shoulders, and add wildlife fencing and underpasses	Project is scalable. Any savings may be used to help the unfunded portion of SH 13, Rifle North	\$48,300,000	\$0		\$40,000,000	\$8,300,000	
49	3	Gunnison Valley	Delta	SH 92: Safety Improvements	This project will reconstruct and widen the existing roadway to meet current design standards. It will also improve safety by reducing vertical curves to improve sight distance, adding 6- to 8-foot shoulders, consolidating or eliminating access points, and completing intersection improvements at three county roads to, at a minimum, add left turn lanes.	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 to CO 139 near Little Horse South will include surface reconstruction and the addition of 6-foot-wide paved shoulders. This project will begin at the south end of the Canyon Pintado National Historic District.		\$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)	This project will improve the New Castle I-70 interchange. Improvements include better acceleration and deceleration lanes, operational improvements for the spur road into New Castle and scour mitigation at the Colorado River bridge. This interchange has significant congestion at peak travel times.		\$15,072,000	\$0		\$0	\$15,072,000
133	3	Intermountain	Garfield	I-70: Glenwood Canyon Bridge Rail & Pavement	Address critical safety needs by removing old deficient guardrail and replacing with Type 8 Special. New bridge rail will be MASH rated and will require redesign. Additional safety needs will be addressed by rehabilitating the pavement with concrete and doing safety rock work and bridge joints. Phase one of two phases of improvements.	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 Phase I	Reconstruction and additional paved shoulder widening with passing lanes East and West 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
137	3	Gunnison Valley	Montrose	US 550: Safety Improvements	This project will improve intersections by restriping lanes, installing left and right turn lanes and realigning side roads to increase sight distance for drivers turning onto the highway. It will also install deer fence and guards to increase wildlife safety and use CDOT's RoadX program and technology to increase wildlife-vehicle safety in the corridor. This project will also consolidate or eliminate access points and construct a 1-mile-long passing lane in each direction.		\$22,475,000	\$0		\$0	\$22,475,000
169	3	Grand Valley	Mesa	I-70 and 29 Rd Interchange	Design and prepare for the construct of a new interchange on Interstate 70 to connect to 29 Rd. Total Project Cost column only reflects cost to design project. Local funds are necessary for project construction.		\$10,000,000	\$5,000,000	Local city/county match	\$0	\$5,000,000
52	4	North Front Range, Greater Denver Area	Adams / Broomfield / Weld / Larimer	I-25 North: SH 66 to SH 402 (Segments 5 & 6)	Expanding I-25 with an Express Lane in each direction and improving the CO 56 on-ramps to I-25, this project will provide trip reliability, safety improvements and more for northern Colorado, and will do it about 14 years earlier than originally expected. Phase 5 and 6	Design to Budget. Cost includes segment 5 (SH 66 to 56) and Segment 6 (SH 56 to 402). 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	Potential toll revenue assumed in other funding.	\$200,000,000	\$353,000,000

TBD	4	North Front Range, Greater Denver Area	Weld/ Larimer	I-25 North SH 402 to SH 14 (Segments 7 & 8)	Preparing footprint of Segment 7 and 8 to accommodate eventual 3 GP + 1 TEL configuration.	Project cost under review and refinement, which may cause the \$80 million "other funding" need to fluctuate a bit.	\$330,000,000	\$80,000,000	Anticipated new federal grants and/or local match contribution	\$0	\$250,000,000
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		\$58,000,000	\$147,000,000
54	4	Upper Front Range	Morgan	I-76: Fort Morgan to Brush: Phase 4	This project will reconstruct I-76 east of Brush in Morgan County with the reconstruction of both lanes of eastbound and westbound I-76, the interchange at US 6 and two I-76 bridges (spanning the BNSF Railroad and Bijou Creek), that are functionally obsolete.		\$41,200,000	\$0		\$0	\$41,200,000
57	4	North Front Range	Larimer / Weld	US 34: Widening	US 34 from Loveland to east of Greeley is currently being studied under a Planning and Environmental Linkages (PEL) study, and the changes outlined in that study are vital to the future transportation needs of the region, including interchanges, safety and access 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	Weld	US 85: Corridor Improvements	Project includes construction of new Peckham grade-separated intersection, railroad siding extensions, closure of railroad crossings at key county roads to limit number of trains blocking the road and construction of alternative routes. The US 85 Planning and Environmental Linkages (PEL) study, completed in 2018, outlines these components plus future corridor needs.	Design to Budget. Project includes: US 85/WCR44 in Peckham ~\$35.8 M; UPRR Sidings ~\$66.8 M 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: \$34.9M UP ROW and \$24M+/- Peckham interchange	\$0	\$43,440,000
66	4	Eastern	Cheyenne	US 385	Intersection, shoulders, and other safety improvements at problem locations from Cheyenne / Kiowa County line northerly to I70	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	The I-76 and CO 52 interchange is located in the Town of Hudson in Weld County. CO 52 is a key corridor which carries traffic between the growing communities of Fort Lupton and Hudson. Upper Front Range 2040 Transportation Plan (2015) identifies this project as the No. 1 priority for Larimer, Morgan and Weld counties.	Design to Budget.	\$14,000,000	\$0		\$0	\$14,000,000

72	4	Upper Front Range, Eastern	Lincoln / Morgan / Weld	SH 71 Super 2	CDOT's vision includes reconstructing the corridor in a "Super 2" configuration. This would involve adding shoulders, passing and climbing lanes, intersection improvements, and additional lanes where applicable. The highway—defined by its rural character, rolling farmland, and bisecting interstate highways—can be split into three logical segments: Limon to Brush (including Last Chance and Woodrow), Brush to CO 14 (including Snyder), and CO 14 north to the Colorado-Nebraska state line (traveling through the Pawnee National Grasslands).	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: Downtown Boulder to Downtown Longmont	The Regional Transportation District (RTD) is currently conducting a study to evaluate options for Bus Rapid Transit service along the Diagonal Highway (CO 119) between Boulder and Longmont. Options range from bus-on-shoulder to an exclusive BRT/Managed Lane for use by RTD and High Occupancy Vehicles (HOV).		\$509,000,000	\$9,000,000	\$9M CDOT RPP. See MMOF SH 119 project for further details on additional transit matching funds not included in this row. Potential toll revenue but not assumed in other funding.	\$0	\$130,000,000
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	Project provides for the reconstruction of I-76 through Fort Morgan in Morgan County. The project will reconstruct both lanes of the interstate in the eastbound and westbound directions, reconstruct interchanges at CO 144, CO 52 (Main Street in Fort Morgan) and the Barlow Road interchange with new structures.	Design to Budget	\$65,000,000	\$0		\$0	\$65,000,000
141	4	Greater Denver Area	Boulder	SH 42: Safety and Intersection improvements including 95th St.	BRT, commuter bikeways, pedestrian and other highway and multimodal improvements in Louisville and Lafayette with potential devolution.	Design to Budget	\$27,400,000	\$500,000	\$500k in FASTER funds. See also transit MMOF SH 42 project for further details on additional transit matching funds not included in this row.	\$0	\$12,300,000
170	4	Greater Denver Area	Boulder/ Broomfield	US 287- from SH 66 to US 36	Full scope to be determined but may include BRT, commuter bikeways, managed/express lanes and other multimodal and highway improvements	Design to Budget. Project cost is an estimate to be refined.	\$57,000,000	\$0	See MMOF SH 287 project for further details on additional transit matching funds not included in this row.	\$0	\$45,000,000
171	4	Greater Denver Area	Boulder	US 36/28th Street and SH 93/Broadway	Operation improvements for multiple regional BRT routes	Design to Budget	\$26,000,000	\$0	See transit MMOF US 36/SH 93 project for further details on additional transit matching funds not included in this row.	\$0	\$10,000,000
78	5	San Luis Valley	Chaffee / Park	US 24: Safety and Mobility Improvements on Trout Creek Pass-	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.	\$11,200,000	\$2,200,000	TIGER Grant for \$2m, and \$200k of already budgeted design funds.	\$9,000,000	\$0
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	This project will reconstruct the surface of US 160 and provide multimodal improvements along the highway corridor in Pagosa Springs.	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)	This project will widen the shoulders of US 285 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	This project is focused on the US 550 connection to US 160 as part of a long-range plan to enhance transportation for southwest Colorado. The connection is a key component for future growth and provides enhanced mobility and safety, economic vitality and connectivity for the entire Four Corners area and the growing communities within this region.	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 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)	This project will improve three miles of the shoulders along US 550 between the Uncompahgre River and Colona at Billy Creek. An animal underpass will be constructed, as well as deer fencing and animal escape ramps.	Not scalable.	\$30,537,000	\$0		\$0	\$30,537,000
95	5	San Luis Valley	Saguache	SH 17: Safety and Mobility Improvements North of Mosca (Widen shoulders)	This project will widen the shoulders of CO 17 just north of the community 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)	This project will construct a passing lane and wider shoulder on CO 145 between Sawpit and Keystone Hill for safety and mobility improvements.		\$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	This project will complete the improvements consistent with the Environmental Impact Statement and Record of Decision, 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	This project, in partnership with the Ute Mountain Tribe, will extend irrigation culverts on both sides of US160 in the southern part of the tribal property.	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	Extension of the westbound passing lane in both directions and the installation 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 installation 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
157	5	San Luis Valley	Chaffee	US50/285 Intersection	RAB at intersection	Not scalable.	\$7,400,000	\$0		\$0	\$7,400,000
158	5	San Luis Valley	Chaffee/ Fremont	US 50 Passing Lanes	This project will construct wider shoulders, correct tight curves and mitigate potential rockslide areas on US 50 east of Salida.		\$8,432,000	\$0		\$0	\$8,432,000
159	5	San Luis Valley	Alamosa	SH 112 Asset Management	This project will resurface the existing pavement of CO 112 between US 285 and CO 17.	Design to Budget	\$15,000,000	\$0		\$0	\$15,000,000
172	5	Southwest	Montezuma	US 160 Improvements Cortez Partnership	Improvements to US 160 in Cortez that may include medians, access improvements, mobility improvements and surface treatment	fixed CDOT contribution, design to budget	\$4,000,000	\$2,000,000	Cortez match	\$0	\$2,000,000
TBD	5	Southwest	La Plata	US 550 Underpass Durango Partnership	Provide pedestrian underpass	fixed CDOT contribution, design to budget	\$4,000,000	\$2,000,000	Durango match	\$0	\$2,000,000
173	5	Southwest	La Plata	US 160 Safety and Mobility Improvements CR 225 to Dry Creek	Project scope includes the addition of passing opportunity or other mobility improvements such as turn lanes between approximate mile markers 94 to 97, approximately from County Road 225 to Dry Creek (CR223). Proposed project will work to fill the gap between two other proposed improvement projects on the corridor (Elmore's East and Dry Creek). Project would also include safety improvements such as shoulder widening, and wildlife-vehicle collision reduction improvements that may include large mammal underpass, deer fencing, jump outs and deer guards.	Scalable, smaller projects could be completed over time.	\$21,000,000	\$0		\$0	\$21,000,000
										\$ 724,050,000	\$5,856,178,000

Statewide Programs

SW	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						
							\$120,000,000	\$0	Potential P3s, not quantified	\$0	\$120,000,000	
SW	State-wide	Multiple	Multiple	ADA Sidewalks & Bicycle/Pedestrian	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					\$25,000,000	\$95,000,000
SW	State-wide	Multiple	Multiple	Statewide Programs	Safety Shoulders, Rest Area Restoration, Small Freight Projects & Truck Parking, Wildlife Crash Mitigation	Design Projects to Budget					\$0	\$220,000,000
										\$25,000,000	\$435,000,000	

SW	State-wide	Multiple	Multiple	Pavement Improvement Program	Highway Surface Treatment/Pavement Preservation & Reconstruction. Emphasis on including shoulder and other minor corridor safety and asset improvements when the highway is receiving pavement improvements to allow for a holistic approach to the corridor.	Design Projects to Budget. Delivery of the PIP will be over 20 years, and annual allocation will vary based on available revenue each year. Emphasis for initial projects may include counties with no other projects on the need list.			Variable. Some projects may be enhanced by utilizing a combination of sales tax funds and CDOT's base asset management program.	Variable	\$0	\$1,500,000,000
										\$0	\$1,500,000,000	

Project ID	Region	TPR	County	Project Name	Project Description	Phasing and Cost Estimate Details	Total Project Cost (P70)	Other Funding Expected to be Available	Other Funding Assumptions	Tentative Commitment, 1st 2 Years of SB 267	Commitment of the "up to \$30 m" per year bonding of Multimodal Options Fund
MM174	1	Greater Denver Area	Denver	East Colfax BRT	Bus Rapid Transit from I-25 to I-225 with dedicated transit lanes from Broadway Ave to Yosemite Ave	All MMOF Design to Budget	\$184M	\$0.00	\$55M Denver GO Bonds leverages \$55M MMOF match. City will pursue FTA Small Starts for remainder of funds	\$0	\$110,000,000
MM175	1	Greater Denver Area	Clear Creek	Idaho Springs Parking and Transit Center	Construct a parking garage and transit transfer center	All MMOF Design to Budget	\$15M	\$0.00	\$7.5M local funds leverages \$7.5M MMOF match. Local sources include downtown improvement district funds, local transportation ballot funds, and private funds.	\$0	\$15,000,000

MM176	1	Greater Denver Area	Boulder/Weld/Broomfield/Adams	SH 7, Downtown Boulder to Downtown Brighton	BRT, commuter bikeways, managed/express lanes, highway and other multimodal improvements to be determined.	All MMOF Design to Budget	\$352M	\$112,000,000	See Project 143 for \$100 CDOT hwy funds that will leverage \$50M MMOF match. Project 143 also includes \$12M surface treatment funds. \$5M Local Funds leverages \$5M MMOF match.	\$0	\$60,000,000
MM189	1	Greater Denver Area	Jefferson	US 6 Peaks to Plains Trail	TBD- complete a segment of the Peaks to Plains Trail along US 6	All MMOF Design to Budget	\$30M	\$10,000,000	\$20M local funds leverages \$10M MMOF match.	\$0	\$20,000,000
MM178	2	Pikes Peak Area	El Paso	Colorado Springs Downtown Transit Center	Purchase land, design, and construct a transit center in the downtown	All MMOF Design to Budget	\$20M	\$0.00	\$10M local funds leverages \$10M MMOF match. Local sources include federal formula transit funds and local transportation authority funds	\$0	\$20,000,000
MM179	2	Pueblo Area	Pueblo	Pueblo City Transit Maintenance and Administration Facility	Replace and relocate the existing transit maintenance and administration building	All MMOF Design to Budget	\$15M	\$0.00	\$7.5M local funds leverages \$7.5M MMOF match. Local sources include federal formula transit funds and local transportation ballot funds	\$0	\$15,000,000
MM180	2	Pikes Peak Area	El Paso	Manitou Springs Transit Hub	Reconstruct a transit center and facility that will provide parking and multi-modal transportation services.	All MMOF Design to Budget	\$17M	\$0	\$8.5M local funds leverages \$8.5M MMOF match. Local sources include city fund, parking fees, and private contributions, and regional transportation funds	\$0	\$17,000,000
MM181	3	Grand Valley	Mesa	North Avenue (US 6) Corridor Improvements (Grand Junction)	A series of transit accessibility/pedestrian improvements (MP 30.6 - 34.5)	All MMOF Design to Budget	\$14M	\$0.00	\$7M local funds leverages \$7M MMOF match. Local sources include City sales tax, transportation impact fees, energy impact fees. Other local entities may also participate. The City intends to pursue federal competitive BUILD grant.	\$0	\$14,000,000
MM182	3	Intermountain	Garfield	RFTA Glenwood Maintenance Facility Expansikon	Expansion of existing maintenance and administration facility	All MMOF Design to Budget	\$30M	\$0.00	\$15M local funds leverages \$15M MMOF match. Local sources include remaining local bonding authority and/or agency reserves	\$0	\$30,000,000
MM183	3	Intermountain	Summit	Breckenridge Transit Station Rebuild	Rebuild the Town's intermodal transit center	All MMOF Design to Budget	\$10M	\$0.00	\$5M local funds leverages \$5M MMOF match. Local sources include general fund revenues from the City and other partner transit agencies	\$0	\$10,000,000

MM184	3	Northwest	Routt	Steamboat Springs Transit Center Renovation	Reconstruct a major transit center	All MMOF Design to Budget	\$18M	\$0.00	\$9M local funds leverages \$9M MMOF match. Local sources include the Urban Redevelopment Authority, city transit funds, and private contributions	\$0	\$18,000,000
MM185	3	Grand Valley	Mesa	US 6 Corridor Transit Improvements (Mesa County)	Corridor improvements (Clifton to Fruita) to include transit signal priority, stop improvements, lighting, ADA, and other access improvements		\$11.30	\$47,651,000	See project 39 for \$43M CDOT hwy funds that will leverage \$11.3M MMOF match	\$0	\$11,300,000
MM170	4	Greater Denver Area	Boulder/Broomfield	US 287- from SH 66 to US 36	BRT, commuter bikeways, managed/express lanes and other multimodal improvements	All MMOF Design to Budget	\$90M	\$45,000,000	See new R4 project # 170 for \$45M CDOT funds. \$6M Local Funds leverages \$6M MMOF match	\$0	\$12,000,000
MM141	4	Greater Denver Area	Boulder	SH 42/95th Street	Potential devolution, safety and pedestrian improvements, BRT, commuter bikeways, and other multimodal improvements in Louisville and Lafayette.	All MMOF Design to Budget	\$27.4M	\$12,800,000	See Project 141 for \$12.3M in CDOT hwy funds, and .5M FASTER funds. Additionally, \$7.3M local funds leverages \$7.3M MMOF match.	\$0	\$14,600,000
MM171	4	Greater Denver Area	Boulder	US 36/28th Street and SH 93/Broadway	Operation improvements for multiple regional BRT routes	All MMOF Design to Budget	\$26M	\$10,000,000.00	See new R4 project #171 for \$10M CDOT sales tax+\$10M MMOF match \$3M Local Funds + \$3M MMOF match	\$0	\$16,000,000
MM74	4	Greater Denver Area	Boulder	SH 119- Downtown Boulder to Downtown Longmont	Regional arterial Bus Rapid Transit (BRT), commuter bikeways, managed/express lanes, and other multi-modal improvements	All MMOF Design to Budget	\$230-\$600M	\$139,000,000	See Project 74 for \$130M CDOT hwy funds that will leverage \$100M MMOF match. Project 74 also includes \$9M RPP funds. \$30M RTD leverages \$30M MMOF match. \$5M Local Funds leverages \$5M MMOF match. \$100M potential FTA Small Starts (competitive) could leverage an additional \$100M MMOF match.	\$0	\$370,000,000
MM186	4	North Front Range	Larimer	Fort Collins West Elizabeth BRT	A series of capital and operating improvements along the West Elizabeth corridor	All MMOF Design to Budget	\$20M	\$0.00	\$10M local funds leverages \$10M MMOF match. Local sources include federal formula transit funds and local funds. The City plans to pursue competitive FTA Small Starts.	\$0	\$20,000,000
TBD	5	Gunnison Valley	San Miguel	Transit System Replacement between Mountain Village and Telluride		All MMOF Design to Budget	\$10M	\$0.00	\$5M local funds leverages \$5M MMOF match.	\$0	\$10,000,000

MM187	5	Southwest	La Plata	Transit and ADA Accessibility Upgrades (Durango)	A series of transit accessibility improvements around the city such as improved bus stops and access to bus stops.	All MMOF Design to Budget	\$20M	\$0.00	\$10M local funds leverages \$10M MMOF match. Local source is existing, dedicated .05 sales tax.	\$0	\$20,000,000
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MMOF Fund \$802,900,000
\$401,450,000