



**Colorado Department of Transportation**

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## Colorado Department of Transportation

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# Final Budget Allocation Plan *for* Fiscal Year 2019-20

Governor Jared Polis

March 21, 2019

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**Colorado Department of Transportation**

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**COLORADO DEPARTMENT OF TRANSPORTATION**

**Final Budget Allocation Plan for Fiscal Year 2019-20**

Jared Polis, Governor

Shoshana M. Lew, Executive Director

**Transportation Commission**

Shannon Gifford, Chair, Denver, District 1

Bill Thiebaut, Vice-Chair, Pueblo, District 10

Sidny Zink, Durango, District 8

Edward Peterson, Lakewood, District 2

Kathy Gilliland, Livermore, District 5

Kathy Connell, Steamboat Springs, District 6

Kathy Hall, Grand Junction, District 7

Rocky Scott, Colorado Springs, District 9

Steven Hofmeister, Haxtun, District 11

VACANT, District 3

Karen Stuart, Broomfield, District 4

Herman Stockinger, Secretary

Per the attached Resolution #TC – 19-03-18 the Transportation Commission presents the Budget for the period July 1, 2019 through June 30, 2020 for approval by the Governor.

Approved: \_\_\_\_\_

Date: \_\_\_\_\_

Made pursuant to the provisions of Sections 43-1-106 and 43-1-113, C.R.S. (2018)

**Resolution # TC-19-03-18**

Approval and Adoption of the Fiscal Year 2019-2020 Budget for the Colorado Department of Transportation.

**Approved by the Transportation Commission on March 21, 2019.**

**WHEREAS**, in accordance with § 43-1-113 (2), C.R.S. (2018) requires the Transportation Commission to submit a Draft Budget Allocation plan for moneys subject to its jurisdiction for the fiscal year beginning on July 1, 2019 to the Joint Budget Committee, the House Transportation and Energy Committee, the Senate Transportation Committee and the Governor on or before December 15, 2018 for their review and comments; and

**WHEREAS**, C.R.S. § 43-1-113(9)(c) requires the Transportation Commission adopt a final budget allocation plan, which shall upon approval by the Governor constitute the budget for the Department of Transportation for Fiscal Year 2019-20; and

**WHEREAS**, the chart below shows the baseline Fiscal Year 2019-20 budget recommendations for Asset Management:

<b>Asset Class</b>	<b>FY 2019-20 (millions of \$)</b>
Surface Treatment	\$222.0
Bridge, BE and Bridge Fixed Costs	\$150.7
MLOS	\$265.7
Buildings	\$17.6
Culverts	\$7.5
Tunnels	\$10.3
ITS	\$29.2
Road Equipment	\$22.1
Geohazards	\$9.7
Walls	\$5.1
Traffic Signals	\$14.6
<b>TOTAL</b>	<b>\$754.5</b>

**WHEREAS**, under Policy Directive 703.0, those Asset Management programs with Transportation Commission approved metrics shall rely on statewide asset management

models to develop their projects lists and those without approved metrics shall provide project lists to the Transportation Commission; and

**WHEREAS**, the Fiscal Year 2019-20 budget allocation plan contains funding requests from Colorado Department of Transportation Divisions to increase program allocations from the Fiscal Year 2018-19 budget allocation plan; and

**WHEREAS**, these funding requests are included within the Fiscal Year 2019-20 budget allocation plan; and

**WHEREAS**, Senate Bill 17-267 is expected to create upwards of \$1.88 billion in funding for transportation beginning in FY 2018-19; and

**WHEREAS**, \$500.0 million of Senate Bill 17-267 proceeds are allocated to Strategic Projects (including \$50.0 million for Strategic Transit) in the FY 2019-20 budget; and

**WHEREAS**, \$105.0 million of Senate Bill 18-001 proceeds are allocated to Strategic Projects; and

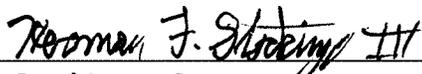
**WHEREAS**, \$22.5 million of Senate Bill 18-001 proceeds are allocated to the Multi-Modal Options Fund; and

**WHEREAS**, the Transportation Commission has authorized a Program Reserve line item in the Fiscal Year 2019-20 budget allocation plan for future Division funding requests; and

**WHEREAS**, Fiscal Year 2019-20 revenue forecasts are based on current federal appropriation guidelines, which may change by July 1, 2019; and

**WHEREAS**, the Transportation Commission has the statutory authority to alter the Fiscal Year 2019-20 proposed budget allocation plan before and/or after it is delivered to the Governor on April 15, 2019.

**NOW THEREFORE BE IT RESOLVED**, that the Colorado Department of Transportation's budget allocation plan for the period of July 1, 2019 through June 30, 2020, including \$755.0 million allocated to Asset Management Programs as indicated above, is approved by the Transportation Commission, to be submitted to the Governor on or before April 15, 2019.

  
\_\_\_\_\_  
Herman Stockinger, Secretary  
Transportation Commission of Colorado

3-21-19  
Date



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## Introduction

### About the Department

The Colorado Department of Transportation (CDOT) is a \$2.0 billion dollar per year, 3,068 employee organization dedicated to providing the best multi-modal transportation system for Colorado that most effectively and safely moves people, goods, and information.

The Department operates under the authority of the Colorado Transportation Commission, which has been in continuous operation since 1909. The Department enhances the quality of life and the environment of the citizens of Colorado by creating an integrated transportation system that focuses on safely moving people and goods by offering convenient linkages among modal choices.

CDOT is responsible for a highway system that encompasses 9,146 center-line miles (about 23,000 total lane miles) and includes 3,447 bridges. This system each year handles more than 30 billion vehicle miles of travel. Although the Interstate system accounts for only about 10%, or 952, of the center-line miles on the state system, about 40% of highway travel within Colorado takes place on the state highway system.

CDOT's highway construction program attracts private contractors. Typically, the low bidder is awarded the project and in turn is responsible for the construction of that project. This partnership between government and business works well to maintain and improve Colorado's transportation system. Last year, CDOT, with the support of private contractors:

- Took care of the highway system, plowing snow and repairing pavement
- Repaired and maintained more than 35,066 lane miles of roadway
- Utilized 188,403 tons of asphalt and 1.16 million gallons of liquid asphalt
- Striped more than 19,698 stripe miles and installed 300,992 square feet of pavement markings
- Snowplowed, sanded, and/or deiced 6 million miles of highway
- Managed 304 hours of road closures due to snow
- Applied 222,662 tons of solid deicer and 12 million gallons of liquid deicer
- Repaired/installed 136,488 feet of snow fence
- Disposed of 68,674 cubic yards of trash with help from 4,673 Adopt-A-Highway volunteers and another 8,218 bags of trash with the support of 265 corporate sponsors
- Replaced or repaired 52,000 signs and signposts
- Repaired or installed over 14.2 million linear feet of fencing.

CDOT is more than roads and bridges. The Division of Aeronautics supports aviation interests statewide, including grants to help improve local airports. CDOT's Division of Transit and Rail operates Bustang and OutRider, CDOT's inter-regional Express Bus service, and assists numerous transit systems in the state.



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## Introduction (continued)

### Revenue Overview

CDOT is financed by a variety of taxes and fees paid by all users of the state and national transportation systems. CDOT receives revenue from five sources: state revenues, federal revenues, grants, miscellaneous sources (including the sale of property, permits, and fines), and enterprise revenues.

The largest source of revenue for CDOT is the Highway Users Tax Fund (HUTF). HUTF is a constitutionally dedicated revenue source comprised of a combination of motor fuel taxes, motor vehicle registration fees, and other revenues. Federal-aid highway funding constitutes the second largest category of revenues for the state transportation system. These funds are authorized by Congress from the Highway Trust Fund (HTF) to assist states in providing for construction, reconstruction, and improvement of highways and bridges on eligible Federal-aid highway routes and for other special purpose programs and projects. Tax revenues directed to the HTF are derived from excise taxes on motor fuel, alternative fuels taxes, and truck-related taxes on truck tires, sales of trucks and trailers, and heavy vehicle use.

The major sources of revenue for HUTF and HTF are the state and federal motor fuel taxes, which are based on the volume of gallons sold, rather than on the price per gallon. Thus, growth in gas tax receipts only comes from increases in the amount of fuel sold and not from increases in the price per gallon. This poses a challenge for revenue collection as vehicles become increasingly fuel efficient, and the declining consumption of gasoline does not match increasing total road usage. In the state of Colorado, the current tax rate on gasoline is 22 cents per gallon, and the current rate on diesel fuel is 20.5 cents per gallon. The excise tax rate was last adjusted by the General Assembly in 1992, and any future increases in the rate are subject to voter approval. Congress last adjusted the federal gasoline tax in 1993 to its current 18.4 cents per gallon rate.

### Funding Updates

SB 18-001, passed by the Colorado General Assembly in May 2018, includes a variety of possible funding scenarios dependent upon different external factors. The summary below begins with the immediate policy and funding impacts with subsequent paragraphs describing possible future scenarios described in legislation.

#### *General Fund Transfers*

IN FY20, SB 18-001 transfers are expected to provide \$150 million to state and local transportation projects statewide. This is divided 70% to the state, 15% to local governments and 15% to a new Multimodal Options Fund (MMOF). The local money is split evenly between cities and counties and will be distributed via the local government Highway Users Tax Fund (HUTF) distribution formula. The Multimodal Options Fund is administered by CDOT, with 85% for local multimodal projects and 15% for statewide projects. The multimodal funds may be used for transit or bike/ped projects, operating expenses or studies.

In FY19, SB 18-001 provided a total of \$490 million, also divided 70% to the state, 15% to local governments, and 15% to the MMOF.



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## Introduction (continued)

### *Senate Bill (SB) 17-267*

SB 18-001 protects the first of four possible issuances of Certificates of Participation (COPs) under SB 17-267. The first issuance of \$380 million in par value was made in FY 2018-19 and resulted in proceeds to CDOT of approximately \$425 million. A second issuance of \$500 million in par value can occur as early as July 1, 2019, subject to provisions included in SB 18-001, or changes in law. See page 14 for additional information on SB 17-267.

### **Spotlight on Asset Management**

Federal legislation requires states to develop a risk-based asset management plan for pavement and bridges on the National Highway System (NHS), to improve or preserve the condition of the assets and performance of the highway system. States that do not develop and implement the asset management plan will see their federal transportation funding reduced by 35%. The plan must include: A summary list, including condition, of the state's pavement and bridges on the National Highway System; Asset management objectives and measures; Performance gap identification; Life-cycle cost and risk management analysis; a financial plan; and Investment strategies. CDOT's plan includes many more assets than required by federal legislation.

CDOT maintains more than 9,100 miles of highways and 3,447 bridges statewide as part of its mission to provide the best multi-modal transportation system for Colorado that most effectively and safely moves people, goods and information. Currently, CDOT's asset management plan has received funding approval by the Transportation Commission through FY 2021-22 in 10 categories: Surface Treatment, Bridge Fixed Costs (including Bridge Enterprise), Maintenance Levels of Service (MLOS), Buildings, Culverts, Tunnels, Intelligent Transportation Services, Road Equipment, Geohazards, Walls, and Traffic Signals. For fiscal year 2019-20, a total of \$755.0 million in asset management funding has been approved.

**Bridge Enterprise (BE)** is one program that is helping CDOT achieve its Asset Management goals for bridges. Created in 2009 under the FASTER legislation, BE is tasked with the repair, rehabilitation, and replacement of bridges identified as "poor" per federal guidelines and that have a status of either structurally deficient or functionally obsolete. As of July 2018, 334 FASTER-eligible bridges have been identified and 132 of these bridges have been replaced or repaired.

One of the most significant Bridge Enterprise projects that addresses poor bridge deck area is the **Central 70 project**. At the heart of the project is the removal of the 50-year-old viaduct and lowering of the interstate between Brighton and Colorado boulevards. Bridge Enterprise identified the viaduct as one of the 30 worst bridges in the state when the Enterprise was created in 2009, and is the last of the 30 worst bridges to be addressed. As of June 2017, the viaduct represents 56 percent of Colorado's total BE eligible bridge deck area. Addressing the viaduct as part of the Central 70 project will help CDOT meet the Transportation Commission's metric for maintaining a minimum goal of 90 percent or more of deck area rated Not Structurally Deficient on the state highway system.



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## Introduction (continued)

### Program Management

The Office of Program Management was established in FY 2013-14 under the Chief Engineer to oversee project prioritization and scheduling. Program Management coordinates transportation project scheduling, available cash balances, and asset management to maximize the use of available funding for those projects that meet current needs and are phase-ready. This Office works with Asset Management and Cash Management to best match prioritized projects with available cash to optimize the Department's annual construction program. Every CDOT Engineering Region has its own Program Management Representative, who works in conjunction with the Office of Program Management in Denver to best communicate and coordinate programming efforts on a statewide basis.

### Budget Document Layout

This document is divided into three sections: the first section contains the main CDOT budget, the second is the Colorado Bridge Enterprise (BE) budget and the third is the High Performance Transportation Enterprise (HPTE) budget. Each of these sections is in turn divided into a revenue section with fact sheets for each revenue source and a program allocation section with fact sheets for each program. Information on statutory authorization, governance, and program website links are provided at the top of each program fact sheet.

After adoption by the Transportation Commission on March 15<sup>th</sup>, 2019 the Final Budget Allocation Plan will be available at <https://www.codot.gov/business/budget/cdot-budget>



## Colorado Department of Transportation

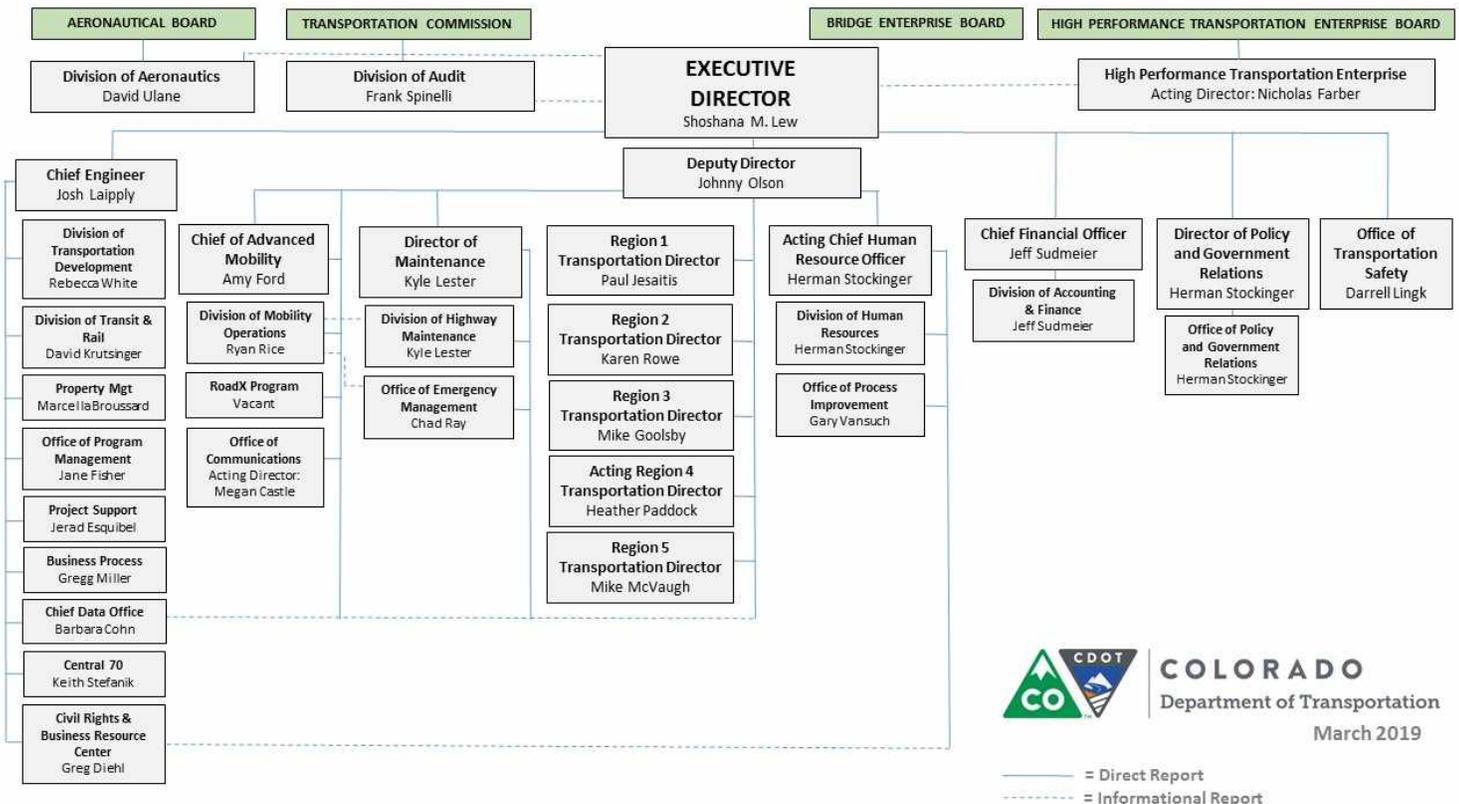
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## Introduction (continued)

### Organizational Chart

The Department of Transportation is organized according to State statutes and the Policy Directives of the Colorado Transportation Commission.





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## CDOT Boards & Commissions

### The Colorado Transportation Commission

The Colorado Transportation Commission provides oversight, policy direction, and makes resource allocation decisions for the Department of Transportation. The powers and duties of the Commission are set forth in Section 43-1-106, C.R.S. (2018). The Commission consists of eleven appointees of the Governor, each representing a specific geographic portion of the state and each appointed to a four-year term on a staggered schedule. The appointees are subject to confirmation by the Colorado Senate. Please see the following page for a map of the Transportation Commission Districts.

The members of the Transportation Commission are:

**District One: Ms. Shannon Gifford;** [Commissioner.Gifford@state.co.us](mailto:Commissioner.Gifford@state.co.us)

*(Denver County; reappointed July 2017, term expiring July 2021)*

**District Two: Mr. Edward Peterson;** [Commissioner.Peterson@state.co.us](mailto:Commissioner.Peterson@state.co.us)

*(Jefferson County and a portion of Broomfield County; reappointed July 2015, term expiring July 2019)*

**District Three: VACANT**

**District Four: Ms. Karen Stuart;** [Commissioner.Stuart@state.co.us](mailto:Commissioner.Stuart@state.co.us)

*(Adams and Boulder counties and a portion of Broomfield County; appointed July 2017, term expiring July 2021)*

**District Five: Ms. Kathy Gilliland;** [Commissioner.Gilliland@state.co.us](mailto:Commissioner.Gilliland@state.co.us)

*(Larimer, Morgan, and Weld counties and a portion of Broomfield County; reappointed July 2015, term expiring July 2019)*

**District Six: Ms. Kathy Connell;** [Commissioner.Connell@state.co.us](mailto:Commissioner.Connell@state.co.us)

*(Clear Creek, Gilpin, Grand, Jackson, Moffat, Rio Blanco, and Routt counties; reappointed July 2015, term expiring July 2019)*

**District Seven: Ms. Kathy Hall;** [Commissioner.Hall@state.co.us](mailto:Commissioner.Hall@state.co.us)

*(Chaffee, Delta, Eagle, Garfield, Gunnison, Lake, Mesa, Montrose, Ouray, Pitkin, and Summit counties; appointed September 2015, term expiring July 2019)*

**District Eight: Ms. Sidny Zink;** [Commissioner.Zink@state.co.us](mailto:Commissioner.Zink@state.co.us)

*(Alamosa, Archuleta, Conejos, Costilla, Dolores, Hinsdale, La Plata, Mineral, Montezuma, Rio Grande, Saguache, San Juan, and San Miguel counties; reappointed July 2017, term expiring July 2021)*

**District Nine: Mr. Rocky Scott;** [Commissioner.Scott@state.co.us](mailto:Commissioner.Scott@state.co.us)

*(El Paso, Fremont, Park, and Teller counties; appointed September 2015, term expiring July 2019)*

**District Ten: Mr. Bill Thiebaut;** [Commissioner.Thiebaut@state.co.us](mailto:Commissioner.Thiebaut@state.co.us)

*(Baca, Bent, Crowley, Custer, Huerfano, Kiowa, Las Animas, Otero, Prowers, and Pueblo counties; reappointed July 2017, term expiring July 2021)*

**District Eleven: Mr. Steven Hofmeister;** [Commissioner.Hofmeister@state.co.us](mailto:Commissioner.Hofmeister@state.co.us)

*(Cheyenne, Elbert, Kit Carson, Lincoln, Logan, Phillips, Sedgwick, Washington, and Yuma counties; reappointed July 2015, term expiring July 2019)*

Ms. Shannon Gifford is the Chair of the Transportation Commission and Mr. Bill Thiebaut is the Vice Chair. Mr. Herman Stockinger, Director of the CDOT Office of Policy and Government Relations, serves as the Secretary of the Transportation Commission.

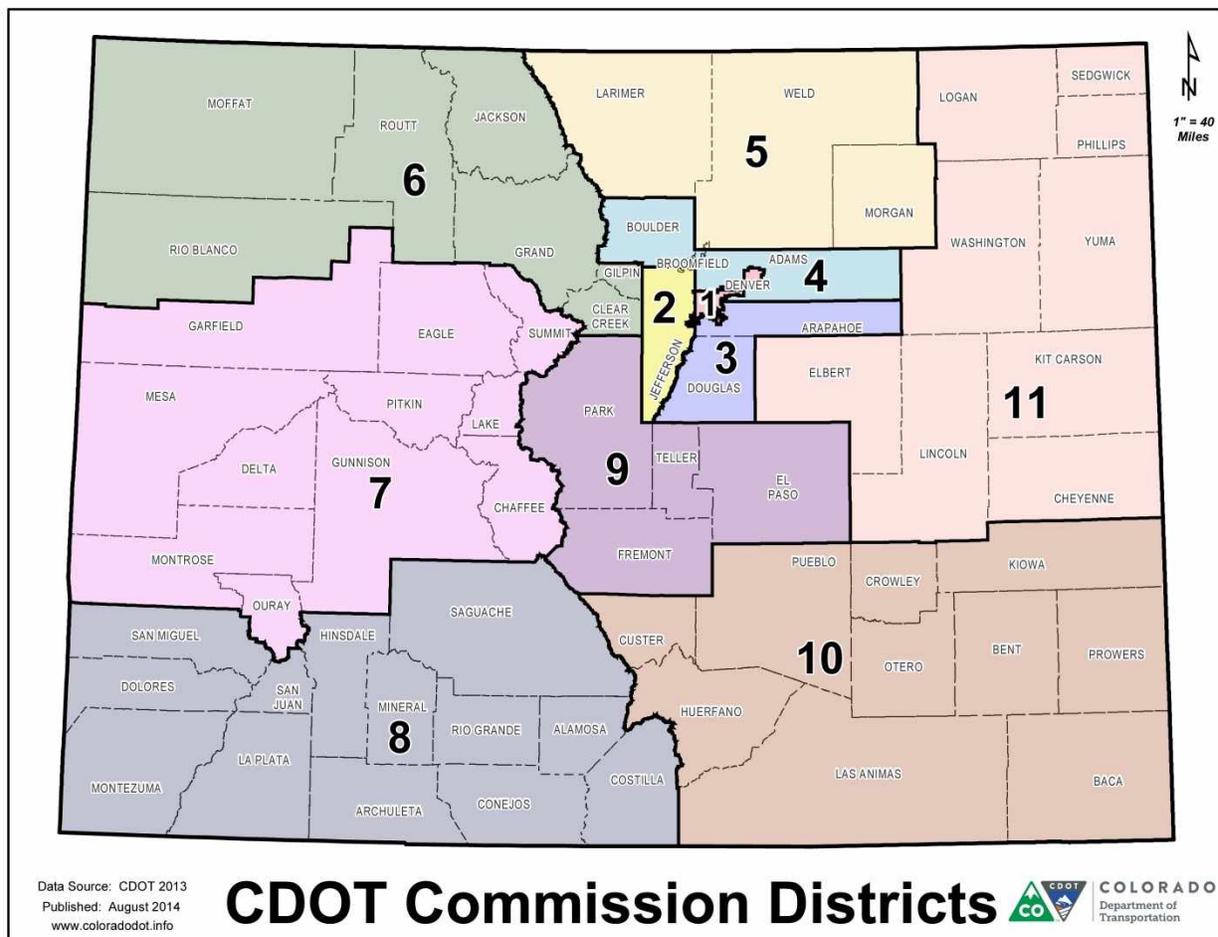


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## CDOT Boards & Commissions (continued)

### Transportation Commission District Map





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## CDOT Boards & Commissions (continued)

### The Colorado Aeronautical Board

Per Section 43-10-104, C.R.S. (2018), the seven-member Colorado Aeronautical Board provides oversight, policy direction, and makes resource allocation decisions for the CDOT Division of Aeronautics. The members of the board are appointed by the Governor and selected as follows:

- Four members, two from the eastern slope and two from the western slope of the state, representing local governments which operate airports, which members shall be selected by the governor from a list of nominees supplied by local governments
- One member representing a statewide association of airport managers
- One member representing a statewide association of pilots
- One member familiar with and supportive of the state's aviation issues, interests, and concerns

Appointments are made so as to ensure a balance broadly representative of the activity level of airports throughout the state. The members serve three year terms and are subject to confirmation by the Colorado Senate.

The members of the Colorado Aeronautical Board are:

- **Mr. Chic Myers** [Chic.Myers@state.co.us](mailto:Chic.Myers@state.co.us)  
*(Eastern Slope Governments; reappointed December 2018, term expiring December 2021)*
- **Mr. Ray Beck** [Ray.Beck@state.co.us](mailto:Ray.Beck@state.co.us)  
*(Western Slope Governments; reappointed December 2016, term expiring December 2019)*
- **Ms. Ann Beardall** [Ann.Beardall@state.co.us](mailto:Ann.Beardall@state.co.us)  
*(Pilot Organizations; reappointed December 2017, term expiring December 2020)*
- **Mr. Kenny Maenpa** [Kenny.Maenpa@state.co.us](mailto:Kenny.Maenpa@state.co.us)  
*(Western Slope Governments; appointed December 2018, term expiring December 2021)*
- **Mr. Joe Rice** [Joe.Rice@state.co.us](mailto:Joe.Rice@state.co.us)  
*(Aviation Interests-at-Large; reappointed December 2017, term expiring December 2020)*
- **Mr. Jeffrey Forrest** [Jeff.Forrest@state.co.us](mailto:Jeff.Forrest@state.co.us)  
*(Eastern Slope Governments; reappointed December 2015, term expiring December 2019)*
- **Mr. Robert Olislagers** [Robert.Olislagers@state.co.us](mailto:Robert.Olislagers@state.co.us)  
*(Airport Management Representative; reappointed December 2017, term expiring December 2020)*

Mr. Jeffrey Forrest is the Chair of the Aeronautical Board, Mr. Robert Olislagers is the Vice Chair, and Mr. Joe Rice is the Secretary. Mr. David Ulane is the Director of the Division of Aeronautics.



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## **CDOT Revenue Fact Sheets**

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## CDOT Revenue Overview

### ***Background***

The Colorado Department of Transportation is financed by a variety of fees and taxes paid by the users of the state and national transportation systems.

### Motor Fuel Taxes

- The State of Colorado levies excise taxes on gasoline, diesel fuel, and all special fuels used to propel motor vehicles and aircraft making use of public highways and airport facilities.
- The federal government levies excise taxes on gasoline, diesel fuel, and all special fuels used to propel motor vehicles on public highways.

### Registration Fees

- The State of Colorado levies a variety of fees and surcharges on motor vehicles registered to use public highways; however, one tax, the specific ownership tax, is credited to local property taxing subdivisions of state government rather than to a directly related transportation use.
- The federal government charges annual weight-based taxes on heavy vehicles registered for interstate commerce.

### Other Taxes

- The State of Colorado levies a sales tax on the value of aviation fuel sold in Colorado.
- The federal government levies a tax on the value of heavy commercial vehicle sales.
- The federal government levies a weight-based excise tax on tires exceeding forty pounds.

### Other User Fees

- The Department generates revenue by selling oversize/overweight permits, access permits, bid plans, property, and excess right-of-way.

### General Fund Revenue

- Senate Bill 09-228 allows for a series of five years of conditional transfers of up to 2.0 percent of gross General Fund revenues to the Department; those transfers are dependent upon a number of triggers being met. This ceased in FY 2017-18 with the passing of Senate Bill 09-267.
- Senate Bill 09-267 created an up-front funding stream for the Department in the form of Certificate of Participation (COP) proceeds. CDOT could receive up to \$1.88 billion in proceeds from the General Assembly from FY 2018-19 through FY 2021-22. At least 25% of the proceeds must be used in rural areas, while at least 10% of the proceeds must be used for transit projects. The statute, as it is currently written, mandates that \$50.0 million of the annual COP payback come from the State Highway Fund, while \$100.0 million comes from the General Fund. This debt repayment structure was further modified by SB 18-001, subject to ballot measure outcomes. See Page 6 for current status.



**Colorado Department of Transportation**

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**CDOT Revenue Overview (continued)**

Revenue to the Enterprises

- The Colorado Bridge Enterprise receives 100% of all revenues generated by the FASTER Bridge Safety Surcharge, roughly \$100 million per year, as part of the FASTER legislation (SB 09-108) that established the Colorado Bridge Enterprise.
- The Colorado High Performance Transportation Enterprise is funded by express lanes toll revenues generated on several corridors in the Denver Metro area, including I-25 North, US36 and the I-70 Mountain Express Lane, as well as fees collected for services provided.

<b>Summary of CDOT Revenue Estimate</b>	
<b>Funding Category</b>	<b>Estimate FY 2019-20</b>
Highway User Tax Fund (HUTF) Revenue	586,004,881
Miscellaneous State Highway Fund	28,119,000
Safety Education Funding	11,395,000
State Local Match (Safe Routes to Schools)	625,000
General Fund Transfers	678,000,000
Transit Revenue	48,092,469
Aeronautics Revenue	33,000,000
State Infrastructure Bank Interest Income	507,000
Federal Highway Revenue - The Highway Trust Fund (Highway Account)	573,065,323
<b>Colorado Department of Transportation - Total Revenue</b>	<b>1,958,808,673</b>



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**CDOT - Revenue Source Fact Sheet**

**Highway Users Tax Fund (HUTF) Revenue**

Statutory Authorization: Section 43-4-201, C.R.S. (2018)  
 Funding Type(s): Fuel taxes, registration fees, judicial fines

**Background**

The Highway Users Tax Fund (HUTF) is the principal fund in which state-levied fees and taxes associated with the operation of motor vehicles are deposited. The General Assembly annually appropriates HUTF moneys to the Departments of Revenue and Public Safety for motor vehicle-related programs, and the State Treasurer distributes the remaining HUTF proceeds among the Department of Transportation and county and municipal governments in Colorado according to statutory formulas.

**Specific Funding Sources**

<b>Total HUTF Revenue Estimate (In \$millions)</b>				
<b>Funding Source</b>	<b>Actual FY 2016-17</b>	<b>Actual FY 2017-18</b>	<b>Estimate FY 2018-19</b>	<b>Estimate FY 2019-20</b>
Motor Fuel Tax	710.1	612.0	618.0	625.0
Motor Vehicle Registration	218.2	218.0	226.0	234.0
Other Miscellaneous HUTF	32.2	33.8	34.1	33.6
SB 09-108 Road Safety Surcharges	127.3	132.0	137.0	138.0
SB 09-108 Late Registration Fees	18.7	19.4	21.5	21.5
SB 09-108 Daily Vehicle Rental Fees	31.7	34.0	36.0	37.0
SB 09-108 Oversize/Overweight Vehicle Surcharges	1.2	1.2	1.1	1.0
<b>TOTAL</b>	<b>1,139.4</b>	<b>1,050.4</b>	<b>1,073.7</b>	<b>1,090.1</b>

**Appropriation/Distribution Methodology**

The General Assembly funds the Colorado State Patrol and portions of the Department of Revenue’s Motor Vehicles Division through annual appropriations from the HUTF. Section 43-4-201 (3)(a)(I), C.R.S. (2018) restricts annual HUTF appropriations to grow by no more than 6.0 percent per year and may grow to the level of 23.0 percent of the fund’s total income from the previous fiscal year.

<b>Total HUTF Revenue Distribution (In \$millions)</b>				
<b>Entity Type</b>	<b>Actual FY 2016-17</b>	<b>Actual FY 2017-18</b>	<b>Estimate FY 2018-19</b>	<b>Estimate FY 2019-20</b>
Off the Top Deductions to Colorado State Patrol and				
Department of Revenue	138.5	126.5	127.1	127.8
CDOT	561.4	571.9	574.7	586.0
Counties	224.8	208.2	213.3	217.7
Municipalities	156.1	141.2	145.0	147.0
Distributed for Other Purposes	13.4	11.4	11.7	11.6
<b>TOTAL</b>	<b>1,094.2</b>	<b>1,059.2</b>	<b>1,071.8</b>	<b>1,090.1</b>



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**CDOT - Revenue Source Fact Sheet**

**Highway Users Tax Fund (HUTF) Revenue (continued)**

*Appropriation/Distribution Methodology (continued)*

Remaining HUTF revenues are statutorily divided into three separate funding streams. Principal first stream revenues are distributed 65% to CDOT, 26% to counties, 9% to municipalities and include:

- Proceeds of the first seven cents of the gasoline, diesel, and special fuel taxes.
- Vehicle license plate, identification plate, and placard fees.
- Driver's license, motor vehicle title and registration, and motorist insurance identification fees.
- Proceeds of the passenger-mile tax levied on operators of commercial bus services.
- Interest earnings.

Second stream revenues include motor fuel taxes in excess of the first seven cents per gallon of gasoline, diesel, and special fuels and are distributed 60% to CDOT, 22% to counties, and 18% to municipalities.

Third stream revenues include all fees, surcharges, and fine revenues authorized by S.B. 09-108. Apart from a provision in S.B. 09-108 that redirects \$5.0 million from the county and municipal shares to the State Transit and Rail Fund, the third stream revenues are distributed in the same proportions as the second stream revenues. This \$5.0 million is then granted by CDOT to local government transit and rail projects.

*Revenue History and Projection*

<b>HUTF Revenue to CDOT (In \$millions)</b>				
<i>Funding Source</i>	<b>Actual FY 2016-17</b>	<b>Actual FY 2017-18</b>	<b>Estimate FY 2018-19</b>	<b>Estimate FY 2019-20</b>
Motor Fuel Tax	315.1	321.6	320.1	327.3
Motor Vehicle Registrations	112.5	114.8	114.3	117.0
Other HUTF Revenue	22.5	23.0	22.9	23.4
SB 09-108 Revenue Collections	111.3	112.5	117.4	118.5
<b>TOTAL</b>	<b>561.4</b>	<b>571.9</b>	<b>574.7</b>	<b>586.2</b>



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**CDOT - Revenue Source Fact Sheet**

**Miscellaneous State Highway Fund**

Funding Types: Sales, Fees, Interest Earnings

***Background***

The main source of revenue to the State Highway Fund is distributions from the Highway Users Tax Fund. However, there are several other sources of revenue to the State Highway Fund including:

- Interest on the fund’s cash balance.
- Sales of overweight and oversize permits.
- Sales of bid plans and specifications.
- Sales of excess right-of-way and other property.
- Reimbursements for damage caused to CDOT property by motorists.

CDOT also occasionally receives general fund revenue transfers for specific purposes.

***Revenue History and Projection***

<b>Miscellaneous State Highway Fund Revenue (In \$millions)</b>				
<b><i>Funding Source</i></b>	<b>Actual FY 2016-17</b>	<b>Actual FY 2017-18</b>	<b>Estimate FY 2018-19</b>	<b>Estimate FY 2019-20</b>
Permits	6.9	7.5	7.4	7.5
Service Charges	6.5	2.5	3.3	3.4
Sales (bid plans & specs.)	1.5	1.5	1.4	1.4
Damage Awards	6.2	5.4	6.1	6.5
Interest Earned	7.5	7.5	7.2	8.1
Property (sales & rentals)	1.3	2.1	1.2	1.2
<b>TOTAL</b>	<b>29.9</b>	<b>26.5</b>	<b>26.6</b>	<b>28.1</b>



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### CDOT - Revenue Source Fact Sheet

## Safety Education Funding

Statutory Authorization: Law Enforcement Assistance Fund – Section 43-4-401, C.R.S. (2018)  
First Time Drunk Driving Offenders Account – Section 42-2-132, C.R.S. (2018)  
Motorcycle Operator Safety Training Fund – Section 43-5-504, C.R.S. (2018)  
Marijuana Tax Cash Fund: Section 39-28.8-501(1), C.R.S. (2018)  
National Highway Transportation Safety Administration – 49 U.S.C. § 105

Funding Type(s): Fees, fines

### ***Background***

Although there is a safety component in all field work performed by CDOT and its private sector partners, certain revenue sources are dedicated in statute for specific safety education programs.

### ***Law Enforcement Assistance Fund for the Prevention of Drunken Driving (LEAF)***

Every person who is convicted of, or pleads guilty to, driving under the influence (DUI) pays a fine of \$75, of which \$60 is credited to the LEAF. Money is appropriated from this fund to other Departments for administration and other designated activities. The remainder is appropriated to CDOT to fund increased law enforcement presence on public highways during periods of the year known to have higher incidences of impaired driving.

### ***First Time Drunk Driving Offenders Account***

Any person whose license or other privilege to operate a motor vehicle in this state has been suspended, cancelled, or revoked must pay a restoration fee of \$95 prior to the issuance of a new or restored license to operate a motor vehicle. \$22 of this fee is credited to the First Time Drunk Driving Offenders Account, which supports a legislative mandate of twelve enhanced drunk driving enforcement periods per year.

### ***Marijuana Tax Cash Fund***

Retail marijuana taxes are transferred to this fund pursuant to Sections 39-28.8-305(1)(b) and 39-28.8-203(1)(b) and, thereafter, appropriated by the General Assembly for numerous purposes, including to develop and implement marijuana education and prevention campaigns.

### ***National Highway Transportation Safety Administration (NHTSA) Funding***

Federal highway funds support programs for state and community highway safety, traffic safety information systems, alcohol-impaired driving countermeasures, and motorcyclist safety.



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**CDOT - Revenue Source Fact Sheet**

**Safety Education Funding (continued)**

*Revenue History and Projection*

<b>Safety Education Funding (In \$millions)</b>				
<b>Funding Source</b>	<b>Actual FY 2016-17</b>	<b>Actual FY 2017-18</b>	<b>Estimate FY 2018-19</b>	<b>Estimate FY 2019-20</b>
NHTSA	8.6	10.0	8.1	8.6
Motorcycle Operator Safety Training Fund	1.0	0.9	0.0	0.0
First Time Drunk Driving Fund	1.5	1.5	1.5	1.5
Law Enforcement Assistance Fund	0.4	0.5	0.1	0.4
Marijuana Tax Cash Fund	0.9	1.0	1.0	0.9
<b>TOTAL</b>	<b>12.4</b>	<b>13.9</b>	<b>10.7</b>	<b>11.4</b>



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**CDOT - Revenue Source Fact Sheet**

**Capital Construction Fund Appropriations**

Statutory Authorization: Section 43-1-113 (2.5), C.R.S. (2018)  
 Funding Type(s): State General Funds

***Background***

In 1995 the General Assembly enacted House Bill 95-1174, which:

- Amended the statutory definition of “capital construction” to include the construction and maintenance of state highways.
- Requires the Transportation Commission to present a prioritized budget request to the Capital Development Committee for spending authority from the Capital Construction Fund for state highway reconstruction, repair, and maintenance on or before October 1, annually.
- Requires the Capital Development Committee to study the funding request and associated prioritized list of projects and make a recommendation to the Joint Budget Committee as to the amount of funds transferred into the Capital Construction Fund for state highway purposes.

***Specific Funding Sources***

The Capital Construction Fund derives its revenue from statutory transfers of General Fund revenue. The General Fund is comprised mainly of the proceeds of general purpose taxation such as:

- Income taxes
- Sales and Use taxes
- Insurance premium taxes
- Cigarette taxes
- Liquor taxes
- Gaming taxes

***Revenue History and Projection***

<b>Capital Construction Fund Appropriations (In \$millions)</b>				
<b><i>Funding Source</i></b>	<b>Actual FY 2016-17</b>	<b>Actual FY 2017-18</b>	<b>Estimate FY 2018-19</b>	<b>Estimate FY 2019-20</b>
Transfers/Appropriations	0.5	0.5	0.8	0.5
<b>TOTAL</b>	<b>0.5</b>	<b>0.5</b>	<b>0.8</b>	<b>0.5</b>



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**CDOT - Revenue Source Fact Sheet**

**General Fund Transfer (Strategic Projects)**

Web Page: <https://leg.colorado.gov/bills/sb17-267>  
 Statutory Authorization: Section 24-82-1301, et seq., C.R.S. (2018)  
 Funding Type(s): General Purpose Revenue

**Background**

S.B. 17-267: In 2017 the General Assembly enacted Senate Bill (SB) 17-267, which authorizes four issuances of Certificates of Participation (COPs) beginning in FY 2018-19 and totaling \$1.88 billion, dependent on the following conditions (C.R.S. 43-4-206 (1) (b) (V)):

- Proceeds of the lease-purchase agreements that are credited to the State Highway Fund shall be used only for qualified federal aid highway projects that are included in the Strategic Transportation Project Investment Program of CDOT and that are designated for Tier 1 funding as Ten-Year Development Program projects on the department’s Development Program list, with at least 25% of the money being used for projects that are located in rural counties.
- No more than 90% of the proceeds shall be expended for highway purposes or highway-related capital improvements, and at least 10% of the proceeds shall be expended for transit purposes or for transit-related capital improvements.
- CDOT must report annually to the legislature on proceed expenditures and the status of related projects.

S.B. 18-001: Last Spring, the General Assembly passed Senate Bill (SB) 18-001. This bill provided \$346.5 million for strategic highway projects for FY 2018-19 and will provide \$105 million for FY 2019-20. An additional transfer of \$50 million is tied to a planned 2019 ballot measure established by SB18-001. The bill also established the Multimodal Transportation Options fund, which provided \$74.25 million for multimodal projects for FY 2018-19 and \$22.5 million for FY 2019-20.

**Revenue History and Projection**

The first issuance of SB 17-267, with \$380 million in face value proceeds to CDOT, was issued in September, 2018. The second issuance in FY 2019-2020 is for \$500 million in face value. Coupled with \$177.5 million in General Fund transfers under SB 18-001 in FY 2019-20, \$677.5 million is projected in FY 2019-20.

<b>Senate Bill 18-001 and 17-267 - General Fund transfers (In \$millions)</b>				
	Actual	Actual	Estimate	Estimate
<b>Funding Source</b>	<b>FY 2016-17</b>	<b>FY 2017-18</b>	<b>FY 2018-19</b>	<b>FY 2019-20</b>
Projected Transfer	79.0	79.0	800.8	677.5
<b>TOTAL</b>	<b>79.0</b>	<b>79.0</b>	<b>800.8</b>	<b>677.5</b>



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**CDOT - Revenue Source Fact Sheet**

**Transit Revenue**

Web Page: <https://www.codot.gov/programs/transitandrail>  
 Statutory Authorization: The Mass Transit Account of the Highway Trust Fund – 26 U.S.C. § 9503 (e)  
 State Funding for Local Transit Grants Section – 43-4-811, C.R.S. (2018)  
 Funding Type(s): Taxes, Fees

**Background**

The 1982 Surface Transportation Assistance Act increased federal motor fuel taxes from eight to nine cents per gallon and dedicated the revenue from the incremental tax to a new Mass Transit Account in the Highway Trust Fund. The current rates for taxes supporting the Mass Transit Account are noted in the tax table below. Funds in the Mass Transit Account are apportioned to states and transit providers by formula.

**User Taxes**

The table below provides revenue sources for the Mass Transit Account. State-levied sources of revenue for transit include local funds to match Federal Transit Administration (FTA) apportionments as well as a statutory set-aside of \$5.0 million of Senate Bill 09-108 revenues to be distributed to local governments through the grant process for local transit projects (see Appendix A for more information).

**Federal Excise Taxes Supporting the Mass Transit Account**

Tax Type	Tax Rate
Gasoline	2.86 cents per gallon
Diesel	2.86 cents per gallon
Gasohol (10% ethanol)	2.86 cents per gallon
Special Fuels:	
General rate	2.86 cents per gallon
Liquefied petroleum gas	2.13 cents per gallon
Liquefied natural gas	1.86 cents per gallon
M85 (from natural gas)	1.43 cents per gallon
Compressed natural gas	9.71 cents per thousand cubic feet

Source: The Federal Transit Administration

**Revenue History and Projection**

Under the current authorization, the Fixing America’s Surface Transportation (FAST) Act, Colorado receives less than 5.0 percent of all transit apportionments to the states. Of Colorado’s roughly \$93.0 million apportionment, CDOT administers roughly \$14.6 million or 15.0 percent; the majority is distributed directly to transit providers in Colorado.

In addition to the sources listed here, \$10 million of HUTF revenue is allocated to Statewide FASTER Transit per S.B. 09-108 (see Appendix A) and ten percent of SB 17-267 revenue is set aside for Strategic Transit projects. Also, approximately \$1 million of FTA funds are allocated to Metropolitan Planning.



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**CDOT - Revenue Source Fact Sheet**

**Transit Revenue (continued)**

<b>Transit Revenue (In \$millions)</b>				
<i>Funding Source</i>	<b>Actual FY 2016-17</b>	<b>Actual FY 2017-18</b>	<b>Estimate FY 2018-19</b>	<b>Estimate FY 2019-20</b>
Federal Transit Administration Funding	24.5	19.6	26.2	26.8
Federal Transit Administration Local Match	12.6	10.6	14.3	14.6
Rail and Transit - State Highways	5.0	5.0	5.0	5.0
Bustang Fare Revenue	0.0	0.0	1.7	1.7
<b>TOTAL</b>	<b>42.1</b>	<b>35.2</b>	<b>47.2</b>	<b>48.1</b>



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**CDOT - Revenue Source Fact Sheet**

**Aeronautics Revenue**

Web Page: <https://www.codot.gov/programs/aeronautics>  
 Statutory Authorization: Aviation Fuel Excise Taxes – Section 39-27-102 (1) (a) (IV) (A), C.R.S (2018)  
 Aviation Fuel Sales Tax – Section 39-26-106, C.R.S. (2018)  
 Funding Type: Taxes

**Background**

The maintenance and operation of aeronautical facilities in Colorado is supported by several fuel taxes which act as user fees.

**Gasoline Excise Taxes**

Pursuant to Section 39-27-102 (1) (a) (IV) (A), C.R.S (2018), the state collects a tax of \$0.06 per gallon of gasoline used to propel non-turbo-propeller and non-jet aircraft and a tax of \$0.04 per gallon of gasoline used to propel turbo-propeller and jet aircraft.

**Aviation Fuel Sales Tax**

Pursuant to Section 39-26-106, C.R.S. (2018), the state assesses a sales tax of 2.9 percent of the value of all aviation fuel sold in Colorado.

**Federal Aviation Administration Funding**

From time to time, the Division is the recipient of Federal Aviation Administration (FAA) Airport Improvement Program (AIP) grants, generally for AIP-eligible statewide aviation planning efforts. The FAA funding received in FY18-19 and estimated to be received in FY19-20 represents that year’s drawdowns from a \$250,000 AIP grant for the Division’s in-progress State Aviation System Plan update.

**Revenue History and Projection**

Pursuant to Section 43-10-110, C.R.S. (2018), airports are disbursed an amount equal to 4.0 cents for each taxable gallon of gasoline sold at each airport, and an amount equal to 65.0 percent of the sales and use taxes generated at each airport by sales of aviation fuel used by turbo-propeller or jet-engine aircraft. These formula allocations are made monthly by the CDOT Division of Aeronautics; remaining funds support a discretionary grant program for airport improvements, and support the Division’s administrative expenses.

<b>Aeronautics Revenue (in \$millions)</b>				
<b>Funding Source</b>	<b>Actual FY 2016-17</b>	<b>Actual FY 2017-18</b>	<b>Estimate FY 2018-19</b>	<b>Estimate FY 2019-20</b>
State Aviation Funding	25.3	22.8	33.3	34.4
Federal Aviation Administration Funding	0.0	0.2	0.1	0.1
<b>TOTAL</b>	<b>25.3</b>	<b>23.0</b>	<b>33.4</b>	<b>34.5</b>



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**CDOT - Revenue Source Fact Sheet**

**State Infrastructure Bank Interest Income**

Web Page: <https://www.codot.gov/business/budget/colorado-state-infrastructure-bank-co-sib.html>

Statutory Authorization: Transportation Infrastructure Revolving Fund – Section 43-1-113.5, C.R.S. (2018)

Funding Type: Interest Income

***Background***

The Colorado State Infrastructure Bank (SIB) is a revolving fund created by the State Legislature that is authorized to make loans to public and private entities to facilitate the financing of public transportation projects within the state. The fund contains the following four accounts specified in the enabling legislation:

- A highway account
- A transit account (currently inactive)
- An aviation account
- A rail account (currently inactive)

The highway account is capitalized through the Transportation Commission’s transfer of funds derived from highway user fees and taxes in the State Highway Fund. The aviation account is capitalized through the Transportation Commission’s transfer of funds derived from aviation fuel and sales taxes in the State Aviation Fund.

***Funding Sources***

The fund’s principal sources of income are:

- Interest income from the fund’s loan portfolio
- Interest income from the fund’s cash balance

***Revenue History and Projection***

<b>State Infrastructure Bank Interest Income (In \$millions)</b>				
<b><i>Funding Source</i></b>	<b>Actual FY 2016-17</b>	<b>Actual FY 2017-18</b>	<b>Estimate FY 2018-19</b>	<b>Estimate FY 2019-20</b>
SIB Interest	0.5	0.4	0.4	0.5
<b>TOTAL</b>	<b>0.5</b>	<b>0.4</b>	<b>0.4</b>	<b>0.5</b>



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**CDOT - Revenue Source Fact Sheet**

**Federal Highway Revenue – The Highway Trust Fund (Highway Account)**

Web Page: <http://www.fhwa.dot.gov/fastact/funding.cfm>  
 Statutory Authorization: 26 U.S.C. § 9503  
 Funding Type(s): Taxes, Fees

**Background**

The Highway Trust Fund (HTF) was established in 1956 at the time that congressional authorizations for interstate highway construction began to increase in magnitude. The Federal-Aid Highway Act of 1956, coupled with the Highway Revenue Act of that same year, increased authorizations for the Federal-aid Primary and Secondary Systems, authorized significant funding of the Interstate System, and established the HTF as a mechanism for financing the accelerated highway program. To finance the increased authorizations, the Revenue Act increased some of the existing highway-related taxes, established new ones, and provided that most of the revenues from these taxes should be credited to the HTF. Revenues accruing to the HTF were dedicated to the financing of Federal-aid highways.

The following user taxes fund the Highway Account of the Highway Trust Fund:

**Excise and Sales Taxes Supporting the Federal Aid Highway Program**

Tax Type	Gross Tax Rate	Net to the Highway Account
<i>Fuel Taxes (Proceeds to Highway and Mass Transit Accounts)</i>		
Gasoline	18.4 cents per gallon	15.44 cents per gallon
Diesel	24.4 cents per gallon	21.44 cents per gallon
Gasohol (10% ethanol)	18.4 cents per gallon	10.14 cents per gallon
Special Fuels:		
General rate	18.4 cents per gallon	15.44 cents per gallon
Liquefied petroleum gas	18.3 cents per gallon	16.2 cents per gallon
Liquefied natural gas	24.3 cents per gallon	22.44 cents per gallon
M85 (from natural gas)	9.25 cents per gallon	7.72 cents per gallon
Compressed natural gas	48.54 cents per thousand cubic feet	38.83 cents per thousand cubic feet
<i>Non-fuel Taxes (All proceeds to the Highway Account)</i>		
Tires:		
0-40 pounds	No Tax	
Over 40 pounds to 70 pounds	15¢ per pound in excess of 40 pounds	
Over 70 pounds to 90 pounds	\$4.50 plus 30¢ per pound in excess of 70 pounds	
Over 90 pounds	\$10.50 plus 50¢ per pound in excess of 90 pounds	
Truck and Trailer Sales	12.0 percent of retailer's sales price for tractors and trucks over 33,000 lbs. gross vehicle weight (GVW) and trailers over 26,000 lbs. GVW	
Heavy Vehicle Use	Annual tax: Trucks 55,000 lbs. and over GVW, \$100 plus \$22 for each 1,000 lbs. (or fraction thereof) in excess of 55,000 lbs. (maximum tax of \$550)	

Source: The Federal Highway Administration



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**CDOT - Revenue Source Fact Sheet**

**Federal Highway Revenue – The Highway Trust Fund (continued)**

***Revenue History and Projection\****

On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation Act, or "FAST Act" - the first Federal law in over ten years to provide long-term funding certainty for surface transportation. The FAST Act authorizes \$305 billion over Fiscal Years 2015-16 through 2019-20 for the Department's highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail and research, technology and statistics programs.

<b>Federal Highway Administration Revenue (In \$millions)</b>				
<b><i>Funding Source</i></b>	<b>Actual FY 2016-17</b>	<b>Actual FY 2017-18</b>	<b>Estimate FY 2018-19</b>	<b>Estimate FY 2019-20</b>
Federal Highway Administration Funding	664.8	656.3	536.4	550.7
Federal Highway Administration Local Match	20.9	21.6	21.8	22.3
<b>TOTAL</b>	<b>685.7</b>	<b>677.9</b>	<b>558.2</b>	<b>573.0</b>

\*Recent budget actions by the U.S. Congress have led to additional uncertainty in federal apportionments by state departments of transportation. The Highway Trust Fund apportionments to states remain exempt; however, federal general fund revenues that backfills to the HTF may result in future reductions in CDOT’s federal funding. CDOT continually monitors sequestration policy and congressional actions for potential budget implications.



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## **CDOT Program Allocation Fact Sheets**

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### CDOT- Program Fact Sheet

## CDOT Program Summary

### *Background*

The Department of Transportation administers a variety of highway, aviation, transit, and rail programs pursuant to state laws, federal laws, and the policies of the Colorado Transportation Commission. To increase accountability and explain to transportation stakeholders and the public how the Department is organized and funded, the Department uses the following six logical categorical groupings:

- 1. Maintain – Maintaining What We Have:** Includes projects that take care of our existing system such as resurfacing and reconstruction of existing pavement and bridges, and maintenance activities such as roadway and structure maintenance and snow removal.
- 2. Maximize – Making the Most of What We Have:** Includes operational upgrades and improvements like traveler information, electronic signs, projects that add safety upgrades like turn lanes and traffic safety education programs to increase seatbelt use or reduce impaired driving.
- 3. Expand – Increasing Capacity:** Includes projects that add to our existing system such as adding new lanes to highways.
- 4. Deliver – Program Delivery / Administration:** Includes costs to manage and deliver projects such as research, planning and contracting.
- 5. Pass-through Funds / Multimodal Grants:** Includes grant funding passed through to local government entities and transit agencies, as well as CDOT delivered transit programs. CDOT may administer these funds for compliance of federal rules or requirements but much of the actual work is performed by an entity outside of CDOT such as a nonprofit group, transit agency or local government.
- 6. TC Contingency / Debt Service:** Includes funds the Transportation Commission (TC) utilizes for various emergencies and its Snow and Ice Contingency. This section also includes debt service on outstanding bonds or similar debt programs.

**Colorado Department of Transportation  
Attachment A: FY 2019-20 Proposed Annual Budget**

CDOT	Budget Category	Directed By	Estimated Roll Forward	FY 2019-20 Budget	Budget Adjustments & Amendments	Funding Source
1	<b>CDOT Performed Work</b>					
2	Roadway Surface	TC	233,000	36,511,573		
3	Roadside Facilities	TC	155,000	24,351,835		
4	Roadside Appearance	TC	68,000	10,679,373		
5	Structure Maintenance	TC	39,000	6,147,090		
6	Tunnel Activities	TC	38,000	5,981,845		
7	Snow and Ice Control	TC	515,000	79,247,670		
8	Traffic Services	TC	426,000	65,428,853		
9	Planning and Scheduling	TC	110,000	17,298,982		
10	Material, Equipment and Buildings	TC	113,000	17,737,382		
11	Toll Corridor General Purpose Lanes	TC	-	2,315,396		
12			<b>1,697,000</b>	<b>265,700,000</b>		
13	<b>Contracted Out Work</b>					
14	Surface Treatment /1	TC	-	222,000,000		FHWA/ SH/ 09-108: \$0.98M/ SB 18-001
15	Structures On-System Construction /1	TC	1,800,000	46,620,000		FHWA/ SH/ 09-108: \$16.12M/ SB 18-001
16	Structures Inspection and Management /1	TC	-	10,010,000		SH
17	Geohazards Mitigation /1	TC	-	9,700,000		09-108: \$10.3M
18	Highway Safety Improvement Program	FR	5,300,000	43,981,545		FHWA / SH
19	Railway-Highway Crossings Program	FR	-	3,466,684		FHWA / SH
20	Hot Spots	TC	-	2,167,154		FHWA / SH
21	Traffic Signals /1	TC	-	16,072,823		FHWA/ SH/ 09-108: \$12.6M/ SB 18-001
22	FASTER - Safety Projects	TC	8,700,000	68,500,120		09-108
23	Permanent Water Quality Mitigation	TC	13,600,000	6,500,000		FHWA / SH
24			<b>29,400,000</b>	<b>429,018,326</b>		
25	<b>Capital Expenditure</b>					
26	Road Equipment /1	TC	5,100,000	22,100,000		SH
27	Capitalized Operating Equipment	TC	180,000	3,028,000		SH
28	Property /1	TC	20,000	17,600,000		SH
29			<b>5,300,000</b>	<b>42,728,000</b>		
30			<b>Total:</b>	<b>36,397,000</b>	<b>737,446,326</b>	
31	<b>CDOT Performed Work</b>					
32	Mobility Operations: Planning, Performance, and Programs	TC	1,300,000	2,794,487		SH
33	Mobility Operations: Real-Time Operations	TC	200,000	10,552,288		SH
34	Mobility Operations: ITS Asset Management	TC	9,100,000	21,200,000		SH
35			<b>10,600,000</b>	<b>34,546,775</b>		
36	<b>Contracted Out Work</b>					
37	Safety Education	Comb	7,000,000	11,888,720		NHTSA / SSE
38	Regional Priority Program	TC	12,000,000	48,375,000		FHWA / SH
39	ROADX	TC	18,500,000	12,096,525		FHWA / SH
40	ADA Compliance		6,400,000	22,400,000		FHWA / SH/ SB 18-001
41			<b>43,900,000</b>	<b>94,760,245</b>		
42	<b>Capital Expenditure</b>					
43	Mobility Operations: ITS Investments	TC	2,500,000	10,000,000		FHWA / SH
44			<b>2,500,000</b>	<b>10,000,000</b>		
45			<b>Total:</b>	<b>57,000,000</b>	<b>139,307,020</b>	
46	<b>CDOT Performed Work</b>					
47						
48	<b>Contracted Out Work</b>					
49	Strategic Projects	SL	45,000,000	555,000,000		SB 17-267/ SB 18-001
	PST-7PX-19			450,000,000		
	PST-SB1-19			105,000,000		
50	National Freight Program	FR	25,000,000	23,102,092		FHWA/SH
51			<b>70,000,000</b>	<b>578,102,092</b>		
52			<b>Total:</b>	<b>70,000,000</b>	<b>578,102,092</b>	
53	Department Operations	TC	1,200,000	27,377,740		SH
54	Maintenance Operations	TC	2,900,000	16,494,453		
55	Projects Initiatives	TC	-	2,605,000		FHWA/SH
56	DTD Planning and Research - SPR	FR	7,300,000	14,573,381		FHWA/SH
57	Administration (Appropriated)	SL	-	38,294,749		SH
58	HPTE FEE for Service	TC	-	5,600,000		SH
59			<b>11,400,000</b>	<b>104,945,323</b>		
60			<b>Total:</b>	<b>11,400,000</b>	<b>104,945,323</b>	
61	<b>Aeronautics</b>					
62	Division of Aeronautics to Airports	AB	6,500,000	33,250,000		SA
63	Division of Aeronautics Administration	AB	500,000	1,250,000		SA
64			<b>7,000,000</b>	<b>34,500,000</b>		
65	<b>Highway</b>					
66	Recreational Trails	FR	3,000,000	1,591,652		FHWA
67	Safe Routes to School /2	TC	4,000,000	3,125,000		FHWA/LOC - LOC = \$625k
68	Transportation Alternatives Program /2	FR	26,000,000	12,293,294		FHWA/LOC - LOC = \$2.5m
69	STP-Metro /2	FR	101,000,000	55,380,182		FHWA/LOC - LOC = \$9.4m
70	Congestion Mitigation/Air Quality /2	FR	60,000,000	50,196,268		FHWA/LOC - LOC = \$8.6m
71	Metropolitan Planning /2	FR	900,000	8,568,424		FHWA/LOC - LOC = \$1.5m
72	Bridge-Off System - Construction	FR	5,700,000	4,773,832		FHWA/LOC - LOC = \$1m
73	Bridge-Off System - Inspection	FR		4,636,000		FHWA/STATE
74			<b>200,600,000</b>	<b>140,564,652</b>		
75	<b>Transit</b>					
76	Federal Transit /2	FR	5,600,000	39,266,000		FTA/LOC - LOC = \$13.7m
77	Strategic Projects - Transit	SL	35,000,000	50,000,000		SB 17-267
78	Multimodal Transportation Options Fund		31,500,000	22,500,000		SB 18-001
79	Southwest Chief and Front Range Rail Commission		1,800,000	-		SB 18-001
80	Transit and Rail Local Grants	SL	3,100,000	5,000,000		09-108
81	Transit and Rail Statewide Grants	TC	3,800,000	3,000,000		09-108
82	Bustang	TC	-	5,200,000		09-108
83	Outrider Rural Regional Opps	TC	500,000	2,500,000		
84	Transit Administration and Operations	TC	450,000	1,000,000		09-108
85			<b>81,750,000</b>	<b>128,466,000</b>		
86	<b>Infrastructure Bank</b>					
87	Infrastructure Bank	TC	-	400,000		SIB
88			<b>-</b>	<b>400,000</b>		
89			<b>Total:</b>	<b>289,350,000</b>	<b>303,930,652</b>	
90	<b>Permanent Recovery</b>					
91	Permanent Recovery		15,000,000	-		FHWA
92			<b>15,000,000</b>	<b>-</b>		
93	<b>Contingency</b>					
94	TC Contingency	TC	26,200,000	15,000,000		FHWA / SH
95	TC Program Reserve	TC	8,499,000	8,800,802		FHWA / SH
96	TC Snow & Ice Reserve	TC	-	10,000,000		SH
97			<b>34,699,000</b>	<b>33,800,802</b>		
98	<b>Debt Service</b>					
99	Senate Bill 267 - Debt Service	DS	-	50,000,000		FHWA / SH
100	Certificates of Participation - Property	DS	-	2,361,544		SH
101	Certificates of Participation - HQ/R2/R4	DS	-	9,369,650		
102	Certificates of Participation - Energy	DS	-	1,045,263		SH
103			<b>-</b>	<b>62,776,457</b>		
104			<b>Total:</b>	<b>49,699,000</b>	<b>96,577,259</b>	
	<b>CDOT Total</b>		<b>513,846,000</b>	<b>1,960,308,672</b>		
	<b>Revenue</b>			<b>1,960,308,673</b>		

**State Bridge Enterprise  
Attachment A: FY 2019-20 Proposed Annual Budget**

State Bridge	Budget Category	Estimated Roll Forward	FY 2019-20 Budget	Budget Adjustments & Amendments	Funding Source
1	CDOT Performed Work				
2	Maintenance	75,000	450,000		09-108
3	Support Services	400,000	350,000		09-108
4	Bridge Preservation	500,000	-		
5		<b>975,000</b>	<b>800,000</b>		
6	Contracted Out Work				
7	Bridge Enterprise Projects	9,800,000	96,877,700	-	09-108
8		<b>9,800,000</b>	<b>96,877,700</b>		
9		<b>10,775,000</b>	<b>97,677,700</b>		
10	CDOT Performed Work				
11		-	-		
12	Contracted Out Work				
13		-	-		
14		-	-		
15	CDOT Performed Work				
16		-	-		
17	Contracted Out Work		-		
18		-	-		
19		-	-		
20	Administration and Legal Fees	1,100,000	1,488,300		09-108
21		1,100,000	1,488,300		
22		<b>1,100,000</b>	<b>1,488,300</b>		
23	Highway				
24		-	-		
25		-	-		
26	Contingency				
27	Contingency				09-108
28		-	-		
29	Debt Service				
30	Debt Service		18,234,000		FHWA/SH
31		-	18,234,000		
32		-	<b>18,234,000</b>		
<b>Bridge Enterprise Total</b>		<b>11,875,000</b>	<b>117,400,000</b>		

**Key to acronyms:**

BEB= Bridge Enterprise Board

DS= Debt Service Covenants

**High Performance Transportation Enterprise  
Attachment A: FY 2019-20 Proposed Annual Budget**

HPTE	Budget Category	Estimated Roll Forward	FY 2019-20 Budget	Budget Adjustments & Amendments	Funding Source
1	CDOT Performed Work				
2		-	-		
3	Contracted Out Work				
4		-	-		
5		-	-		
6	CDOT Performed Work				
7		-	-		
8	Contracted Out Work				
9	Property	-	-		
10		-	-		
11	CDOT Performed Work				
12	Maintenance				Tolls/Managed Lanes Revenue
13		-	-		
14	Contracted Out Work				
15	Express Lanes Operations	20,900,000	10,967,648	-	Tolls/Managed Lanes Revenue
16		<b>20,900,000</b>	<b>10,967,648</b>		
17		<b>20,900,000</b>	<b>10,967,648</b>		
18	HPTE Program Management /1	250,000	5,650,300		Fee for Service
19		250,000	5,650,300		
20		<b>250,000</b>	<b>5,650,300</b>		
21	Highway				
22		-	-		
23		-	-		
24	Contingency				
25		-	-		
26	Debt Service				
27		-	-		Fee for Service
28		-	-		
<b>HPTE Total</b>		<b>21,150,000</b>	<b>16,617,948</b>		

/1 Includes estimated interest on Fee for Service

**Key to acronyms:**

HPTEB=High Performance Transportation Enterprise Board

Grand Total Revenue **2,088,726,620**  
**2,088,726,621**

**(5,600,000)**

**0**



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### CDOT- Program Fact Sheet

## Maintenance

Web Page: <https://www.codot.gov/programs/environmental/water-quality/maintenance.html>

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2018)

Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2018)

Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2018)

Budget Category: Maintain – Maintaining What We Have

### *Background*

CDOT's maintenance patrols serve a system that includes 23,000 total lane miles of highway. In addition, the Department owns about 3,447 bridges with almost 33 million square feet of deck area. CDOT is also responsible for managing a total of 21 tunnel bores throughout the State.

In an effort to provide statewide consistency in service, CDOT uses a performance based budgeting system for the maintenance program. The Maintenance Levels of Service (MLOS) system includes an annual physical rating and/or survey to observe results or conditions for approximately 64 activities or system items. The measured items are then categorized into six MPAs, which are:

- Roadway Surface
- Roadside Facilities
- Roadside Appearance
- Traffic Services
- Structure Maintenance
- Snow and Ice Control

There are 13 service levels established for each MPA, with calculations translated to a scale of A+ through F, with A+ being the highest service level and F being the lowest. In Fiscal Year 2016-17, the Division of Maintenance:

- Repaired and maintained 48,511 lane miles of roadway
- Utilized 198,001 tons of asphalt and 1,962.50 gallons of liquid asphalt (this unit of measure has changed from pounds in previous years)
- Striped 29,271 strip miles and installed 207,324 square feet of pavement markings
- Snowplowed, sanded, and/or deiced 4.3 million lane miles of highway
- Managed 1598 hours of road closures due to snow
- Applied 173,580 tons of solid deicer and over 11 million gallons of liquid deicer
- Repaired/installed 158,084 feet of snow fence
- Disposed of 69,661 cubic yards of trash with 1,049 Adopt-A-Highway volunteers and another 7,392 bags of trash with the support of 282 corporate sponsors
- Replaced or repaired 44,307 signs and sign posts
- Repaired or installed 13,553,123 linear feet of fencing



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**CDOT- Program Fact Sheet**

**Maintenance (continued)**

There are three operational MPA’s that are funded through MLOS but are not measured and assigned a letter grade. The three MPA’s are:

- Planning and Scheduling
- Equipment, Buildings and Grounds
- Tunnel Maintenance

**Funding**

The main source of funding to the CDOT Maintenance program is the State Highway Fund

<b>Maintenance Program Budget Allocations (in \$millions)</b>				
<i>Allocations</i>	<b>Actual FY 2016-17</b>	<b>Actual FY 2017-18</b>	<b>Budget FY 2018-19</b>	<b>Proposed FY 2019 -20</b>
Maintenance Level of Service	262.6	263.5	272.8	265.7
<b>TOTAL</b>	<b>262.6</b>	<b>263.5</b>	<b>272.8</b>	<b>265.7</b>

Source: CDOT Office of Financial Management & Budget



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**CDOT- Program Fact Sheet**

**Surface Treatment**

Web Page: <http://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm>  
 Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2018)  
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2018)  
 Primary Funding Sources: State Highway Fund, Section 43-10-109, C.R.S. (2018)  
 The Highway Trust Fund, 26 U.S.C. § 9503  
 Budget Category: Maintain – Maintaining What We Have

**Background**

The objective of the Department's surface treatment program is to maintain the quality of the pavement on state highways at the highest level possible by allocating limited resources in a scientifically rigorous manner. Also, a small amount of program funds are allowed to mitigate safety issues discovered during the project development process. It is financially efficient for these safety issues to be addressed as part of a current resurfacing project rather than to create a standalone safety project.

Department staff utilizes pavement management software and exhaustive annual data collection to make recommendations as to which segments of the state highway system should be prioritized for rehabilitation.

**Funding**

The main sources of revenue to the surface treatment program are:

- The State Highway Fund
- Federal reimbursement for eligible expenditures

<b>Surface Treatment Program Budget Allocations (in \$millions)</b>				
<i>Allocations</i>	<b>Actual FY 2016-17</b>	<b>Actual FY 2017-18</b>	<b>Budget FY 2018-19</b>	<b>Proposed FY 2019 -20</b>
Surface Treatment Allocation	145.1	226.5	313.7	222.0
<b>TOTAL</b>	<b>145.1</b>	<b>226.5</b>	<b>313.7</b>	<b>222.0</b>

Source: CDOT Office of Financial Management & Budget



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### CDOT- Program Fact Sheet

## Structures On-System

Web Page:	<a href="https://www.codot.gov/library/bridge">https://www.codot.gov/library/bridge</a>
Statutory Authorization:	Section 43-1-106 (8) (h), C.R.S. (2018)
Governance:	Colorado Transportation Commission, Section 43-1-106, C.R.S. (2018)
Primary Funding Sources:	State Highway Fund, Section 43-10-109, C.R.S. (2018); The Highway Trust Fund, 26 U.S.C. § 9503
Budget Category:	Maintain – Maintaining What We Have

### **Background**

The On-System Structures Program provides:

- Inspection and inventory of the statewide, state owned major structures (bridges and culverts >20' spans), minor structures (bridges and culverts 4'-20' spans), tunnels, walls, overhead signs, signals, high-mast lights and miscellaneous structures
- Management of all essential repairs and critical findings for the statewide structural asset programs
- Load ratings for all major structures
- Evaluation of permits required for oversize overweight vehicles that exceed the maximum limits defined in Chapter 6 of the Rules and Regulations Pertaining to Transport Permits for Movement of Extra-Legal Vehicles or Loads (2 CCR 601-4)
- Structure design management for statewide projects
- Policy and standards development and documentation for structural assets including design, inspection, ratings, and asset management
- Asset management for all statewide structural assets related to the inspection program including metric and standards development, performance reporting, and process implementation
- Document and data management for all inspection, rating, and design related data and documents requests
- Reporting of all structure related information for the state including the annual federally required NBI (National Bridge Inventory), NBE (National Bridge Element), NTI (National Tunnel Inventory), and all MAP-21 requirements

CDOT conducts inspections of all vehicular major structures in accordance with the National Bridge Inspection Standards (NBIS) and reports the conditions annually to the Federal Highway Administration (FHWA). FAST Act legislation requires reporting specific measures and self-determined targets. Two and four-year targets are determined in compliance with this legislation. As a result, CDOT is modifying Policy Directive 14 to align with those measures and targets included in CDOT's Asset Management Plan. More information about these metrics and CDOT's Asset Management Plan can be found at <https://www.codot.gov/programs/tam/transportation-asset-management-plan>

### **Funding**

The main sources of funding for the Structures program are:

- The State Highway Fund
- Federal reimbursement for eligible expenditures



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**CDOT- Program Fact Sheet**

**Structures On-System (continued)**

*Funding (continued)*

<b>Structures On-System Program Budget Allocations (in \$millions)</b>				
<i>Allocations</i>	<b>Actual FY 2016-17</b>	<b>Actual FY 2017-18</b>	<b>Budget FY 2018-19</b>	<b>Proposed FY 2019 -20</b>
Structures On-System Construction Allocation	39.6	61.0	47.6	46.6
Structures Inspection and Management Allocation	4.5	9.1	9.5	10.0
<b>TOTAL</b>	<b>44.1</b>	<b>70.1</b>	<b>57.1</b>	<b>56.6</b>

**Source:** CDOT Office of Financial Management & Budget

**Note:** The Structures Inspection and Management Program includes inspection and management of bridges, culverts, tunnels, and walls.



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**CDOT- Program Fact Sheet**

**Geohazards Program**

Web Page: [https://www.codot.gov/programs/geotech/copy2\\_of\\_drilling](https://www.codot.gov/programs/geotech/copy2_of_drilling)  
 Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2018)  
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2018)  
 Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2018)  
 Budget Category: Maintain – Maintaining What We Have

***Background***

Mountain and canyon corridors are affected by several geologic hazards such as debris flow, embankment distress, landslides, rockfall, rockslides, and sink holes. The Geohazards Program goal is to reduce the risk these hazards present to the transportation system by focusing on highway segments and corridors using asset management principles. Incorporating an asset management approach to geohazard mitigation allows risk reduction of entire corridors rather than individual sites scattered throughout the state. This approach is believed to be better in reducing overall risk than “worst first” site selection. Remote sensing analysis is being used to increase the efficiency of the approach.

The Geohazards Program designs mitigation plans, reviews consultant designs, performs site inspections during construction, responds to rockfalls, and other geological hazard related emergencies. Other work includes responding to requests from Maintenance, Engineering, and public inquiries when slope issues are observed. The current inventory of recognized geological hazards throughout the state is just over 3,000.

***Funding***

The main source of revenue to the Geohazards program is the State Highway Fund, specifically the FASTER allocation of the Asset Management Program.

<b>Geohazards Mitigation Program Budget Allocations (in \$millions)</b>				
<b>Allocations</b>	<b>Actual FY 2016-17</b>	<b>Actual FY 2017-18</b>	<b>Budget FY 2018-19</b>	<b>Proposed FY 2019 -20</b>
Geohazards Mitigation Allocation	10.0	10.3	8.4	9.7
<b>TOTAL</b>	<b>10.0</b>	<b>10.3</b>	<b>8.4</b>	<b>9.7</b>

Source: CDOT Office of Financial Management & Budget



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**CDOT- Program Fact Sheet**

**Highway Safety Improvement Program**

Web Page: [safety.fhwa.dot.gov/hsip/](https://safety.fhwa.dot.gov/hsip/)  
 Statutory Authorization: 23 U.S.C. Section 148  
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2018)  
 Primary Funding Source: The Highway Trust Fund; 26 U.S.C. § 9503  
 Budget Category: Maintain – Maintaining What We Have

**Background**

The primary goal of the Highways Safety Improvement Program (HSIP) is to achieve a significant reduction in fatalities and serious injuries on all publicly maintained roads. This includes public roads not owned by the State and roads on tribal lands. To comply with this program, CDOT is required to:

- Develop a strategic highway safety plan (SHSP) that identifies and analyzes highway safety problems and opportunities
- Create projects to reduce the identified safety problems
- Evaluate and update the SHSP on a regular basis

**Funding**

The main sources of revenue to the Highway Safety Improvement Program are:

- The State Highway Fund
- Federal reimbursement for eligible expenditures

<b>Highway Safety Improvement Program (HSIP) Budget Allocations (in \$millions)</b>				
<i>Allocations</i>	<b>Actual FY 2016-17</b>	<b>Actual FY 2017-18</b>	<b>Budget FY 2018-19</b>	<b>Proposed FY 2019 -20</b>
Highway Safety Improvement Program Allocation	6.4	42.5	43.1	44.0
<b>TOTAL</b>	<b>6.4</b>	<b>42.5</b>	<b>43.1</b>	<b>44.0</b>

**Source:** CDOT Office of Financial Management & Budget



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**CDOT- Program Fact Sheet**

**Railway-Highway Crossings Program**

Web Page: <http://safety.fhwa.dot.gov/xings/>  
 Statutory Authorization: 23 U.S.C. Section 130  
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2018)  
 Primary Funding Source: The Highway Trust Fund, 26 U.S.C. § 9503  
 Budget Category: Maintain - Maintaining What We Have

***Background***

The Railway-Highway Crossings Program, also referred to as the Section 130 program, is a federally mandated program for the elimination of hazards at railway-highway crossings. The purpose of the Section 130 program is to reduce the number of injuries and fatalities at public crossing throughout the state. Nationwide, since the program’s inception in 1987 through 2014, for which the most recent data is available, fatalities at public crossing have decreased by 57 percent. The overall reductions in fatalities come despite an increase in the vehicle miles traveled on roadways and an increase in the passenger and freight traffic on the railways.

***Funding***

The main sources of revenue to the Railway-Highway Crossings Program are:

- Federal highway funds (percentage based on particular activity).
- Local match (percentage based on particular activity).

<b>Railway-Highway Crossings Program Budget Allocations (in \$millions)</b>				
<b><i>Allocations</i></b>	<b>Actual FY 2016-17</b>	<b>Actual FY 2017-18</b>	<b>Budget FY 2018-19</b>	<b>Proposed FY 2019 -20</b>
Railway-Highway Crossings Allocation	16.6	3.3	3.4	3.5
<b>TOTAL</b>	<b>16.6</b>	<b>3.3</b>	<b>3.4</b>	<b>3.5</b>

Source: CDOT Office of Financial Management & Budget



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**CDOT- Program Fact Sheet**

**Hot Spots**

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2018)  
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2018)  
 Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2018)  
 Budget Category: Maintain - Maintaining What We Have

**Background**

Hot Spots is a CDOT Safety program that is funded in a statewide pool with Region planning estimates. The purpose of the Hot Spots program is:

- To mitigate minor unforeseen safety issues that need immediate attention.
- To add money to an ongoing project to mitigate unforeseen safety issues discovered during the project process.

**Funding**

The main sources of revenue for the Hot Spots program are:

- The State Highway Fund
- Federal reimbursement for eligible expenditures

<b>Hot Spots Program Budget Allocations (in \$millions)</b>				
<i>Allocations</i>	<b>Actual FY 2016-17</b>	<b>Actual FY 2017-18</b>	<b>Budget FY 2018-19</b>	<b>Proposed FY 2019 -20</b>
Hot Spots Allocation	2.2	2.2	2.2	2.2
<b>TOTAL</b>	<b>2.2</b>	<b>2.2</b>	<b>2.2</b>	<b>2.2</b>

Source: CDOT Office of Financial Management & Budget



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### CDOT- Program Fact Sheet

## Traffic Signal and Ramp Metering Program

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2018)  
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2018)  
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2018)  
Budget Category: Maintain – Maintaining What We Have

### ***Background***

This program was developed as a result of the 2013 Mobility Operations Reorganization Report. The objective of this program is to develop statewide policies, procedures and guidelines on design, maintenance, life-cycle asset management, integration, and operation of traffic signal and ramp meters; manage various statewide funding programs and pools; and facilitate informed decision making on project prioritization. The Program is focused on implementing new and innovative technology, including CV/AV applications, deploying and integrating statewide ITS systems, incorporating automated performance measures, and extending technical resources to CDOT Regions in the areas of traffic signal and ramp metering. The Program also leads and/or participates in the development and implementation of arterial and freeway management strategies throughout the State. This includes integrating these systems and using them in conjunction with other intelligent transportation system devices to more efficiently manage our transportation system. This program works collaboratively with CDOT Regions, FHWA, metropolitan planning organizations, local agencies, and other stakeholders to develop and implement policies, standards, and operational procedures for traffic signals and ramp meters.

### Statewide Traffic Signal Pool (SGN)

CDOT's Traffic Signal Pool Program delivers funding to each Engineering Region on an annual basis. These funds are designated specifically for signal construction or signal system improvements. The Regions rely on these funds to address, on a priority basis, safety, mobility and operational needs at locations with existing signals or where signals are warranted but not yet constructed. In a typical application, these funds are directed to activities such as new traffic signal or ramp meter construction, equipment or system upgrades, signal expansion due to intersection widening, signal interconnect, and operational improvements including minor hardware or software upgrades to facilitate safety and improve corridor traffic operations.

### Statewide Traffic Signal Asset Management (SGA)

CDOT owns approximately 1,850 signals statewide. CDOT is responsible for the eventual replacement of these signals at the end of its useful life. The SGA pool delivers much needed capital replacement funding to each Engineering Region on an annual basis to replace the traffic signal infrastructure in poor or severe condition. CDOT's Signal Program is leading the effort in collaborating with the Regions by establishing a process to identify, select and prioritize the replacement of statewide traffic signal infrastructure. The Signal program has established capital replacement guidelines, including performance measures and targets, focused on high-level core criteria that provide a basis for Regions to quickly evaluate, and determine a list of traffic signal capital replacement projects.



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**CDOT- Program Fact Sheet**

**Traffic Signal and Ramp Metering Program (continued)**

*Background (continued)*

Transportation Improvement Program (TIP) - Regional Funding Pool Administration

This program pool was established by DRCOG in the Transportation Improvement Program (TIP) to be funded through the federal Congestion Mitigation Air Quality (CMAQ) program. CDOT’s Signal Program, in conjunction with FHWA, The Denver Regional Council of Governments (DRCOG), and local agencies administers two pools under the TIP program - the Traffic Signal System Improvement Program (TSSIP) pool and the Intelligent Transportation Systems (ITS) pool. The TSSIP program delivers a capital improvement program, which provides equipment and installs communications links to improve system components, and a traffic signal timing improvement program, which provides new traffic signal timing and coordination plans to demonstrate the benefits of the capital improvements. The ITS program awards funds to ITS projects that implement the adopted Denver Regional Intelligent Transportation Systems Strategic Plan and achieve the goals and objectives of the Regional Concept of Transportation Operations.

Current Signal Program Initiatives

- Statewide central traffic signal control system upgrade
- Statewide traffic signal controller upgrade
- Ramp Metering system upgrade
- Implementation of Automated Traffic Signal Performance Measures (ATSPMs)
- Piloting and mainstreaming new and innovative technologies (CV/DSRC, Adaptive, etc.)
- Enhancing condition-based asset management guidelines for signal asset
- Administration of DRCOG TSSIP and TIP funding pools

**Funding**

The main source of revenue for the Traffic Signals program is the State Highway Fund.

<b>Traffic Signals Program Budget Allocations (in \$millions)</b>				
<i>Allocations</i>	<b>Actual FY 2016-17</b>	<b>Actual FY 2017-18</b>	<b>Budget FY 2018-19</b>	<b>Proposed FY 2019 -20</b>
Traffic Signals Allocation	16.9	15.5	17.8	16.1
<b>TOTAL</b>	<b>16.9</b>	<b>15.5</b>	<b>17.8</b>	<b>16.1</b>

Source: CDOT Office of Financial Management & Budget



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**CDOT- Program Fact Sheet**

**FASTER Safety**

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2018)  
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2018)  
 Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2018)  
 Budget Category: Maintain – Maintaining What We Have

**Background**

In 2009 the General Assembly created new funding sources to aid the Department and local governments in funding road safety projects. Per Section 43-4-803 (21), C.R.S. (2018), a "Road Safety Project" means construction, reconstruction, or maintenance projects that:

- The Transportation Commission determines are needed to enhance the safety of a state highway.
- A county determines are needed to enhance the safety of a county road.
- A municipality determines needed to enhance the safety of a city street.

FASTER funds flow through the Colorado Highway User Trust Fund (HUTF) and are distributed to CDOT, counties, and municipalities. Counties and municipalities are responsible for administering their allocation of FASTER funds.

In 2014, The Transportation Commission approved new administration of the FASTER Safety program. CDOT FASTER road safety funding is now allocated to two statewide programs administered by HQ: FASTER Safety Asset Management and FASTER Safety Mitigation. HQ coordinates with the Regions to select projects for Region delivery.

**Funding**

FASTER Safety Projects are funded through distributions of revenue generated by S.B. 09-108 and credited to the Highway Users Tax Fund.

<b>FASTER - Safety Projects Program Budget Allocations (In \$millions)</b>				
<i>Allocations</i>	<b>Actual FY 2016-17</b>	<b>Actual FY 2017-18</b>	<b>Budget FY 2018-19</b>	<b>Proposed FY 2019 -20</b>
FASTER - Safety Projects Allocation	56.8	62.5	67.4	68.5
<b>TOTAL</b>	<b>56.8</b>	<b>62.5</b>	<b>67.4</b>	<b>68.5</b>

Source: CDOT Office of Financial Management & Budget



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**CDOT- Program Fact Sheet**

**Permanent Water Quality Program**

Web Page: <https://www.codot.gov/programs/environmental/water-quality/permanent-water-quality>

Statutory Authorization: Section 25-8-101, C.R.S. (2018)

Governance: Colorado Department of Public Health, Colorado Transportation Commission, Section 43-1-106, C.R.S. (2018)

Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2018), The Highway Trust Fund, 26 U.S.C. § 9503

Budget Category: Contracted Out Work

**Background**

CDOT’s Permanent Water Quality Program (PWQ) is both federally and state mandated as part of CDOT’s Municipal Separate Storm Sewer System (MS4) permit, which requires CDOT to control specific roadway pollutants from entering the storm sewer system and state waterways. As part of the MS4 permit, CDOT must implement the PWQ program that requires CDOT to install Best Management Practices (BMPs) to treat CDOT’s MS4 area. The Colorado Department of Public Health and Environment (CDPHE) is the delegated authority to implement the permit system through the Environmental Protection Agency. The requirements and authority are ultimately derived from the Clean Water Act.

**Goals**

The innovative new Mitigation Pool Fund program promotes statewide water quality and saves money for CDOT by allowing CDOT to treat water quality on a regional level instead of requiring PWQ BMPs for large CDOT transportation projects in MS4 areas as was required under previous permits. The Transportation Commission approved an annual \$6.5 million budget (average amount spent on PWQ BMPs yearly) to fund priority CDOT projects and local agency projects that treat a portion of CDOT MS4 area. CDOT spends Mitigation- Pool Fund money on PWQ facilities when the current MS4 permit requires it, or as selected based on the overall benefit to CDOT.

**Funding**

The PWQ program is funded by reductions in Surface Treatment, which contributes 75% of the funding and the Regional Priorities Program, which contributes 25%. The main sources of revenue are:

- The State Highway Fund
- Federal reimbursement for eligible expenditures

<b>Permanent Water Quality Mitigation (in \$millions)</b>				
	<b>Actual</b>	<b>Actual</b>	<b>Budget</b>	<b>Proposed</b>
<b>Allocations</b>	<b>FY 2016-17</b>	<b>FY 2017-18</b>	<b>FY 2018-19</b>	<b>FY 2019 -20</b>
Permanent Water Quality Mitigation	6.5	6.5	6.5	6.5
<b>TOTAL</b>	<b>6.5</b>	<b>6.5</b>	<b>6.5</b>	<b>6.5</b>

Source: CDOT Office of Financial Management & Budget



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### CDOT- Program Fact Sheet

## Capital Expenditures

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2018)  
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2018)  
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2018)  
Budget Category: Maintain – Maintaining What We Have

### ***Background***

To maintain the state's single largest capital asset (the state highway system), the Department invests money in mobile and fixed capital equipment including road equipment, property, and capitalized operating equipment.

### Road Equipment

CDOT must maintain the state highway system in a clean condition to minimize air pollution, support the safe operation of motor vehicles, and ensure the safety and mobility of the traveling public. To do so, CDOT relies on a wide variety of heavy road equipment. The fleet includes:

- Trucks used to haul asphalt, rocks, and earth
- Trucks that plow snow and distribute snow and ice melting materials
- Large mobile sweepers
- Large landscaping mowers
- A hot plant for producing asphaltic concrete pavement

CDOT has researched and developed an expected useful life for all heavy equipment based on age and usage (mileage or hours). Our useful life figures align with those of other state DOTs. CDOT also has a vigorous fleet management system where units whose maintenance costs exceed those of others in their class will rise on the equipment replacement list, allowing CDOT to proactively address the condition of its fleet.

### Property

CDOT Property allocates specific budget amounts in order to maintain all structures and has many types of buildings within its 1,222 structure inventory including:

- Vehicle Storage Facilities
- Sand Sheds, Office Buildings and Lab Facilities as well as a limited number of Employee Housing Facilities and Storage Sheds

In addition to ongoing maintenance and repair, structural, serviceability, component and compliance conditions of each building are evaluated and graded annually. CDOT's goal is to maintain 85% or more of all buildings at a level C or better on an A through F rating scale. Existing buildings are then assessed for replacement or refurbishment in an effort to maintain desired building levels. Adequate buildings are



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**CDOT- Program Fact Sheet**

**Capital Expenditures (continued)**

***Background (continued)***

required to protect other department assets as well as provide a safe and productive work environment for department employees who maintain CDOT’s highway system for the traveling public.

Capitalized Operating Equipment

Capitalized Operating Equipment refers to smaller capital purchases that fall outside road equipment and fixed property but must be capitalized because they are valued at greater than \$5,000. These would include information technology infrastructure, video conference equipment, snow and ice equipment and miscellaneous non-road, non-computer equipment.

***Funding***

The main sources of revenue for capital expenditures are:

The State Highway Fund

<b>Capital Expenditure Programs Budget Allocations (in \$millions)</b>				
<b><i>Allocations</i></b>	<b>Actual FY 2016-17</b>	<b>Actual FY 2017-18</b>	<b>Budget FY 2018-19</b>	<b>Proposed FY 2019 -20</b>
Road Equipment Program	0.0	23.0	26.8	22.1
Capitalized Operating Equipment Program	3.8	3.8	3.0	3.0
Property Allocation Program	10.0	17.5	20.2	17.6
<b>TOTAL</b>	<b>13.8</b>	<b>44.3</b>	<b>50.0</b>	<b>42.7</b>

Source: CDOT Office of Financial Management & Budget



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**CDOT- Program Fact Sheet**

**Mobility Operations: Planning, Performance, and Programs**

Web Page: <https://www.codot.gov/programs/operations>

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2018)  
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2018)  
 Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2018)  
 Budget Category: Maximize – Making the Most of What We Have

**Background**

The Division of Mobility Operations is responsible for the planning, development, administration, and operations of a statewide program designed to reduce congestion and improve the safety, security, reliability, mobility, and efficient utilization of Colorado’s existing highway system. Mobility Operations is formed on the belief and commitment that CDOT can do more to operate Colorado’s existing surface transportation system so that it performs better to meet customer expectations through activities other than building new capacity. The Mission of Mobility Operations is to *“Reduce congestion and improve safety through innovative Mobility Operations strategies that enable the Colorado Department of Transportation to make the best use of available transportation funding.”* The Division of Mobility Operations is comprised of the Intelligent Transportation Systems Branch, the Traffic and Safety Engineering Branch, the Traffic Management Branch, and the Planning, Performance, and TDM unit. The Mobility Operations Planning, Performance, and Programs funds:

- Bottleneck Reduction Program Support and Administration
- Mobility Operations Evaluation on all projects
- Traffic Incident Management Program and Corridor Plans
- Travel Demand Management Program
- Mobility Operations Statewide and Regional Planning efforts
- Operations Performance Measures and Reporting

**Funding**

The main sources of funding for the program are:

- The State Highway Fund
- Federal reimbursement for qualifying expenditures

<b>Mobility Operations: Planning, Performance, and Programs (in \$millions)</b>				
<i>Allocations</i>	<b>Actual FY 2016-17</b>	<b>Actual FY 2017-18</b>	<b>Budget FY 2018-19</b>	<b>Proposed FY 2019 -20</b>
Mobility Operations: Planning, Performance, and Programs	0.6	0.6	2.8	2.8
<b>TOTAL</b>	<b>0.6</b>	<b>0.6</b>	<b>2.8</b>	<b>2.8</b>

Source: CDOT Office of Financial Management & Budget



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### CDOT- Program Fact Sheet

## Mobility Operations: Intelligent Transportation Systems

Web Page: <http://www.cotrip.org>  
Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2018)  
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2018)  
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2018)  
Budget Category: Maximize – Making the Most of What We Have

### **Background**

The Colorado Department of Transportation uses advanced technology and information systems to manage and maintain safe and free-flowing state highways and to inform motorists in Colorado about traffic and roadway conditions. Travel information is provided to the public by a variety of methods including:

- The COTrip.org website displaying Closed Circuit Television (CCTV) images, speed maps and travel times, weather conditions, construction information, alerts (including Amber Alerts), and more
- 511 Interactive Voice Response (IVR) system providing up-to-date road and weather conditions, construction, special events, travel times, and transfers to bordering states and other transportation providers
- Automated email and text messages using GovDelivery as third party provider
- CDOT App: official CDOT endorsed Smartphone application developed through a public-private partnership
- Variable Message Signs (VMS) providing travel messages including: closures, alternative routes, road condition information, special events, and real-time trip travel time information

Information and video is shared with CDOT Regions and partners across the state, including:

- The City and County of Denver
- Various Metro Denver cities and counties
- Hanging Lake Tunnels Management Center, Eisenhower Johnson Tunnels Management Center, and Colorado Springs Traffic Management Center
- Colorado State Patrol and other law enforcement agencies
- Various statewide emergency responders (fire, police, military)
- Local media partners
- Many private entities

Information is gathered using a variety of sources deployed across the state, including:

- Close-circuit television (CCTV)
- Road Weather Information Systems (RWIS)
- Ramp meters
- Travel time readers (using toll-tag transponders)
- Radar devices
- Fog detection devices



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**CDOT- Program Fact Sheet**

**Mobility Operations: Intelligent Transportation Systems (continued)**

**Background (continued)**

Wild animal detection devices

- CDOT Maintenance forces, the Colorado State Patrol, and the Ports of Entry
- Media sources
- Automated Traffic Recorders

In calendar year 2015, the COTrip.org web site received 33.9 million page views. 52.6% of the page views were from a mobile device and 36.2% of the page views were new visits. Additionally, the 511 IVR System took 1.2 million calls, a decrease from 1.65 million in 2014 attributed to an increase in use of other formats of information relay such as the CDOT mobile app, mobile web, and GovDelivery email and text messaging service. These figures attest to the demand for information in a variety of formats. The Intelligent Transportation Systems (ITS) Branch is committed to providing the most up-to-date, accurate, and timely traveler information to improve and enhance travelers’ ability to make informed decisions regarding their travel choices and to improve the overall mobility and safety of Colorado’s transportation system. ITS is managed in three program areas: ITS Investments, for the purchase and installation of new ITS equipment and initiatives; ITS Maintenance, for operation and maintenance of existing equipment; and ITS Capital Replacement, for replacement of end-of-life or obsolete ITS assets.

**Funding**

The main sources of funding for Intelligent Transportation Systems are:

- The State Highway Fund
- Federal reimbursement for eligible expenditures

<b>Intelligent Transportation Systems Asset Management Program Budget Allocations (In \$millions)</b>				
<i>Allocations</i>	<b>Actual FY 2016-17</b>	<b>Actual FY 2017-18</b>	<b>Budget FY 2018-19</b>	<b>Proposed FY 2019 -20</b>
Mobility Operations: ITS Asset Management	17.6	25.6	23.5	21.2
<b>TOTAL</b>	<b>17.6</b>	<b>25.6</b>	<b>23.5</b>	<b>21.2</b>

Source: CDOT Office of Financial Management & Budget

<b>Intelligent Transportation Systems Investments Program Budget Allocations (in \$millions)</b>				
<i>Allocations</i>	<b>Actual FY 2016-17</b>	<b>Actual FY 2017-18</b>	<b>Budget FY 2018-19</b>	<b>Proposed FY 2019 -20</b>
Mobility Operations: ITS Investments Program	10.0	10.0	10.0	10.0
<b>TOTAL</b>	<b>10.0</b>	<b>10.0</b>	<b>10.0</b>	<b>10.0</b>

Source: CDOT Office of Financial Management & Budget



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### CDOT- Program Fact Sheet

## Highway Safety Education

Web Page: <https://www.codot.gov/safety>  
Statutory Authorization: CDOT Office of Transportation Safety: Section 24-42-101, C.R.S. (2018)  
Primary Funding Sources: Law Enforcement Assistance Fund: Section 43-4-401, C.R.S. (2018)  
First Time Drunk Driving Offenders Account: Section 42-2-132, C.R.S. (2018)  
Motorcycle Operator Safety Training Fund: Section 43-5-504, C.R.S. (2018)  
Marijuana Tax Cash Fund: Section 39-28.8-501(1), C.R.S. (2018)  
National Highway Transportation Safety Administration: 49 U.S.C. § 105  
Budget Category: Maximize – Making the Most of What We Have

### ***Background***

The Highway Safety Office (HSO) oversees multiple states and federally funded programs to reduce the incidence and severity of motor vehicle crashes and associated economic losses.

### Enhanced Drunk Driving Enforcement

The HSO's "The Heat is On!" campaign is a collaboration with local law enforcement agencies to increase enforcement of impaired driving laws during times of the year where impaired driving is highest and in areas of the state where a higher prevalence of impaired driving resulting in crashes and fatalities have been identified. The HSO reimburses law enforcement agencies for qualifying expenses from the following sources:

- The Law Enforcement Assistance Fund (LEAF)
- The First Time Drunk Driving Offenders Account

Since its inception, law enforcement agencies in Colorado have made 142,9298 impaired driving arrests while participating in "The Heat is On" enforcement periods.

### Motorcycle Operator Safety Training (MOST)

The HSO ceased administering the MOST program, effective January 1, 2018. The Colorado Department of Public Safety now administers the MOST program.

### Marijuana-Impaired Driving Program

CDOT manages statewide public awareness campaigns to prevent impaired driving in Colorado, paired with heightened enforcement by the Colorado State Patrol and local law enforcement agencies. CDOT engages in marijuana-impaired driving prevention efforts, including a public education campaign, data collection, Drug Recognition Expert training, and Impaired Driving Enforcement under section 405(d) of the federal transportation authorization bill FAST Act.

### State and Community Highway Safety Programs (23 U.S.C § 402)

Federal Section 402 funds are used to support State highway safety programs designed to reduce traffic crashes and resulting deaths, injuries, and property damage. To receive Section 402 grant funds, the State must have an approved Highway Safety Plan (HSP). Beginning FY 2013-14 and each fiscal year after that,



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### CDOT- Program Fact Sheet

## Highway Safety Education (continued)

### *Background (continued)*

a State must submit, not later than July 1 of the preceding fiscal year, an HSP that meets statutory and regulatory requirements. A state may use these grant funds to conduct approved highway safety programs.

### Occupant Protection Incentive Grants (23 CFR. § 1300.23)

The purpose of Federal Section 405(b) is to encourage States to adopt and implement effective occupant protection programs to reduce highway deaths and injuries resulting from unrestrained or improperly restrained vehicle occupants.

### State Traffic Safety Information System Improvements (23 CFR. § 1300.23)

Federal Section 405(c) grant funds are provided to CDOT as administrator of the Colorado Traffic Records Program for awarding to grantees conducting traffic records improvement activities. The purpose of the Traffic Records Program is to provide timely, accurate, complete, consistent, integrated, and, accessible traffic records data to federal, state, and local safety stakeholders to improve transportation safety in Colorado.

### Impaired Driving Countermeasures (23 U.S.C. § 1300.23)

The purpose of Federal Section 405(d) funds is to encourage states to adopt and implement effective programs to reduce driving under the influence of alcohol, drugs, or the combination of alcohol and drugs. For FY 2018-19 Colorado qualified as a low range State for impaired driving fatalities.

### Motorcyclist Safety Grants (23 CFR § 1300.25)

Federal Section 405(f) encourages states to adopt and implement effective programs to reduce the number of single and multi-vehicle crashes involving motorcyclists. A state may use these grants funds for motorcyclist safety training and motorist awareness of motorcyclist programs.

### *Funding*

The main sources of revenue to the Department's Highway Safety Education programs are:

- Federal funding from the National Highway Transportation Safety Administration (NHTSA)
- Penalties for DUI convictions
- Tax revenue from the retail sale of marijuana
- Fees for driver license reinstatements
- Surcharges on driver license fees for motorcycle endorsements and motorcycle registrations



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**CDOT- Program Fact Sheet**

**Highway Safety Education (continued)**

*Funding (continued)*

<b>Highway Safety Education Program Budget Allocations (In \$millions)</b>				
<i>Allocations</i>	<b>Actual FY 2016-17</b>	<b>Actual FY 2017-18</b>	<b>Budget FY 2018-19</b>	<b>Proposed FY 2019 -20</b>
Nat Hwy Traffic Safety Admin (NHTSA)	8.6	10.0	8.1	9.0
Motorcycle Operator Safety Training (MOST)	1.0	0.9	0.0	0.0
Law Enforcement Assistance Fund (LEAF)	0.4	0.5	0.5	0.4
First Time Drunk Driver Fund	1.5	1.5	1.5	1.5
Marijuana Impaired Driving Program	0.9	1.0	1.0	1.0
<b>TOTAL</b>	<b>12.4</b>	<b>13.9</b>	<b>11.0</b>	<b>11.9</b>

Source: CDOT Office of Financial Management & Budget



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### CDOT- Program Fact Sheet

## Mobility Operations: Real-Time Operations

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2018)  
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2018)  
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2018)  
Budget Category: Maximize – Making the Most of What We Have

### **Background**

The Division of Mobility Operations is responsible for the planning, development, administration, and operations of a statewide program designed to reduce congestion and improve the safety, security, reliability, mobility, and efficient utilization of Colorado’s existing highway system. Mobility Operations is formed on the belief and commitment that CDOT can do more to operate Colorado’s existing surface transportation system so that it performs better to meet customer expectations through activities other than building new capacity. The Mission of Mobility Operations is to *“Reduce congestion and improve safety through innovative Mobility Operations strategies that enable the Colorado Department of Transportation to make the best use of available transportation funding.”* The three Branches within the Division of Mobility Operations are below.

- (1) The Intelligent Transportation Systems (ITS) Branch is responsible for developing, designing, implementing, operating, and maintaining smart operational tools, computer software, computer hardware and electronic equipment such as traffic signals, variable message sign boards, fiber optic network, ramp metering, roadway weather information systems, cameras, connected vehicle systems, and intelligent technology to support Colorado Traffic Management Centers and to support the future of autonomous and connected vehicles utilizing CDOT’s transportation network. The ITS branch also develops and manages public-public and public-private partnerships to expand and manage the fiber optic communication network.

The Traffic Management Branch oversees the Traffic Management Centers statewide, Corridor Operations Programs on I-70 and I-25, and the Statewide Traffic Incident Management Program. Traffic Management Centers help provide rapid response, coordination, communication, traveler information, and management of storms, incidents, and emergencies to optimize safety and mobility to CDOT Maintenance, Colorado State Patrol, and the public. Corridor Operations Programs for I-70 and I-25 manages the holistic operations of congested corridors through Traffic Incident Management (TIM) staff. These staff include the CDOT Highway Incident Commanders and the operational programs include the CDOT-State Farm Sponsored Safety Patrol (25 contracted tow and service vehicles) which operates in the Denver metropolitan area during peak hours and storms; and the I-70 Mountain Corridor (Vail to C-470) Safety Patrol and Heavy Tow Programs (up to 6 tow and service vehicles and 5 heavy tow vehicles) which operate on weekends, special events, holidays, and storms. The Corridor Operations Program also operates CDOT Toll Lane Corridors in close coordination with HPTE and the CDOT Regions. The Statewide Traffic Incident Management Program delivers a statewide program focused on the safe and efficient quick clearance of incidents and management of major incident closures. This program work with CDOT Regions and Colorado State Patrol to build collaboration between disparate first responder agencies through joint training, multi-discipline corridor first responder management teams, and the



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**CDOT- Program Fact Sheet**

**Mobility Operations: Real-Time Operations (continued)**

*Background (continued)*

development of Traffic Incident Management Plans for corridors. The Branch manages the Congestion Relief and Traffic Incident Management funding programs.

- (2) The Traffic and Safety Engineering Branch oversees several programs for data analysis and policy development: Safety, Crash Data Analysis, Traffic Engineering, Systems Operations, and Policy. It also manages various federal and state funding programs (HSIP, FASTER Safety, Hot Spot/Bottleneck Reduction, and CDOT RAMP Operations), prioritizes projects for funding and tracks project completion. This Branch also oversees the Mobility Operations Evaluation process for all CDOT projects which is a holistic approach to identify and consider safety, operational, and technology elements/recommendations early in project development and throughout the project life-cycle.
- (3) The Planning, Performance, and Transportation Demand Management Branch contributes to the statewide planning effort, plans the Mobility Operations budget, applies for grants, reports on performance measures, manages operational plans and studies, and manages the Transportation Demand Management program to reduce the congestion through programs such as vanpool/carpools, tolled express lanes, improved traveler information, connected vehicle technology, and diversifying transportation mode share. This branch also provides planning support to the Road X program.

**Funding**

The main sources of revenue for the Department’s congestion relief efforts are the State Highway Fund and the federal Congestion Mitigation Air Quality (CMAQ) funds.

<b>Congestion Relief Program Budget Allocations (in \$millions)</b>				
<i>Allocations</i>	Actual FY 2016-17	Actual FY 2017-18	Budget FY 2018-19	Proposed FY 2019 -20
Mobility Operations: Congestion Relief	4.8	4.8	6.5	6.5
<b>TOTAL</b>	<b>4.8</b>	<b>4.8</b>	<b>6.5</b>	<b>6.5</b>

Source: CDOT Office of Financial Management & Budget

<b>Mobility Operations: Real Time Traffic Management (in \$millions)</b>				
<i>Allocations</i>	Actual FY 2016-17	Actual FY 2017-18	Budget FY 2018-19	Proposed FY 2019 -20
Mobility Operations: RT Traffic Management	2.0	2.0	4.1	4.1
<b>TOTAL</b>	<b>2.0</b>	<b>2.0</b>	<b>4.1</b>	<b>4.1</b>

Source: CDOT Office of Financial Management & Budget



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**CDOT- Program Fact Sheet**

**Regional Priority Program**

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2018)  
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2018)  
 Primary Funding Sources: State Highway Fund, Section 43-10-109, C.R.S. (2018);  
 The Highway Trust Fund 26 U.S.C. § 9503  
 Budget Category: Maximize – Making the Most of What We Have

**Background**

The objective of the Regional Priority Program (RPP) is to supplement the formula-driven funding allocations to the five CDOT engineering regions with flexible funding for use at the discretion of each Regional Transportation Director in consultation with local elected officials and other stakeholders in each region. This is accomplished through the transportation planning process. RPP funds are distributed to the CDOT Regions according to a formula based on 50% population, 35% state highway system lane miles, and 15% state highway system truck Vehicle Miles Traveled (VMT).

**Funding**

The RPP is funded through annual Transportation Commission allocations of state highway funds with federal reimbursement for eligible expenditures.

<b>Regional Priority Program Budget Allocations (in \$millions)</b>				
<i>Allocations</i>	<b>Actual FY 2016-17</b>	<b>Actual FY 2017-18</b>	<b>Budget FY 2018-19</b>	<b>Proposed FY 2019 -20</b>
Regional Priority Program Allocation	48.6	48.4	48.7	48.4
<b>TOTAL</b>	<b>48.6</b>	<b>48.4</b>	<b>48.7</b>	<b>48.4</b>

Source: CDOT Office of Financial Management & Budget



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**CDOT- Program Fact Sheet**

**Road X**

Web Page: <https://www.codot.gov/programs/roadx>

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2018)

Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2018)

Primary Funding Sources: State Highway Fund, Section 43-10-109, C.R.S. (2018);  
 The Highway Trust Fund 26 U.S.C. § 9503

Budget Category: Maximize – Making the Most of What We Have

***Background***

Road X is a program intended to carry out CDOT’s vision to transform Colorado’s transportation system into one of the safest and most reliable in the nation by harnessing emerging technology. Through partnerships with public and private industry partners, this program will fulfill CDOT’s mission to become a leader in safety and reliability with one of the most technologically advanced transportation systems in the nation.

Current plans and projects include:

- Developing peak demand managed corridors that will use precise, real time data to relieve congestion.
- Implementing smartphone mobile application technologies to warn motorists of hazards, road closures, weather advisories, etc.
- Integrating connected vehicles and vehicle-to-infrastructure technologies into the existing state transportation system to promote economic growth and reduce fatalities.

***Funding***

Road X is funded through annual Transportation Commission allocations of state highway funds with federal reimbursement for eligible expenditures.

<b>Road X Budget Allocations (in \$millions)</b>				
<b>Allocations</b>	<b>Actual FY 2016-17</b>	<b>Actual FY 2017-18</b>	<b>Budget FY 2018-19</b>	<b>Proposed FY 2019 -20</b>
Road X Allocation	12.1	12.1	12.1	12.1
<b>TOTAL</b>	<b>12.1</b>	<b>12.1</b>	<b>12.1</b>	<b>12.1</b>

Source: CDOT Office of Financial Management & Budget



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**CDOT- Program Fact Sheet**

**ADA Compliance**

Statutory Authorization: American with Disabilities Act (ADA) of 1990;  
 Rehabilitation Act of 1973, Sec. 504, 29 U.S.C. § 794 (2006);  
 § 504 (as amended); 49 CFR Part 27; 28 CFR Part 35

Governance: Colorado Transportation Commission;  
 American with Disabilities Act (ADA) of 1990;  
 Rehabilitation Act of 1973, Sec. 504, 29 U.S.C. § 794 (2006); § 504 (as  
 amended); 49 CFR Part 27; 28 CFR Part 35

Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2018);  
 The Highway Trust Fund 26 U.S.C. § 9503

Budget Category: Maximize – Making the Most of What We Have

**Background**

The landmark Americans with Disabilities Act (ADA), enacted on July 26, 1990, provides comprehensive civil rights protections to persons with disabilities in the areas of employment, state and local government services, and accessibility to public accommodations, transportation, and telecommunications. The ADA is a companion civil rights legislation to Section 504 of the Rehabilitation Act of 1973. This legislation mandates that qualified individuals with disabilities shall not be excluded from participation in, denied the benefit of, or be subjected to discrimination under any program or activity.

For CDOT and its sub-recipients, the services or activities are any that are transportation-related. These can include but are not limited to: roadways, contiguous walkways, intersections, rest areas, roadside emergency telephones, public conveyances such as buses and light rail, and literature related to any of these.

In 2016 and 2017 CDOT updated existing geometrics for 20,101 curb ramps statewide. A query was pulled from the CDOT ARCGis inventory database and currently shows CDOT having achieved **23%** compliance with functionally accessible criteria based on Public Right-of-Way Accessible Guidelines (PROWAG) standards.

CDOT is pursuing an aggressive strategy of upgrading curb ramps through regular program delivery as well as committing dedicated funding toward curb ramp upgrading to achieve ADA compliance within five years.

**Funding**

ADA Compliance is funded through annual Transportation Commission allocations of state highway funds with federal reimbursement for eligible expenditures.

<b>ADA Compliance Allocations (in \$millions)</b>				
<b>Allocations</b>	<b>Actual FY 2016-17</b>	<b>Actual FY 2017-18</b>	<b>Budget FY 2018-19</b>	<b>Proposed FY 2019 -20</b>
ADA Compliance Allocation	3.5	10.5	5.0	22.4
<b>TOTAL</b>	<b>3.5</b>	<b>10.5</b>	<b>5.0</b>	<b>22.4</b>

Source: CDOT Office of Financial Management & Budget



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**CDOT- Program Fact Sheet**

**Strategic Projects**

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2018)  
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2018)  
 Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2018)  
 The Highway Trust Fund 26 U.S.C. § 9503  
 Budget Category: Expand – Increasing Capacity

**Background**

On August 15, 1996, the Transportation Commission adopted the Strategic Transportation Project Investment Program. This program identified 28 high priority projects of statewide significance based on the overall visibility, cost, and return on investment of the project in addressing ongoing needs of safety, mobility, and reconstruction for the public. The primary objectives of the Strategic Projects were to expedite the completion of these transportation projects, to establish a minimum annual level of funding for these projects, and provide a process for monitoring and reporting project progress. To date, 22 of the 28 projects have been either completed or funded to the initial Transportation Commission target. Since the repeal of Senate Bill 97-001 in 2009, there has been no source of funding specifically dedicated to the remaining six strategic projects.

**Funding**

The primary source of revenue for strategic projects was Senate Bill 97-001 until it was repealed and superseded by Senate Bill 09-228 in 2009. Senate Bill 17-267 was passed in 2017, eliminating Senate Bill 09-228 transfers in FY 2018-19 and FY 2019-20 and authorizing the issuance of \$1.88 billion in Certificates of Participation (COPs) issued from FY 2018-19 through FY 2021-22. Last Spring, the General Assembly passed Senate Bill (SB) 18-001 which will provide \$105 million for transportation, including strategic highway projects in FY 2019-20. The table below shows past and expected transfers, which in FY 2019-20 includes \$105 million under SB 18-001 and \$450 million under SB 17-267.

<b>Strategic Transportation Investment Project Program Budget Allocations (in \$millions)</b>				
<b>Allocations</b>	<b>Actual FY 2016-17</b>	<b>Actual FY 2017-18</b>	<b>Budget FY 2018-19</b>	<b>Proposed FY 2019 -20</b>
Strategic Transportation Investment Project Allocation	71.1	71.1	583.5	555.0
<b>TOTAL</b>	<b>71.1</b>	<b>71.1</b>	<b>583.5</b>	<b>555.0</b>

Source: CDOT Office of Financial Management & Budget



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**CDOT- Program Fact Sheet**

**National Highway Freight Program**

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2018)  
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2018)  
 Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2018)  
 The Highway Trust Fund 26 U.S.C. § 9503  
 Budget Category: Expand – Increasing Capacity

**Background**

The National Highway Freight Program (NHFP) is a formula-based program with the purpose of improving the efficient movement of freight on the National Highway Freight Network (NHFN). The NHFN includes the interstates, several small segments of other corridors important to freight movement, and approximately 240 miles of Critical Urban and Critical Rural Freight Corridors to be designated by the state. A project is eligible for funding if it:

- Contributes to the efficient movement of freight on the NHFN
- Is identified in a freight investment plan included in a freight plan
- Is an intermodal or freight rail project (a State can obligate up to 10% of its total freight apportionment to these projects)

The NHFP provides a wide range of eligibility, including but not limited to:

- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities.
- Construction, reconstruction, rehabilitation, acquisition of real property (including land relating to the project and improvements to land), construction contingencies, acquisition of equipment, and operational improvements directly relating to improving system performance.
- Other activities supporting freight movement including ITS, truck parking, highway ramp metering, truck-only lanes, climbing and runaway truck lanes, traffic signal optimization, etc.

**Funding**

The main sources of revenue to the surface treatment program are:

- The State Highway Fund
- Federal reimbursement for eligible expenditures

<b>National Highway Freight Program (In \$millions)</b>				
	<b>Actual</b>	<b>Actual</b>	<b>Budget</b>	<b>Proposed</b>
<b>Allocations</b>	<b>FY 2016-17</b>	<b>FY 2017-18</b>	<b>FY 2018-19</b>	<b>FY 2019 -20</b>
National Highway Freight Program Allocation	16.9	18.5	20.8	23.1
<b>TOTAL</b>	<b>16.9</b>	<b>18.5</b>	<b>20.8</b>	<b>23.1</b>

Source: CDOT Office of Financial Management & Budget



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### CDOT- Program Fact Sheet

## Project Support – Operations, Planning, and Research

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2018)  
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2018)  
Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2018)  
The Highway Trust Fund 26 U.S.C. § 9503  
Budget Category: Deliver – Program Delivery/Administration

### **Background**

Project Support is responsible for providing support and statewide consistency to the CDOT Regions in the development and delivery of highway projects in Colorado under state and federal law. This involves a multitude of activities in preparation for the design and construction of highway projects. Activities include but are not limited to:

- Development of standards and specification to be used on all CDOT highway projects, ensuring consistent statewide application of policies and procedures for the acquisition of right-of-ways, utility clearances, structural design, advertisement of construction projects, and construction management.
- Management of the pavement, bridge, culvert, tunnel, structural walls, and other highway assets statewide.
- Conducting chemical and physical properties tests and analyses on various pavements and materials used in construction.
- Publishing and maintaining policies and procedures necessary for the consistent administration of highway construction contracts.
- Conducting training on the development and delivery of highway projects.
- Assuring that construction contracts are awarded to the lowest responsible bidder.
- Ensuring consistent management of construction activities and providing expert technical resources to Region staff.
- Providing engineering estimates for every construction project.
- Oversee the Colorado Bridge Enterprise (CBE) Program for the state.
- Manage the Alternative/Innovative Contracting Program to ensure statewide consistency and support for Design Build and CM/GC projects.

State Planning and Research (SPR) funds support statewide planning and research activities. The funds are used to establish a cooperative, continuous, and comprehensive framework for making transportation investment decisions and to carry out transportation research activities throughout the State. Activities include but are not limited to:

- Providing leadership for the transportation planning process, including the development and implementation of plans, programs, and resources to support and deliver an integrated multi-modal transportation system.
- Leading the CDOT asset management program by providing tools to effectively measure, analyze, forecast, and communicate the performance of CDOT's asset programs, processes, and investment decisions.



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**CDOT- Program Fact Sheet**

**Project Support – Operations, Planning, and Research (continued)**

**Background (continued)**

- Information and data dissemination functions that contribute to the development of projects, transportation plans, and state/federal reports including data analysis, integration and dissemination, planning information, GIS applications, mapping services, and database programming and maintenance.
- Supporting project development and other activities by collaboratively developing, managing, and implementing policies, programs, and processes that facilitate environmental compliance, stewardship, and leadership.
- Conducting applied research and identifying implementation opportunities in the areas of environmental research, structures, geotechnical, hydraulics, pavement, materials, safety, operations, and planning.

**Funding**

The main sources of revenue to the Department’s project support programs are:

- Federal funding for SPR (80%)
- State Highway funds for SPR match (20%)
- The State Highway Fund for Operations
- Federal reimbursement for qualifying expenditures

<b>Operations, Planning and Research Budget Allocations (In \$millions)</b>				
<i>Allocations</i>	<b>Actual FY 2016-17</b>	<b>Actual FY 2017-18</b>	<b>Budget FY 2018-19</b>	<b>Proposed FY 2019 -20</b>
Department Operations	32.7	25.2	15.2	27.4
Maintenance Operations	0.0	7.0	8.5	16.5
Project Initiatives	1.9	2.5	2.6	2.6
State Planning and Research (SPR) Allocation	13.3	13.9	14.2	14.6
<b>TOTAL</b>	<b>47.9</b>	<b>48.6</b>	<b>40.5</b>	<b>61.1</b>

Source: CDOT Office of Financial Management & Budget

<b>HPTE Fee for Service (In \$millions)</b>				
<i>Allocations</i>	<b>Actual FY 2016-17</b>	<b>Actual FY 2017-18</b>	<b>Budget FY 2018-19</b>	<b>Proposed FY 2019 -20</b>
HPTE Fee for Service	0.0	4.8	5.2	5.6
<b>TOTAL</b>	<b>0.0</b>	<b>4.8</b>	<b>5.2</b>	<b>5.6</b>

Source: CDOT Office of Financial Management & Budget



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**CDOT- Program Fact Sheet**

**Administration**

Statutory Authorization: Section 43-1-113 (2) (c) (III), C.R.S. (2018)  
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2018)  
 Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2018)  
 Budget Category: Deliver – Program Delivery/Administration

**Background**

The Department’s Administration is composed of the staff of several CDOT offices meeting criteria outlined in Section 43-1-113 (2) (c) (III), C.R.S. (2018). Unlike the majority of CDOT’s budget, funding for Administration is appropriated annually by the Colorado General Assembly and may not exceed 5.0% of the Department’s total budget. This appropriation of funds is not an increase in funding to CDOT, but rather a ceiling set by the legislature on how much of the funding CDOT receives can be spent on administering the department. CDOT Administration includes the following offices, in whole or in part:

- The Transportation Commission
- The Office of the Executive Director
- The Office of the Deputy Executive Director
- The Office of the CFO and Division of Accounting & Finance
- The Office of Program Management
- The Office of Emergency Management
- The Division of Audit
- The Office of the Chief Highway Engineer
- The Division of Human Resources
- The Division of Property Management
- The Office of Civil Rights
- The Office of Policy and Government Relations
- The Office of Communications
- The Offices of the Regional Transportation Directors
- The Interagency Fleet Vehicle Garage

**Funding**

CDOT’s Administration is a single line item in the annual Long Appropriations Bill. Its sources of funding are the State Highway Fund and an internal service fund. Administration activities are not supported by General Funds or federal funds. Several statewide common policies are paid in whole or in part from the Administration line item, including legal services, property & liability insurance, workers’ compensation, and information technology services.

<b>Appropriated Program Budget Allocation (In \$millions)</b>				
	<b>Actual</b>	<b>Actual</b>	<b>Budget</b>	<b>Proposed</b>
<b>Allocations</b>	<b>FY 2016-17</b>	<b>FY 2017-18</b>	<b>FY 2018-19</b>	<b>FY 2019 -20</b>
Administration (Appropriated) Allocation	30.0	31.2	35.8	38.2
<b>TOTAL</b>	<b>30.0</b>	<b>31.2</b>	<b>35.8</b>	<b>38.2</b>

Source: CDOT Office of Financial Management & Budget



## Colorado Department of Transportation

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### CDOT- Program Fact Sheet

## Aeronautics

Web Page: <https://www.codot.gov/programs/aeronautics>  
Statutory Authorization: Section 43-10-103, C.R.S. (2018)  
Governance: Colorado Aeronautical Board, Section 43-10-104, C.R.S. (2018)  
Primary Funding Source: State Aviation Fund, Section 43-10-109, C.R.S. (2018)  
Budget Category: Pass-Through Funds / Multimodal Grants

### **Background**

The Division of Aeronautics promotes the safe operation and accessibility of general aviation and intrastate commercial aviation in Colorado. In accordance with its mission statement: “To support the State’s multi-modal transportation system by advancing a safe, efficient, and effective statewide air and space system through collaboration with stakeholders, investment in education, innovative programs, and advocacy of responsible policy and legislation.” The objectives of the Division are to:

- Set priorities for improving the state’s air transportation system.
- Provide financial assistance to maintain and improve Colorado’s 74 public use airports.
- Promote aviation safety and education.
- Promote economic development through the development, operation, and maintenance of the state aviation system.

### **Related Goals**

#### Colorado Discretionary Aviation Grant (CDAG) Program

The Colorado Discretionary Aviation Grant (CDAG) Program was developed to maintain and improve the statewide aviation system. This is achieved by providing grants that help meet individual airport and statewide aviation goals and needs under [CRS 43-10-108.5](#)

#### Pavement Condition Indexing (PCI)

The Division conducts inspections and analysis of airport pavements, which is required by the Federal Aviation Administration (FAA) for airports to be eligible for federal funds. PCI results are an important planning tool for each airport’s pavement maintenance and capital improvement programs. This information is used by the Division and the FAA to determine priority distribution of state and federal pavement maintenance funds. The Division’s goal is to maintain Colorado’s primary airport pavements at an average PCI score at or above 75/100.

#### Automated Weather Observing Systems (AWOS)

In furtherance of its safety objective, the Division owns and operates a network of thirteen Automated Weather Observing Stations (AWOS), sited at critical mountain passes most vulnerable to weather-related aircraft accidents. The AWOS generates real time weather reports every minute, providing continuous, real-time weather reports for pilots, airport operators, weather data collectors, and the local community. The



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**CDOT- Program Fact Sheet**

**Aeronautics (continued)**

AWOS weather reports are made available to pilots via high quality, digitalized voice transmissions using a VHF frequency. They are also available by telephone for flight planning and are sent to the FAA’s Weather Network for critical flight planning purposes. For more information about the Division’s AWOS systems, and the Division’s numerous other programs, please visit:

<https://www.codot.gov/programs/aeronautics/Periodicals/AnnualReport>.

***Funding***

The Division administers the State Aviation Fund with direction and oversight from the seven-member Governor-appointed Colorado Aeronautical Board. The main sources of revenue to the State Aviation Fund are:

- An excise tax of \$0.04 per gallon on wholesale non-commercial jet fuel transactions
- An excise tax of \$0.06 per gallon on aviation gasoline (avgas) sales
- A sales tax of 2.9 percent on the sale of all jet fuels

Per C.R.S. 43-10-110, the Division disburses four of the six cents of avgas excise tax, and 65% of the jet fuel sales tax back to the airport where the fuel was sold, for use by the airport solely for aviation purposes. The remaining funds in the State Aviation Fund are used for the CDAG program, Division administrative expenses and CAB-approved statewide aviation initiatives.

Article X, Section 18 of the Colorado Constitution requires the proceeds of taxes on aviation fuel to be used exclusively for aviation purposes. Section 43-10-109 (3), C.R.S. (2018) continuously appropriates the State Aviation Fund to the Division and restricts administrative expenses to a maximum of 5.0 percent of prior year unadjusted gross revenues.

<b>Division of Aeronautics Budget Allocation (in \$millions)</b>				
<b><i>Allocations</i></b>	<b>Actual FY 2016-17</b>	<b>Actual FY 2017-18</b>	<b>Budget FY 2018-19</b>	<b>Proposed FY 2019 -20</b>
Division of Aeronautics to Airports	16.7	21.9	24.2	33.3
Division of Aeronautics Administration	1.0	1.1	1.3	1.2
<b>TOTAL</b>	<b>17.7</b>	<b>23.0</b>	<b>25.5</b>	<b>34.5</b>

Source: CDOT Office of Financial Management & Budget



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**CDOT- Program Fact Sheet**

**Safe Routes to School**

Web Page: <https://www.codot.gov/programs/bikeped/safe-routes>  
 Statutory Authorization: 23 USC Section 213  
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2018)  
 Primary Funding Source: The Highway Trust Fund, 26 U.S.C. Section 9503  
 Budget Category: Pass-Through Funds / Multimodal Grants

**Background**

The Safe Routes to School (SRTS) program was established in Colorado in 2004 to distribute federal moneys received by the state or state moneys to eligible projects to improve safety for pedestrians and bicyclists in school areas and encourage children in kindergarten through 8<sup>th</sup> grade to safely bicycle and walk to and from school. Successful SRTS programs are designed around the 5 “E’s” – engineering, education, encouragement, enforcement, and evaluation – to achieve the greatest gains. SRTS equitably supports the diverse transportation needs of Colorado youth of all abilities, income levels, races, and national origins in rural, suburban, and urban communities. The programs contribute to Colorado’s quality of life through healthier lifestyles, expanded commuting options, and easier access to schools and neighborhoods.

Eligible activities include but are not limited to:

- Planning, design, and construction of safe school routes for children to walk and bike to and from school
- Planning, design, and construction of facilities for pedestrians and bicyclists to travel to and from school
- Educating children, parents, and communities about safe walking and bicycling practices and the health benefits that result from walking and bicycling to and from school

**Funding**

Funds are awarded through a statewide competitive process for construction and education projects chosen by an advisory committee appointed by CDOT’s executive director. \$2.0 million is committed to fund infrastructure projects and \$0.5 million for non-infrastructure projects annually. More information about the committee and SRTS can be found at:

<https://www.sos.state.co.us/CCR/GenerateRulePdf.do?ruleVersionId=6092&fileName=2%20CCR%20601-19>

<b>Safe Routes to Schools (In \$millions)</b>				
	<b>Actual</b>	<b>Actual</b>	<b>Budget</b>	<b>Proposed</b>
<b>Allocations</b>	<b>FY 2016-17</b>	<b>FY 2017-18</b>	<b>FY 2018-19</b>	<b>FY 2019 -20</b>
Safe Routes to Schools	2.5	2.5	2.5	3.1
<b>TOTAL</b>	<b>2.5</b>	<b>2.5</b>	<b>2.5</b>	<b>3.1</b>

Source: CDOT Office of Financial Management & Budget



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**CDOT- Program Fact Sheet**

**Transportation Alternatives**

Web Page: <https://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.cfm>  
 Statutory Authorization: 23 USC Section 213  
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2018)  
 Primary Funding Source: The Highway Trust Fund, 26 U.S.C. Section 9503  
 Budget Category: Pass-Through Funds / Multimodal Grants

**Background**

The Transportation Alternatives Program (TAP) is a program established under Section 1122 of MAP-21 and continued as a set-aside under Section 1109 of the FAST Act. The TAP provides funding for bicycle, pedestrian, historic, scenic, and environmental mitigation transportation projects. The TAP replaces the funding from pre-MAP-21 programs including Transportation Enhancements, Scenic Byways, Safe Routes to School, and Recreational Trails by wrapping some elements of those programs into a single funding source.

Eligible activities include but are not limited to:

- Construction, planning, and design of facilities for pedestrians and bicyclists
- Construction of turnouts, overlooks and viewing areas, and preservation of historic transportation facilities
- Some environmental mitigation activities, including vegetation management, and archeological and storm water mitigation related to highway projects
- The recreational trails program

**Funding**

The main sources of revenue for the Transportation Alternatives program are:

- Federal highway funding (80%)
- Local matching funds (20%)

<b>Transportation Alternatives Budget Allocations (In \$millions)</b>				
<b>Allocations</b>	<b>Actual FY 2016-17</b>	<b>Actual FY 2017-18</b>	<b>Budget FY 2018-19</b>	<b>Proposed FY 2019 -20</b>
Recreational Trails Allocation	13.6	1.6	1.6	1.6
Transportation Alternatives Program Allocation	12.0	12.4	12.3	12.3
<b>TOTAL</b>	<b>25.6</b>	<b>14.0</b>	<b>13.9</b>	<b>13.9</b>

Source: CDOT Office of Financial Management & Budget



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**CDOT- Program Fact Sheet**

**Surface Transportation Program - Metro**

Web Page: <https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm>  
 Statutory Authorization: 23 U.S.C. §133 (d) (3)  
 Governance: Transportation Management Areas (TMAs) in Colorado  
 Primary Funding Source: The Highway Trust Fund, Highways Account, 23 U.S.C. § 9503  
 Budget Category: Pass-Through Funds / Multimodal Grants

**Background**

The Surface Transportation Program (STP) is a federally mandated program. STP provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge, and tunnel projects on any public road; pedestrian and bicycle infrastructure; and transit capital projects, including intercity bus terminals. STP-Metro is a sub-program of STP for urbanized areas with populations greater than 200,000. Project selection for STP-Metro funds is conducted by federally designated regional Transportation Management Areas (TMAs) comprised of local governments. In Colorado, the Denver Regional Council of Governments (DRCOG), the Pikes Peak Area Council of Governments (PPACG), and the North Front Range Metropolitan Planning Organization (NFRMPO) select projects and the member governments that receive funding contribute matching funds. Project finance is administered by CDOT.

**Funding**

The main sources of revenue to the STP-Metro program are:

- Federal highway funds equal to the estimated net revenue amount of the STP apportionment set-aside for urban areas with populations exceeding 200,000 (82.79%)
- Required local match (17.21%)
- Additional local funds in excess of the required matching amounts

The annual apportionment of federal spending authority for the STP-Metro is available for four fiscal years after expiration of the federal legislation under which they are authorized and are subject to the overall obligation limitation on federal highway funding.

<b>Surface Transportation Program (STP) -Metro Budget Allocation (In \$millions)</b>				
<b>Allocations</b>	<b>Actual FY 2016-17</b>	<b>Actual FY 2017-18</b>	<b>Budget FY 2018-19</b>	<b>Proposed FY 2019 -20</b>
STP-Metro Program Allocation	51.8	53.0	54.0	55.4
<b>TOTAL</b>	<b>51.8</b>	<b>53.0</b>	<b>54.0</b>	<b>55.4</b>

Source: CDOT Office of Financial Management & Budget



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### CDOT- Program Fact Sheet

## Congestion Mitigation & Air Quality

Web Page: <https://www.fhwa.dot.gov/fastact/factsheets/cmaqfs.cfm>  
Statutory Authorization: 23 U.S.C. § 149  
Governance: Metropolitan Planning Organizations (MPOs) in Colorado  
Primary Funding Source: The Highway Trust Fund, Highways Account, 23 U.S.C. § 9503  
Budget Category: Pass-Through Funds / Multimodal Grants

### Background

Congestion Mitigation & Air Quality (CMAQ) is a federally mandated program, the objective of which is to improve air quality in nonattainment and maintenance areas for ozone, carbon monoxide, and particulate matter. These include the areas of the North Front Range Metropolitan Planning Organization (NFRMPO), the Denver Regional Council of Governments (DRCOG), the Pikes Peak Area Council of Governments (PPACG), portions of the Upper Front Range Transportation Planning Region (UFR TPR), Aspen, Cañon City, Pagosa Springs, Steamboat Springs, and Telluride. Funds may be used for transportation projects designed to contribute to the attainment or maintenance of national ambient air quality standards (NAAQS), with a high level of effectiveness in reducing air pollution. Eligible activities include:

- Establishment or operation of a traffic monitoring, management, and control facility, including advanced truck stop electrification systems, if it contributes to attainment of an air quality standard
- Projects that improve traffic flow, including projects to improve signalization, construct HOV lanes, improve intersections, add turning lanes, improve transportation systems management and operations that mitigate congestion and improve air quality, and implement ITS and other CMAQ-eligible projects, including projects to improve incident and emergency response or improve mobility, such as real-time traffic, transit, and multimodal traveler information
- Purchase of integrated, interoperable emergency communications equipment
- Projects that shift traffic demand to nonpeak hours or other transportation modes, increase vehicle occupancy rates, or otherwise reduce demand
- Complete diesel retrofits of fleet vehicles
- Development of alternative fueling infrastructure and assistance in the conversion of public and private fleets to alternative fuel vehicles such as compressed natural gas (CNG), propane, or electric vehicles
- Expanded authority to use funds for transit operations

### Funding

The main sources of revenue to the CMAQ program are:

- Federal highway funds (82.79%)
- Required local matching funds (17.21%)
- Additional local funds more than the matching requirement Federal funds are apportioned according to a formula based on population and severity of pollution in ozone and carbon monoxide areas. These funds remain available for four years after expiration of the federal legislation under which they are authorized and are subject to the overall obligation limitation on federal highway funding.



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**CDOT- Program Fact Sheet**

**Congestion Mitigation & Air Quality (continued)**

*Funding (continued)*

<b>Congestion Mitigation &amp; Air Quality (CMAQ) Improvement Program Budget Allocation (in \$millions)</b>				
<i>Allocations</i>	<b>Actual FY 2016-17</b>	<b>Actual FY 2017-18</b>	<b>Budget FY 2018-19</b>	<b>Proposed FY 2019 -20</b>
CMAQ - Program Allocation	47.4	48.3	50.3	50.2
<b>TOTAL</b>	<b>47.4</b>	<b>48.3</b>	<b>50.3</b>	<b>50.2</b>

Source: CDOT Office of Financial Management & Budget



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**CDOT- Program Fact Sheet**

**Metropolitan Planning**

Web Page: <https://www.fhwa.dot.gov/fastact/factsheets/metropolitanplanningfs.cfm>  
 Statutory Authorization: 23 U.S.C. §134  
 Governance: Metropolitan Planning Organizations (MPOs) in Colorado  
 Primary Funding Source: The Highway Trust Fund, Highways Account, 26 U.S.C. § 9503  
 Budget Category: Pass-Through Funds / Multimodal Grants

**Background**

The Metropolitan Planning program is a federally mandated program whose purpose is to fund transportation planning processes at federally designated Metropolitan Planning Organizations (MPOs). This planning process establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas with populations exceeding 50,000. The MPOs in Colorado are the Denver Regional Council of Governments (DRCOG), the Pikes Peak Area Council of Governments (PPACG), the North Front Range Metropolitan Planning Organization (NFRMPO), the Pueblo Area Council of Governments, and the Grand Valley MPO (GVMPO).

**Funding**

The main sources of revenue to the Metropolitan Planning program are:

- Federal funds (Federal Highways Administration and Federal Transit Authority) (82.79%)
- Required local matching funds (17.21%)

These funds remain available for four years after expiration of the federal legislation under which they are authorized and are subject to the overall obligation limitation on federal highway funding.

<b>Metropolitan Planning Program Budget Allocation (in \$millions)</b>				
<i>Allocations</i>	<b>Actual FY 2016-17</b>	<b>Actual FY 2017-18</b>	<b>Budget FY 2018-19</b>	<b>Proposed FY 2019 -20</b>
Metropolitan Planning Program Allocation	8.3	8.4	8.4	8.6
<b>TOTAL</b>	<b>8.3</b>	<b>8.4</b>	<b>8.4</b>	<b>8.6</b>

Source: CDOT Office of Financial Management & Budget



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**CDOT- Program Fact Sheet**

**Bridge Off-System**

Statutory Authorization: 23 USC Section 129  
 Governance: Transportation Commission and Federal Program  
 Primary Funding Source: The Highway Trust Fund, 26 U.S.C. Section 133 (g)  
 Budget Category: Pass-Through Funds / Multimodal Grants

**Background**

The Off-System Structures Program provides:

- Inspection and inventory of the statewide local agency (non-CDOT owned) major structures (bridges and culverts >20’ spans)
- Grants for local agency major structure projects including replacement and rehabilitation
- Oversee the structure design and construction for local agency projects for with funding support no more than 35% and not less than 15% of the federal allocation per federal fiscal year (23 CFR 650.413)

The grant amounts for the local agency projects include funding support no more than 35% and not less than 15% of the federal allocation per federal fiscal year. The grants are authorized by the Special Highway Committee.

**Funding**

CDOT Bridge-Off System program is funded partially through a federal program and partially through Transportation Commission-directed funds.

<b>Bridge Off System Program Budget Allocation (in \$millions)</b>				
	<b>Actual</b>	<b>Actual</b>	<b>Budget</b>	<b>Proposed</b>
<b>Allocations</b>	<b>FY 2016-17</b>	<b>FY 2017-18</b>	<b>FY 2018-19</b>	<b>FY 2019 -20</b>
Bridge Off System Allocation	9.5	9.5	9.4	9.4
<b>TOTAL</b>	<b>9.5</b>	<b>9.5</b>	<b>9.4</b>	<b>9.4</b>

Source: CDOT Office of Financial Management & Budget



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### CDOT- Program Fact Sheet

## Transit and Rail

Web Page: <https://www.codot.gov/programs/transitandrail>  
Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2018)  
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2018)  
Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2018);  
The Highway Trust Fund Mass Transit Account, 26 U.S.C. § 9503 (e)  
Budget Category: Pass-Through Funds / Multimodal Grants

### *Background*

The CDOT Transit and Rail Division was created under Senate Bill 09-094 to plan, develop, finance, operate, and integrate transit and rail services. CDOT's program works in coordination with other transit and rail providers to plan, promote, and implement investments in transit and rail services statewide. Transit is part of a toolkit of options, including carpools, van pools, and transportation systems management, to get the most out of the infrastructure the state has for its citizens and visitors.

The objectives of the Division include:

- Managing Federal Transit Administration grants for rural and specialized transit operations
- Creating policy and priorities for S.B. 09-108 “FASTER” transit-related funding
- Working with Regional Transportation Authorities (RTAs) and Transportation Planning Regions (TPRs) on transit service development and policy issues
- Operating the Bustang inter-regional bus service connecting local transit providers along the I-25 and I-70 corridors
- Identifying gaps in services and missing connections
- Coordinating with other human services and veterans service agencies on transportation delivery
- Creating a state rail plan to improve the efficiency of freight and passenger rail networks
- Conducting feasibility studies of potential new services
- Pursuing intercity and/or high-speed rail and transit solutions for Colorado
- Developing state financing mechanisms
- Integrating transit with other modes through bicycle, pedestrian, and park-and-ride facilities
- Collaborating to create high-utilization carpool, transit, and managed-lane highway facilities
- Incorporating transit, passenger rail, and freight rail into the statewide transportation plan

### *Funding*

The main sources of revenue to the Division are:

- State Funds: \$15.0 million (Senate Bill 09-108)
- Federal grants and apportionments
- Local matching funds

In FY 2015-16, FY 2016-17 and FY 2017-18, General Fund transfers were triggered per S.B. 09-228, increasing allocations to the Division through the Strategic Projects Program. In FY 2019-20, SB 18-001 is anticipated to provide \$22.5 million to the Multimodal Options Fund for transit and other multimodal



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**CDOT- Program Fact Sheet**

**Transit and Rail (continued)**

*Funding (continued)*

projects. Additionally, a second issuance of SB 17-267 Certificates of Participation (COPs) is anticipated to provide \$50 million for strategic transit projects.

<b>Transit Program Budget Allocation (In \$millions)</b>				
<i>Allocations</i>	<b>Actual FY 2016-17</b>	<b>Actual FY 2017-18</b>	<b>Budget FY 2018-19</b>	<b>Proposed FY 2019 -20</b>
Federal Transit	28.7	27.5	38.9	39.3
Strategic Projects -Transit	7.9	7.9	38.0	50.0
Multimodal Transportation	0.0	0.0	71.8	22.5
Southwest Chief Rail	0.0	0.0	2.5	0.0
State Transit (FASTER)	15.0	15.0	14.4	14.5
Bustang (Fare Revenue)	0.0	0.0	2.2	2.2
<b>TOTAL</b>	<b>51.6</b>	<b>50.4</b>	<b>167.8</b>	<b>128.5</b>

Source: CDOT Office of Financial Management & Budget



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**CDOT- Program Fact Sheet**

**State Infrastructure Bank**

Web Page: <https://www.codot.gov/business/budget/colorado-state-infrastructure-bank-co-sib.html>  
 Statutory Authorization: Section 43-1-113.5 C.R.S. (2018)  
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2018)  
 Primary Funding Source: Transportation Infrastructure Revolving Fund, Section 43-1-113.5, C.R.S. (2018)  
 Budget Category: Pass-Through Funds / Multimodal Grants

**Background**

House Bill 98-1001 (May/Mutzebaugh) created the Transportation Infrastructure Revolving Fund, otherwise known as the State Infrastructure Bank (SIB).

The SIB makes loans to assist public and private entities for the acquisition, improvement, or construction of highways, multimodal transportation, and intermodal transportation facilities in the state. Such assistance includes, but is not limited to, the making of loans and other forms of financial assistance for qualified projects.

Federal legislation also supports the existence of the SIB, and it initially received some federal funding. While the statutes provide the overall framework for the SIB, the Transportation Commission is authorized to promulgate rules specifying the details regarding the eligibility requirements, disbursement of funds, interest rates, and repayments of loans from the bank.

The overall objective the SIB is to seek loan applications for transportation projects that can both benefit from SIB assistance and meet the terms for loan repayments. While all elements of the state’s transportation system have projects that merit assistance, aviation is unique in its capacity to generate steady revenues that meet or exceed the cost of operating its facilities over time. Aviation is willing and able to ultimately pay for the full cost of its infrastructure improvements.

The fund has separate accounts for:

- Aeronautics
- Highways
- Transit
- Rail

**Funding**

The main source of revenue to the State Infrastructure Bank is interest earnings on loans from, and cash balances of, the Transportation Infrastructure Revolving Fund.

<b>State Infrastructure Bank (SIB) Allocation (in \$millions)</b>				
	<b>Actual</b>	<b>Actual</b>	<b>Budget</b>	<b>Proposed</b>
<b>Allocations</b>	<b>FY 2016-17</b>	<b>FY 2017-18</b>	<b>FY 2018-19</b>	<b>FY 2019 -20</b>
SIB Allocation	0.4	0.4	0.4	0.4
<b>TOTAL</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>

Source: CDOT Office of Financial Management & Budget



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**CDOT- Program Fact Sheet**

**Permanent Recovery**

Statutory Authorization: Section 159(b) of the Wendell H. Ford Aviation Investment and Reform Act (AIR-21) & 49 U.S.C. §5334

Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2018)

Primary Funding Source: FHWA Emergency Relief Program

Budget Category: Transportation Commission Contingency / Debt Service

**Background**

The Permanent Recovery program encompasses all permanent repair work done in Colorado as a result of catastrophic rains and subsequent flooding that occurred during the week of September 11, 2013. The storm destroyed or damaged more than 200 miles of roadway and 50 bridges, with most of the damage concentrated in the northern and eastern parts of Colorado. The emergency response phase was responsible for short-term fixes to get traffic moving as quickly as possible; all temporary repairs were completed as of November of 2013. The Permanent Recovery program is now responsible for managing the long term permanent recovery phase that is projected to take 3-5 years. The program oversees flood related activities between CDOT Regions, the Flood Recovery Office/Central Engineering Program in Greeley, and the Region Business Office in Greeley. The program is now in the final stages as the last of the permanent repair projects are scheduled to be advertised in the fall of 2018 and spring of 2019.

The main objectives of the Permanent Recovery program are:

- Oversee 42 permanent repair projects with an estimated budget of \$500 million
- Compile and ensure proper management of all necessary documentation for future audits
- Administer FHWA funds to federal aid roads and work in partnership with the local counties and municipalities to complete necessary local agency roadway repairs

**Funding**

Permanent recovery is funded largely through federal programs through FHWA related to disaster relief and recovery. FHWA will reimburse CDOT for approximately 80% of the eligible Permanent Recovery costs on state owned highways. 100% of eligible costs will be covered for federally owned highways. Note that the entire the entire amount approved for the 2013 flood has been allocated as of FY 2017-18, no federal funds for permanent recovery are anticipated in FY 2019-20.

<b>Permanent Recovery Program Budget Allocations (in \$millions)</b>				
<i>Allocations</i>	<b>Actual FY 2016-17</b>	<b>Actual FY 2017-18</b>	<b>Budget FY 2018-19</b>	<b>Proposed FY 2019 -20</b>
Permanent Recovery Allocation	127.4	129.5	0.0	0.0
<b>TOTAL</b>	<b>127.4</b>	<b>129.5</b>	<b>0.0</b>	<b>0.0</b>

Source: CDOT Office of Financial Management & Budget



## Colorado Department of Transportation

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### CDOT- Program Fact Sheet

## Contingency Funds

Web Page: <https://www.codot.gov/business/budget/transportation-commission-reports-information/transportation-commission-current-reports-documents/TCCRF%20Study%20and%20Recommendations.pdf>

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2018)  
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2018)  
 Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2018)  
 Budget Category: Transportation Commission Contingency / Debt Service

### Background

Every year, the Transportation Commission allocates funds to contingency and program reserves for the State Highway Fund to prepare for unforeseen events that arise throughout the year.

Some examples of when contingency reserves are necessary include:

- Winters with unusually heavy snowfall, necessitating higher expenditures on snow and ice removal to attain the Transportation Commission’s Maintenance Levels of Service goals
- Large rock fall or landslide events that necessitate emergency funding outlays to repair state highways as soon as possible
- Emergency repairs in the case of floods or other natural disasters

Some examples of when program reserves are necessary include:

- Required funding for existing programs based on updated information, such as a federal regulatory change
- Requests from divisions for flexible funding to meet desired program goals
- Right-of-way purchases

To the extent that revenues at year-end exceed budgetary expectation, or if actual expenditures on annual budget items are lower than approved allocations, the balances revert to the contingency and/or program reserves until the Transportation Commission determines their most effective use.

### Funding

The main source of revenue for the Department’s capital expenditures is the State Highway Fund.

Contingency Program Allocation (In \$millions)				
	Actual	Actual	Budget	Proposed
Allocations	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019 -20
TC Contingency Allocation	16.9	16.5	0.0	15.0
TC Program Reserve	0.0	9.7	0.8	8.8
Snow & Ice Reserve	10.0	10.0	10.0	10.0
<b>TOTAL</b>	<b>26.9</b>	<b>36.2</b>	<b>10.8</b>	<b>33.8</b>

Source: CDOT Office of Financial Management & Budget



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**CDOT- Program Fact Sheet**

**Debt Service & Certificates of Participation**

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2018)  
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2018)  
 Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2018);  
 Highway Trust Fund, Highway Account, 23 U.S.C. § 9503 (a)  
 Budget Category: Transportation Commission Contingency/Debt Service

**Background**

The Department currently makes debt service payments (in the form of lease payments) on SB 17-267 Certificates of Participation (COPs). SB 17-267 set a \$150 million repayment limit on up to four issuances of SB 17-267 COPs, with CDOT responsible for up to \$50 million, and the General Assembly responsible for up to \$100 million. The first issuance of COPs occurred in FY 2018-19, with repayment of \$28.5 million. CDOT previously made debt service payments on a series of bond issuances known as Transportation Revenue Anticipation Notes (TRANS). The final payment under TRANS was completed in FY 2016-17. In addition, the Department also makes lease payments on a series of COPs issued to renovate or replace CDOT properties.

**Funding**

The main sources of funds for the Department’s debt service and lease payments are

- The State Highway Fund (TRANS, COPs, and Energy)
- Federal highway funding (TRANS)

<b>Debt Service &amp; Certificates of Participation Program Allocations (In \$millions)</b>				
<b>Allocations</b>	<b>Actual FY 2016-17</b>	<b>Actual FY 2017-18</b>	<b>Budget FY 2018-19</b>	<b>Proposed FY 2019 -20</b>
CDOT Debt Service Program Allocation	128.9	0.0	28.5	50.0
Certificates of Participation-Property	2.4	2.4	2.4	2.4
Certificates of Participation-Energy	1.0	1.1	1.0	1.0
Certificates of Participation-New HQ/R2/R4	0.0	0.0	9.4	9.4
<b>TOTAL</b>	<b>132.3</b>	<b>3.5</b>	<b>41.3</b>	<b>62.8</b>

Source: CDOT Office of Financial Management & Budget



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## **Colorado Bridge Enterprise**

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## Colorado Department of Transportation

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## Colorado Bridge Enterprise

### The Colorado Bridge Enterprise Board

The Colorado Bridge Enterprise was created pursuant to Senate Bill 09-108. Pursuant to Section 43-4-805 (2) (a) (I), C.R.S. (2018), the Transportation Commission serves as the Colorado Bridge Enterprise Board. The members are:

**District One: Ms. Shannon Gifford;** [Commissioner.Gifford@state.co.us](mailto:Commissioner.Gifford@state.co.us)  
*(Denver County; reappointed July 2017, term expiring July 2021)*

**District Two: Mr. Edward Peterson;** [Commissioner.Peterson@state.co.us](mailto:Commissioner.Peterson@state.co.us)  
*(Jefferson County and a portion of Broomfield County; reappointed July 2015, term expiring July 2019)*

**District Three: VACANT**

**District Four: Ms. Karen Stuart;** [Commissioner.Stuart@state.co.us](mailto:Commissioner.Stuart@state.co.us)  
*(Adams and Boulder counties and a portion of Broomfield County; appointed July 2017, term expiring July 2021)*

**District Five: Ms. Kathy Gilliland;** [Commissioner.Gilliland@state.co.us](mailto:Commissioner.Gilliland@state.co.us)  
*(Larimer, Morgan, and Weld counties and a portion of Broomfield County; reappointed July 2015, term expiring July 2019)*

**District Six: Ms. Kathy Connell;** [Commissioner.Connell@state.co.us](mailto:Commissioner.Connell@state.co.us)  
*(Clear Creek, Gilpin, Grand, Jackson, Moffat, Rio Blanco, and Routt counties; reappointed July 2015, term expiring July 2019)*

**District Seven: Ms. Kathy Hall;** [Commissioner.Hall@state.co.us](mailto:Commissioner.Hall@state.co.us)  
*(Chaffee, Delta, Eagle, Garfield, Gunnison, Lake, Mesa, Montrose, Ouray, Pitkin, and Summit counties; appointed September 2015, term expiring July 2019)*

**District Eight: Ms. Sidny Zink;** [Commissioner.Zink@state.co.us](mailto:Commissioner.Zink@state.co.us)  
*(Alamosa, Archuleta, Conejos, Costilla, Dolores, Hinsdale, La Plata, Mineral, Montezuma, Rio Grande, Saguache, San Juan, and San Miguel counties; reappointed July 2017, term expiring July 2021)*

**District Nine: Mr. Rocky Scott;** [Commissioner.Scott@state.co.us](mailto:Commissioner.Scott@state.co.us)  
*(El Paso, Fremont, Park, and Teller counties; appointed September 2015, term expiring July 2019)*

**District Ten: Mr. Bill Thiebaut;** [Commissioner.Thiebaut@state.co.us](mailto:Commissioner.Thiebaut@state.co.us)  
*(Baca, Bent, Crowley, Custer, Huerfano, Kiowa, Las Animas, Otero, Prowers, and Pueblo counties; reappointed July 2017, term expiring July 2021)*

**District Eleven: Mr. Steven Hofmeister;** [Commissioner.Hofmeister@state.co.us](mailto:Commissioner.Hofmeister@state.co.us)  
*(Cheyenne, Elbert, Kit Carson, Lincoln, Logan, Phillips, Sedgwick, Washington, and Yuma counties; reappointed July 2015, term expiring July 2019)*

Ms. Shannon Gifford is the Chair of the Colorado Bridge Enterprise and Mr. Bill Thiebaut is the Vice Chair. Ms. Shoshana M. Lew, Executive Director of the Department, is also the Director of the Enterprise. Mr. Herman Stockinger, Director of the CDOT Office of Policy and Government Relations, serves as the Secretary of the Colorado Bridge Enterprise.



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## **Bridge Enterprise Revenue Summary**

<b>Summary of BE Revenue Estimate</b>	
<b>Funding Category</b>	<b>Estimate FY 2019-20</b>
State Bridge Safety Surcharge	109,000,000.0
Miscellaneous Enterprise Revenue	2,500,000.0
Build America Bonds Credit	5,900,000.0
FHWA Obligation Authority	0.0
<b>Bridge Enterprise - Total Revenue</b>	<b>117,400,000.0</b>



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**Bridge Enterprise - Revenue Source Fact Sheet**

**Colorado Bridge Enterprise Revenue**

Web Page <https://www.codot.gov/programs/BridgeEnterprise>

Statutory Authorization: Section 43-4-802, et seq., C.R.S. (2018)

Funding Type(s): Registration Surcharges

***Background***

In 2009 the General Assembly enacted Senate Bill 09-108, the Funding Advancement for Surface Transportation and Economic Recovery (FASTER) legislation. This bill created the Colorado Bridge Enterprise, which was tasked with the repair, rehabilitation, and replacement of designated bridges. The Enterprise is empowered to finance the design, repair, or reconstruction of designated bridges on the state highway system using revenues from an annual bridge safety surcharge that is collected from vehicle registrations. The bridge safety surcharge fee is the main source of revenue for the Enterprise and is based on vehicle weight and ranges from \$13 to \$32 per vehicle.

***Revenue History and Projection***

<b>Summary of BE Revenue Estimate (In millions)</b>				
<b><i>Funding Category</i></b>	<b>Actual FY 2016-17</b>	<b>Actual FY 2017-18</b>	<b>Estimate FY 2018-19</b>	<b>Estimate FY 2019-20</b>
State Bridge Safety Surcharge	104.0	104.6	108.0	109.0
Miscellaneous Enterprise Revenue	2.4	1.7	2.3	2.5
Build America Bonds Credit	5.9	5.9	5.9	5.9
FHWA Obligation Authority	0.0	0.0	0.0	0.0
<b>Bridge Enterprise - Total Revenue</b>	<b>112.3</b>	<b>112.2</b>	<b>116.2</b>	<b>117.4</b>



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**Bridge Enterprise - Program Fact Sheet**

**Bridge Enterprise Program Allocation Summary**

<b>Summary of BE Program Allocations</b>	
<b>State Bridge Enterprise</b>	
<b>Fiscal Year 2019-20 Proposed Allocations</b>	
<b>Maintain - Maintaining What We Have</b>	
<b>CDOT Performed Work</b>	
Maintenance	450,000
Scoping Pools	350,000
Bridge Preservation	-
<b>Total CDOT Performed Work</b>	<b>800,000</b>
<b>Contracted Out Work</b>	
Bridge Enterprise Projects	96,877,700
<b>Total Contracted Out Work</b>	<b>96,877,700</b>
<b>Total Maintain - Maintaining What We Have</b>	<b>97,677,700</b>
<b>Deliver - Program Delivery/Administration</b>	
Bridge Enterprise - Administration & Legal Fees	1,488,300
<b>Total Deliver - Program Delivery/Administration</b>	<b>1,488,300</b>
<b>Bridge Enterprise Contingency / Debt Service</b>	
<b>Contingency</b>	
Bridge Enterprise - Contingency	-
<b>Total Contingency</b>	<b>-</b>
<b>Debt Service</b>	
Bridge Enterprise - Debt Service	18,234,000
<b>Total Debt Service</b>	<b>18,234,000</b>
<b>Total Transportation Commission Contingency / Debt Service</b>	<b>18,234,000</b>
<b>Total BE Program Allocations</b>	<b>117,400,000</b>



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**Bridge Enterprise - Program Fact Sheet**

**Colorado Bridge Enterprise Allocations**

Web Page: <https://www.codot.gov/programs/BridgeEnterprise>  
 Statutory Authorization: Section 43-4-805, C.R.S. (2018)  
 Governance: Statewide Bridge Enterprise Board, Section 43-4-805, C.R.S. (2018)  
 Primary Funding Source: Statewide Bridge Enterprise Special Revenue Fund, Section 43-4-805(g), C.R.S. (2018)  
 Budget Category: Maintain – Maintaining What We Have

**Background**

Senate Bill 09-108 (FASTER) created Colorado Bridge Enterprise (BE), a government-owned business entity within the Department. To qualify for the Bridge Enterprise funding, a bridge must have a deck, superstructure, or substructure rating of 4 or less (“poor”). Major culverts must have a culvert rating of 4 or less to qualify. The ratings are determined through routine bridge inspections that are conducted on a biennial basis. Inspection frequency may be increased for structures with defects that need to be closely monitored. The ratings are on a 0-9 scale in accordance with the National Bridge Inspection Standards. Since the inception of the Bridge Enterprise in July 2009, 334 FASTER-eligible bridges have been identified. As of July 2018, 132 of these bridges have been replaced or repaired, 22 are in construction, 13 are in design or the design is complete, with 167 bridges remaining. In December of 2010 the Enterprise issued \$300 million in bonds to accelerate the replacement and/or reconstruction of poor bridges. As of June 2016, all bond funds have been expended and Enterprise is in the repayment phase of the bond program.

**Allocations**

The majority of Bridge Enterprise funds are allocated to the repair and replacement of eligible bridges through its construction program. In addition, the Enterprise also annually allocates funds to overall program administration and operations, maintenance costs for all bridges transferred to its ownership, bridge preservation work and debt service repayment.

<b>Bridge Enterprise (BE) Operating Budget Allocations (In \$millions)</b>				
<b>Allocations</b>	<b>Actual FY 2016-17</b>	<b>Actual FY 2017-18</b>	<b>Budget FY 2018-19</b>	<b>Proposed FY 2019 -20</b>
BE - Maintenance Allocation	0.3	0.3	0.3	0.5
BE - Administration Allocation	1.9	1.8	1.7	1.5
BE - Scoping Pools	0.3	0.4	0.4	0.4
BE - Bridge Preservation	0.0	0.1	0.1	0.0
BE - Contingency Allocation	0.0	0.0	0.0	0.0
BE - Debt Service Allocation	18.2	18.2	18.2	18.2
<b>TOTAL</b>	<b>20.7</b>	<b>20.8</b>	<b>20.7</b>	<b>20.6</b>

Source: CDOT Office of Financial Management & Budget



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**Bridge Enterprise - Program Fact Sheet**

**Colorado Bridge Enterprise Allocations (continued)**

*Allocations*

<b>Bridge Enterprise (BE) Construction Program Allocations (In \$millions)</b>				
<i>Allocations</i>	<b>Actual FY 2016-17</b>	<b>Actual FY 2017-18</b>	<b>Budget FY 2018-19</b>	<b>Proposed FY 2019 -20</b>
BE - Projects Allocation	104.5	91.1	95.6	96.9
<b>TOTAL</b>	<b>104.5</b>	<b>91.1</b>	<b>95.6</b>	<b>96.9</b>

**Source:** CDOT Office of Financial Management & Budget



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## **High Performance Transportation Enterprise**

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# High Performance Transportation Enterprise

## The High Performance Transportation Enterprise Board

The High Performance Transportation Enterprise (HPTE) board supervises and advises the Enterprise's Director and is authorized to enter into agreements with the Transportation Commission and private industry to finance, build, operate, and maintain transportation infrastructure using innovative financing and contracting methods. The board is also authorized to issue revenue bonds payable from user fees generated by transportation facilities owned by the Enterprise.

Of the seven HPTE Board members, three are from the Transportation Commission and four are selected by the Governor and are required to have expertise in transportation planning or development, local government, design-build contracting, public or private finance, engineering, environmental issues, or any other area that the governor believes will benefit the board in the execution of its powers and performance of its duties. The Governor's appointees must also fall into the following geographical distribution:

- One member who resides within the planning area of the Denver Regional Council of Governments
- One member who resides within the planning area of the Pikes Peak Area Council of Governments
- One member who resides within the planning area of the North Front Range Metropolitan Planning Organization
- One member who resides within the Interstate 70 mountain corridor

The Governor's appointees serve at his pleasure, and the members who are Transportation Commissioners serve by resolution of the Transportation Commission. Appointments are not subject to confirmation by the Colorado Senate. The board members are:

**Denver Metropolitan Area: Ms. Anastasia Khokhryankova;** [ak@ballardspahr.com](mailto:ak@ballardspahr.com)  
(Appointed November 2017, term expiring October 2021)

**Transportation Commissioner: Ms. Shannon Gifford;** [Commissioner.Gifford@state.co.us](mailto:Commissioner.Gifford@state.co.us)  
(Appointed November 2015, term expiring TC at will)

**Transportation Commissioner: Ms. Kathy Gilliland;** [Commissioner.Gilliland@state.co.us](mailto:Commissioner.Gilliland@state.co.us)  
(Appointed October 2011, term expiring TC at will)

**Transportation Commissioner: Mr. Rocky Scott;** [Commissioner.Scott@state.co.us](mailto:Commissioner.Scott@state.co.us)  
(Appointed July 2017, term expiring TC at will)

**Pikes Peak Area: Mr. Travis Easton;** [teaston@springsgov.com](mailto:teaston@springsgov.com)  
(Appointed May 2018, term expiring October 2021)

**North Front Range Area: Mr. Don Marostica;** [Don@donmarostica.com](mailto:Don@donmarostica.com)  
(Reappointed November 2015, term expiring October 2019)

**I-70 Mountain Corridor: Ms. Margaret Bowes;** [mbowes@i70solutions.org](mailto:mbowes@i70solutions.org)  
(Appointed October 2018, term expiring October 2019)

Mr. Don Marostica is Chair of the board, Ms. Shannon Gifford is Vice Chair, and Mr. David Spector is the Director of the Enterprise.



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## HPTE Revenue Summary

<b>Summary of HPTE Revenue Estimate</b>	
<b>Funding Category</b>	<b>Estimate FY 2019-20</b>
Tolling and Managed Lanes Revenue	10,767,648.0
Interest Income	250,300.0
Fee For Service	5,600,000.0
<b>High Performance Transportation Enterprise - Total Revenue</b>	<b>16,617,948.0</b>



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**HPTE - Revenue Source Fact Sheet**

**High Performance Transportation Enterprise Revenue**

Web Page: <https://www.codot.gov/programs/high-performance-transportation-enterprise-hpte>

Statutory Authorization: Section 43-4-806, C.R.S. (2018)

Funding Type(s): User Fees

***Background***

The Funding Advancement for Surface Transportation and Economic Recovery Act (Part 8 of Article 4, Title 43, Colorado Revised Statutes), otherwise known as FASTER, created the High Performance Transportation Enterprise (HPTE) in 2009 as a government-owned business within the Colorado Department of Transportation (CDOT). The HPTE is an “enterprise” for purposes of section 20 of Article X of the State Constitution, so long as it retains the authority to issue revenue bonds and receives less than 10 percent of its total revenues in grants from the State and local governments.

The HPTE has the legal responsibility to aggressively pursue opportunities for innovative and efficient means of financing and delivering important surface transportation infrastructure projects in the State. It has the statutory power, among others, to impose tolls and other user fees, to issue revenue bonds secured by those fees, and to enter into contracts with public and private entities to facilitate Public Private Partnerships (P3).

HPTE’s mission is to:

- partner with CDOT, private industry, and local communities;
- aggressively pursue innovative financing alternatives not otherwise available to the State
- quickly deliver transportation infrastructure options that improve mobility; and
- communicate openly with all stakeholders.

***Revenue History and Projection***

The main sources of revenue to the Enterprise are:

- User Fees
- Fees for Services

<b>High Performance Transportation Enterprise Revenue (In \$millions)</b>				
	Actual	Actual	Estimate	Estimate
<b><i>Funding Source</i></b>	<b>FY 2016-17</b>	<b>FY 2017-18</b>	<b>FY 2018-19</b>	<b>FY 2019-20</b>
Tolling and Managed Lanes Revenue	10.8	13.8	10.7	10.8
Interest Income	0.4	0.2	0.2	0.3
Fee for Service	2.4	4.8	5.2	5.6
<b>TOTAL</b>	<b>13.6</b>	<b>18.8</b>	<b>16.1</b>	<b>16.7</b>



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**HPTE Program Allocation Summary**

<b>Summary of HPTE Program Allocations</b>	
<b>High Performance Transportation Enterprise</b>	
<b>Fiscal Year 2019-20 Proposed Allocations</b>	
<b>Expand - Increasing Capacity</b>	
<b>CDOT Performed Work</b>	
High Performance Transportation Enterprise--Maintenance	-
<b>Total CDOT Performed Work</b>	<b>-</b>
<b>Contracted Out Work</b>	
Express Lanes Operations and Maintenance	10,967,648
<b>Total Contracted Out Work</b>	<b>10,967,648</b>
<b>Total Expand - Increasing Capacity</b>	
	<b>10,967,648</b>
<b>Deliver - Program Delivery/Administration</b>	
High Performance Transportation Enterprise--Administration & Legal Fees	5,650,300
<b>Total Deliver - Program Delivery/Administration</b>	<b>5,650,300</b>
<b>Debt Service</b>	
High Performance Transportation Enterprise - Debt Service	-
<b>Total Debt Service</b>	<b>-</b>
<b>Total Transportation Commission Contingency / Debt Service</b>	
	<b>5,650,300</b>
<b>Total HPTE Program Allocations</b>	<b>16,617,948</b>



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**HPTE - Program Fact Sheet**

**High Performance Transportation Enterprise Allocations**

Web Page: <https://www.codot.gov/programs/high-performance-transportation-enterprise-hpte>  
 Statutory Authorization: Section 43-4-806, C.R.S. (2018)  
 Governance: HPTE Board, Section 43-4-806 (2) (a), C.R.S. (2018)  
 Primary Funding Source: Statewide Transportation Enterprise Special Revenue Fund, Section 43-4-806 (3) (a), C.R.S. (2018)  
 Budget Category: Expand – Increasing Capacity & Deliver – Program Delivery/Administration.

**Background**

Current program focus areas for HTPE include:

- Operations of existing Express Lanes, including the eastbound I-70 Mountain Express Lane and I-25 North Express Lanes from US36 to 120th Ave
- Oversight and management of the US36 corridor public private partnership contract
- Coordination with CDOT on Express Lane projects under construction including the I-25 North Express Lanes from 120th Ave to Northwest Parkway, C-470 Express Lanes and the Central 70 Express Lanes Project
- Coordination with CDOT on Express Lane projects in pre-construction including: I-25 South between Monument and Castle Rock, I-25 North from Johnstown to Fort Collins, and I-70 Mountain Express Lane Westbound
- Collaboration with CDOT and external stakeholders on the development of a Statewide Express Lanes Master Plan

**Allocations**

The majority of HPTE funds are allocated to the ongoing operations and maintenance of existing Express Lanes. In addition, the Enterprise also annually allocates funds to overall program administration and program development.

<b>High Performance Transportation Enterprise (HPTE) Operating Budget Allocations (In \$millions)</b>				
<b>Allocations</b>	<b>Actual FY 2016-17</b>	<b>Actual FY 2017-18</b>	<b>Budget FY 2018-19</b>	<b>Proposed FY 2019 -20</b>
HPTE - Express Lanes Operations and Maintenance	3.6	13.9	10.9	11.0
HPTE - Administration Allocation	2.1	4.8	5.2	5.7
HTPE - Debt Service	0.0	0.0	0.0	0.0
<b>TOTAL</b>	<b>5.7</b>	<b>18.7</b>	<b>16.1</b>	<b>16.7</b>

Source: CDOT Office of Financial Management & Budget



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# Appendices

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## Appendix A

### Senate Bill 09-108 (FASTER) Overview

#### *Background*

In 2009 the General Assembly enacted Senate Bill 09-108, Section 43-4-801, et seq., C.R.S. (2018), known as Funding Advancement for Surface Transportation and Economic Recovery (FASTER) and paid for by registration surcharges, fees, and fines, which:

- Authorized several new funding sources for road and bridge safety on state and local highways
- Created the High Performance Transportation Enterprise (HPTE) and the Statewide Bridge Enterprise (BE)
- Enhanced the Department’s authority with respect to bonding and highway demand management
- Required an annual report regarding the department’s structural funding deficit
- Created an Efficiency and Accountability Committee of CDOT staff and external stakeholders

The impetus for the bill was the January 2008 final report of the Transportation Finance and Implementation Panel (see <http://hermes.cde.state.co.us/drupal/islandora/object/co%3A2038>), which concluded that the Department did not have adequate resources to maintain the state transportation system at the level of service sufficient to meet the needs of the citizens.

#### *Additional Funding Sources for Transportation*

The bill authorized the following additional revenue sources for state and local transportation systems:

- A road safety surcharge varying by vehicle weight and collected through the payment of registration fees and specific ownership taxes
- A daily fee for the use of a rented motor vehicle
- A supplemental oversize / overweight vehicle surcharge
- An increased fee for the late registration of a motor vehicle

#### *The Statewide Bridge Enterprise*

For more information, see section above on Colorado Bridge Enterprise or visit <https://www.codot.gov/programs/BridgeEnterprise>.

#### **Senate Bill 09-108 Registration Surcharge Schedules** (*\$millions*)

<b>Vehicle Curb Weight</b>	<b>Road Safety Surcharge</b>	<b>Bridge Safety Surcharge</b>
Less than 2,000 lbs.	\$16.00	\$13.00
Between 2,000 and 5,000 lbs.	\$23.00	\$18.00
Between 5,000 and 10,000 lbs.	\$28.00	\$23.00
Between 10,000 and 16,000 lbs.	\$37.00	\$29.00
Greater than 16,000 lbs.	\$39.00	\$32.00

Source: Senate Bill 09-108



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**Senate Bill 09-108 (FASTER) Overview (continued)**

***Transit-Related Funding in Senate Bill 09-108***

The General Assembly directed that \$10.0 million per year of the Department of Transportation’s share of highway safety surcharges and fees be expended on transit-related activities. Eligible projects include but are not limited to bicycle and pedestrian facilities. In addition, the General Assembly directed that \$5.0 million per year from the municipal and county shares of the S.B. 09-108 highway safety funds be credited to the State Transit and Rail Fund for grants to local governments for transit projects.

***The Transportation Deficit Report***

The Department submits an annual deficit report that separately addresses the goals of repairing deficient highways and bridges, sustaining existing transportation system performance levels, and achieving the corridor visions described by regional transportation plans and public preferences. See <https://www.codot.gov/library/AnnualReports/transportation-deficit-reports>

***The High Performance Transportation Enterprise***

For more information, see section above on the High Performance Transportation Enterprise or visit <https://www.codot.gov/programs/high-performance-transportation-enterprise-hpte> .

***Revenue History and Projection***

<b>Senate Bill 09-108 Overview (in \$millions)</b>				
<b><i>Funding Source</i></b>	<b>Actual FY 2016-17</b>	<b>Actual FY 2017-18</b>	<b>Estimate FY 2018-19</b>	<b>Estimate FY 2019-20</b>
Road Safety Surcharges	127.3	132.0	137.0	138.0
Late Registration Fees	18.7	19.4	21.5	21.5
Daily Vehicle Rental Fees	31.7	34.0	36.0	37.0
Oversize/Overweight Vehicle Surcharges	1.2	1.2	1.1	1.0
Local Transit and Rail	5.0	5.0	5.0	5.0
Bridge Safety Registration Surcharge	104.0	104.6	108.0	109.0
<b>TOTAL</b>	<b>287.9</b>	<b>296.2</b>	<b>308.6</b>	<b>311.5</b>

**Sources:** Department of the Treasury, Colorado Financial Reporting System



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## Appendix B

### Open Projects and Unexpended Project Balances

As required by Section 43-1-113(6)(a), C.R.S. Appendix B serves as an addendum to the FY 2019-20 budget allocation plan and contains a complete list of all projects budgeted in prior years which have not been deleted or progressed to completion, including the balance of all funds carried over from previous years’ budgets, whether resulting from construction or operation for less than the budgeted figure or from incomplete or deleted projects. The tables below contain summaries of open projects by fiscal year budget, unexpended project balances by phase and fiscal year, and unexpended project balances by fiscal year of budget category and fiscal year of budget. The complete list of all projects and individual budgets as well as a list of all unexpended project amounts by Budget Program line can be found at the following link:

<https://www.codot.gov/business/budget/cdot-budget/draft-budget-documents/fy-2019-20-budget-allocation-plan-narrative-budget-documents>

#### Open Project Balances and Unexpended Project Funds

Open Project Status By Fiscal Year					
Project Fiscal Year	Sum of Budget Amount	Sum of Expenditure Amount	Sum of Encumbered Amount	Sum of Uncommitted Balance	Sum of Unexpended Balance
Pre-2019	3,203,605,401	2,404,510,729	510,385,613	288,709,060	799,094,673
FY 2019	1,236,683,750	166,307,782	307,152,618	763,223,350	1,070,375,967
FY 2020	159,968,947	16,401,104	27,862,695	115,705,148	143,567,843
Post-2020	50,331,322	31,255	1,809,355	48,490,712	50,300,067
<b>Grand Total</b>	<b>4,650,589,420</b>	<b>2,587,250,870</b>	<b>847,210,281</b>	<b>1,216,128,269</b>	<b>2,063,338,550</b>

Unexpended Project Balances by Phase and Year of Budget					
Project Phase	Pre-2019	FY 2019	FY 2020	Grand Total	Post-2020
ROW	69,963,847	17,007,940	79,277	87,051,064	-
Design	101,036,487	70,699,361	5,731,155	178,410,748	943,745
Construction Engineering	46,375,163	90,537,160	13,714,068	155,560,024	4,933,632
Indirects	44,056,405	86,010,302	13,028,365	147,782,023	4,686,951
Construction	373,320,061	728,824,140	110,398,251	1,252,258,191	39,715,739
Misc	108,545,317	46,382,799	616,727	155,564,843	20,000
Planning/Research	55,797,392	30,914,265		86,711,657	
<b>Grand Total</b>	<b>799,094,673</b>	<b>1,070,375,967</b>	<b>143,567,843</b>	<b>2,063,338,550</b>	<b>50,300,067</b>

Unexpended Project Balances by Program Line and Year of Budget					
Project Phase	Pre-2019	FY 2019	FY 2020	Grand Total	Post-2020
Deliver - Program Delivery/Administrator	24,276,986	23,700,121	-	23,700,121	-
Expand - Increasing Capacity	280,567,185	432,809,971	5,000,000	432,809,971	-
Maintain - Maintaining What We Have	92,734,508	302,319,219	79,753,327	302,319,219	4,243,153
Maximize - Safely Making the Most of What We Have	98,284,814	76,160,151	7,669,516	76,160,151	1,536,914
Pass-Through Funds/Multi-modal Grants	233,629,094	175,590,279	51,145,001	175,590,279	44,520,000
Transportation Commission Contingency/Debt Service	69,602,086	59,796,227	-	59,796,227	-
<b>Grand Total</b>	<b>799,094,673</b>	<b>1,070,375,967</b>	<b>143,567,843</b>	<b>1,070,375,967</b>	<b>50,300,067</b>



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## Appendix C

### Forecasted Expenditures Summary

As required by 43-1-113(6)(a), C.R.S. Appendix C serves as an addendum to the FY 2019-20 budget allocation plan and contains a complete list of the total forecasted expenditures by category from FY 2019-20 through FY 2021-22 as of March 2019. The table below contains summaries by expenditure category for each fiscal year, as well as the year-over-year percent change. The following link also takes you to the CDOT Narrative Budget webpage where this summary will be updated periodically:

<https://www.codot.gov/business/budget/cdot-budget/draft-budget-documents/fy-2019-20-budget-allocation-plan-narrative-budget-documents>

#### *Forecasted Expenditures*

<b>Forecasted Expenditures Summary</b>						
<b>SUMMARY TABLE: FUND 400</b>	<b>FY 2020</b>	<b>% change</b>	<b>FY 2021</b>	<b>% change</b>	<b>FY 2022</b>	<b>% change</b>
Program-Related Professional Services	\$221,200,000	-0.90%	\$221,000,000	-0.10%	\$221,000,000	0.00%
Right of Way Acquisition	\$21,800,000	-9.20%	\$21,900,000	0.50%	\$21,900,000	0.00%
Payments to Highway Construction Contractors	\$842,900,000	23.60%	\$537,000,000	-36.30%	\$401,800,000	-25.20%
Staffing Costs & Travel	\$278,200,000	-2.00%	\$282,000,000	1.40%	\$286,000,000	1.40%
Debt Service	\$22,876,000	15.00%	\$22,878,000	0.00%	\$22,872,000	0.00%
Transfers	\$31,640,000	-56.70%	\$28,380,000	-10.30%	\$28,250,000	-0.50%
Facilities and Equipment	\$71,500,000	-8.50%	\$70,000,000	-2.10%	\$69,700,000	-0.40%
Grants	\$126,100,000	-9.10%	\$119,900,000	-4.90%	\$117,200,000	-2.30%
Maintenance Supplies and Services	\$19,700,000	26.80%	\$20,400,000	3.60%	\$20,400,000	0.00%
Snow and Ice Removal	\$38,000,000	-5.10%	\$38,100,000	0.30%	\$38,100,000	0.00%
Inter-agency Services	\$5,200,000	1550.70%	\$6,200,000	19.20%	\$6,600,000	6.50%
Other Services and Equipment	\$68,400,000	6.40%	\$68,400,000	0.00%	\$68,400,000	0.00%



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## Appendix D

### Total Construction Budget

As required by Section 43-1-113(2)(c), C.R.S. Appendix D serves as an addendum to the FY 2019-20 budget allocation plan and contains a summary of the total construction budget for the given fiscal year. The table below summarizes the construction budget by Budget Program line, project phase as well as estimated construction engineering and indirect allocations.

#### Total Construction Budget

Total Construction Budget								
Contracted Out Work	Estimated Roll Forward	FY 2019-20 Budget	Total	Estimated ROW	Estimated Precon	Estimated Indirects	Estimated CE	Estimated Contractor Payments
Surface Treatment	-	222,000,000	222,000,000	11,100,000	22,200,000	21,090,000	22,200,000	145,410,000
Structures On-System Construction	1,800,000	46,620,000	48,420,000	2,421,000	4,842,000	4,599,900	4,842,000	31,715,100
Geohazards Mitigation	-	9,700,000	9,700,000	485,000	970,000	921,500	970,000	6,353,500
Highway Safety Improvement Program	5,300,000	43,981,545	49,281,545	2,464,077	4,928,155	4,681,747	4,928,155	32,279,412
Railway-Highway Crossings Program	-	3,466,684	3,466,684	173,334	346,668	329,335	346,668	2,270,678
Hot Spots	-	2,167,154	2,167,154	108,358	216,715	205,880	216,715	1,419,486
Traffic Signals	-	16,072,823	16,072,823	803,641	1,607,282	1,526,918	1,607,282	10,527,699
FASTER - Safety Projects	8,700,000	68,500,120	77,200,120	3,860,006	7,720,012	7,334,011	7,720,012	50,566,079
Permanent Water Quality Mitigation	13,600,000	6,500,000	20,100,000	1,005,000	2,010,000	1,909,500	2,010,000	13,165,500
Regional Priority Program	12,000,000	48,375,000	60,375,000	3,018,750	6,037,500	5,735,625	6,037,500	39,545,625
ADA Compliance	6,400,000	22,400,000	28,800,000	1,440,000	2,880,000	2,736,000	2,880,000	18,864,000
Strategic Projects	45,000,000	555,000,000	600,000,000	30,000,000	60,000,000	57,000,000	60,000,000	393,000,000
National Freight Program	25,000,000	23,102,092	48,102,092	2,405,105	4,810,209	4,569,699	4,810,209	31,506,870
Structures Inspection and Management	-	10,010,000	10,010,000	500,500	1,001,000	950,950	1,001,000	6,556,550
Mobility Operations: ITS Investments	2,500,000	10,000,000	12,500,000	625,000	1,250,000	1,187,500	1,250,000	8,187,500
<b>Total</b>	<b>120,300,000</b>	<b>1,087,895,418</b>	<b>1,208,195,418</b>	<b>60,409,771</b>	<b>120,819,542</b>	<b>114,778,565</b>	<b>120,819,542</b>	<b>791,367,999</b>



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## Appendix E

### Planned Projects

As required by Section 43-1-113(2)(c), C.R.S., Appendix E serves as an addendum to the FY 2019-20 budget allocation plan and contains a complete list of all individual planned projects from FY 2018-19 through FY 2022-23. For these purposes, planned projects are those projects planned for award in FY 2020, or previously awarded, with anticipated expenditures in FY19 or FY20. These figures will increase during the course of the year as additional projects are scheduled for advertisement. The tables below contain summaries of planned projects by project category and by region. The complete list of all projects can be found at the following link: <https://www.codot.gov/business/budget/cdot-budget/draft-budget-documents/fy-2019-20-budget-allocation-plan-narrative-budget-documents>

#### *Planned Projects*

Planned Projects by Project Category						
Categories	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Grand Total
All Other	345,548,311	70,230,196	5,098,325	100		420,876,932
BE	36,097,453	11,529,068	4,617,831	65,000		52,309,352
FLOOD	35,195,409	21,702,489	6,472,845	504,334		63,875,077
Major Project	182,080,950	99,215,378	46,357,403	5,289,744	80,306	333,023,781
RAMP	37,903,152	6,731,837				44,634,989
SB1+SB267	210,786,793	337,362,139	127,954,696	33,871,420	41,339	710,016,387
<b>Grand Total</b>	<b>847,612,068</b>	<b>546,771,107</b>	<b>190,501,100</b>	<b>39,730,598</b>	<b>121,645</b>	<b>1,624,736,518</b>

Planned Projects by Region						
Region	2019	2020	2021	2022	2023	Grand Total
1	316,089,875	205,511,808	23,600,760	100		545,202,543
2	85,981,257	29,567,487	15,300,000	180,000		131,028,744
3	120,212,502	18,540,464	8,925,657	7,678,744		155,357,367
4	214,161,828	231,114,375	112,618,151	25,231,806	41,339	583,167,499
5	47,081,291	46,547,826	26,531,691	1,875,825		122,036,633
ST	64,085,315	15,489,147	3,524,841	4,764,123	80,306	87,943,732
<b>Grand Total</b>	<b>847,612,068</b>	<b>546,771,107</b>	<b>190,501,100</b>	<b>39,730,598</b>	<b>121,645</b>	<b>1,624,736,518</b>



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## Appendix F

### Project Indirect Costs & Construction Engineering

#### ***Background***

As required by Section 43-1-106 (8) (h), C.R.S. (2018). Costs incurred for the benefit of a project that are not project specific are classified as *project indirect costs*. Examples of indirect costs include personal services charges for administrative offices and supervisory engineering positions, office supplies, stakes, telephones, and postage. Annually, the Department calculates an indirect cost recovery rate using data from the Project Indirect Cost Pool and other financial sources. Upon approval from the Federal Highway Administration, the rate is then applied to eligible direct project expenditures.

Construction engineering costs (CE) are those costs that have been incurred for the purpose of ensuring compliance with specific project construction specifications, generally accepted construction standards, associated testing, and materials validation activities. The CE costs that are segregated from the program costs in the budget allocation report are for CDOT personnel and operating costs associated with this type of work. Projects also incur similar costs from consultants performing this type of work, but these costs are not segregated. These CE costs benefit a single, specific project or construction activity and are measurable against a specific cost accumulating unit. However, in light of the uniform application of these activities against all individual projects, it is appropriate and logical to treat these combined activities as an allocable, central services type cost and allocate the total accumulated costs for Construction Engineering activities on a fixed rate allocable basis, against the entire construction project program. Examples of costs accumulated in the CE budget pools include:

- Construction oversight
- Materials testing
- Design services under construction

#### ***Funding***

The main sources of funds for the Department's project indirect and construction engineering costs are:

- The State Highway Fund
- Federal reimbursement for eligible expenditures



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**Project Indirect Costs & Construction Engineering (continued)**

*Funding (continued)*

The Department’s indirect cost and construction engineering allocations are included in the total allocations of the following programs:

<b>FY 2019-20 Budget Allocations Net of Indirect / Construction Engineering (CE)</b>				
<b>Program Area</b>	<b>Net Budgeted Fund</b>	<b>Indirect Cost Allocation</b>	<b>CE Allocation</b>	<b>Total Allocation</b>
Surface Treatment Program	\$222,000,000.00	21.1	22.2	43.3
Structures On-System Program	\$46,620,000.00	4.4	4.7	9.1
Geohazards Mitigation Program	\$9,700,000.00	0.9	1.0	1.9
Highway Safety Improvement Program	\$43,981,545.42	4.2	4.4	8.6
Railway-Highway Crossings Program	\$3,466,684.24	0.3	0.3	0.6
Hot Spots Program	\$2,167,154.00	0.2	0.2	0.4
Traffic Signals Program	\$16,072,823.00	1.5	1.6	3.1
FASTER - Safety Projects	\$68,500,120.32	6.5	6.9	13.4
Permanent Water Quality Mitigation	\$6,500,000.00	0.6	0.7	1.3
Courtesy Relief and Heavy Tow Operations	\$10,552,287.84	0.5	0.4	0.9
Regional Priority Program	\$48,375,000.00	4.6	4.8	9.4
RoadX	\$12,096,525.00	0.8	0.6	1.4
ADA Compliance	\$22,400,000.00	2.1	2.2	4.3
Strategic Transportation Investment Project Program	\$555,000,000.00	52.7	55.5	108.2
National Highway Freight Program	\$23,102,092.01	2.2	2.3	4.5
Permanent Recovery	\$0.00	0.0	0.0	0.0
Bridge Enterprise Projects	\$96,877,700.00	7.4	5.5	12.9
HPTE - Projects	\$10,967,648.00	0.8	0.6	1.4

**Source:** CDOT Office of Financial Management & Budget



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**Appendix B: Open Project Status By Program Category and Program Name**

Program Category	Program Name	Project Subaccount	Project Name	Budget Amount	Encumbered Amount	Expenditure Amount	Unexpended Balance	Uncommitted Balance
		17370	FY 2010 DTD INFORMATION MANAGEMENT	5,158,929	-	5,158,929	0	0
		18580	FY 2012 DTD RESEARCH	2,096,268	-	2,096,268	-	-
		18867	NEXT-GENERATION TRANS CONSTRUCTION MGT	695,993	49,004	496,286	199,707	150,703
		19047	FY2013 DTD RESEARCH BRANCH	2,536,407	23,725	2,512,682	23,725	-
		19691	FY2014 DTD RESEARCH BRANCH	2,260,673	-	2,260,673	-	-
		19692	FY2014 DTD TRANSPORTN PERFORMANCE BRANCH	893,454	12,302	768,630	124,824	112,523
		20290	FY2015 DTD INFORMATION MANAGEMENT BRANCH	4,155,466	-	4,155,466	0	0
		20292	FY2015 DTD MULTIMODAL PLANNING BRANCH	2,047,610	-	2,030,039	17,571	17,571
		20293	FY2015 DTD RESEARCH BRANCH	1,898,942	19,517	1,879,424	19,518	1
		20299	FY2015 DTD ENVIRONMENTAL PROGRAMS BRANCH	188,999	-	188,998	1	1
		20731	CROSS ASSET OPTIMIZATION	249,058	104,127	144,931	104,127	-
		20818	MP3.6 TRUCK PARKING	200,000	0	200,000	0	-
		21039	DTD LTAP PROGRAM	93,750	-	93,750	-	-
		21040	FY2016 DTD MULTIMODAL PLANNING BRANCH	2,310,546	20,124	2,276,865	33,681	13,557
		21041	FY2016 DTD RESEARCH BRANCH	1,721,636	37,336	1,674,453	47,183	9,847
		21046	FY2016 DTD ENVIRONMENTAL PROGRAMS BRANCH	586,860	-	578,599	8,261	8,261
		21308	TPF-5(337)AVALANCHE RESEARCH POOLED FUND	620,000	223,979	206,881	413,119	189,140
		21313	INDEX BASED TOOL VALIDATION	175,000	183	137,444	37,556	37,374
		21378	CSU-HMA BOND STUDY DTD	63,902	17,225	46,677	17,225	-
		21469	BMP AND POLLINATOR NPS_DTD	65,000	556	64,426	574	18
		21525	FY2017 DTD RESEARCH BRANCH	882,506	-	882,506	-	-
		21589	I4.6-ON-CALL SERVICES DTD FY2017 WP	600,000	227,758	372,242	227,758	-
		21607	WEST SLOPE WILDLIFE MOVEMENT STUDY	90,000	-	90,000	-	-
		21646	I1.4 APPLICATION MAINTENANCE/SUPPORT GEO	250,000	127,071	122,929	127,071	-
		21650	R2.13 BRIDGE DECK INVESTIGATIONS	75,000	16,068	58,921	16,079	11
		21651	R2.22 INCORPORATE SIMPLE PEAK MODELS	52,500	-	52,500	-	-
		21653	R2.8 DEVELOPMENT GIRDERS	99,000	-	99,000	-	-
		21660	R3.25 STRIPING MATERIALS STUDY 317.01	400,000	134,261	265,739	134,261	-
		21661	MP4.5 BIKE-PED ENGINEERING CLASS	140,000	2,682	115,268	24,732	22,050
		21667	DTD TRANSEARCH DATABASE PURCHASE	92,500	-	92,500	-	-
		21676	E1.1.3 POST CONSTR LANDSCAPE	99,969	63,918	34,515	65,454	1,536
		21677	E6.8 STATEWIDE HAZARD TREE MITIGATION	49,997	-	49,997	0	0
		21678	MP4.4 HIGH PRIORITY BICYCLE CORRIDORS	25,000	4,892	20,020	4,980	88
		21680	MP9.3 CORRIDOR MGMT PLAN TEMPLATE	24,000	-	22,000	2,000	2,000
		21681	MP9.5 BYWAYS WAYFINDING	60,000	29,960	29,861	30,139	179
		21683	R4.28 LOW VOLUME ROAD	87,000	39,556	47,444	39,556	-
		21684	R4.29 DYNAMIC CONE PENETROMETER	50,000	23,550	26,450	23,550	-
		21698	MP5.2 BICYCLE COLORADO PROGRAM SUPPORT	-	-	-	-	-
		21699	E6.3 DTD EPB NEPA TRAINING	97,116	-	97,116	0	0
		21707	MP6.6 DTD DOT LIBRARY STUDY	75,000	6,830	67,200	7,800	970
		21719	R8.3 SKID TRUCK OPERATION-CALIBRATION	-	-	-	-	-
		21724	R1.19 DTD GRANITE PROP PMJM STUDY 117.01	70,000	47,923	22,075	47,926	2
		21731	I2.19 ADDITIONAL OFF-SYSTEM COUNTS	-	-	-	-	-
		21733	M12.2 14-15 ON-CALL PLANNING SUPPORT	375,000	64,087	271,269	103,731	39,644
		21735	P1.2 ASSET INVESTMENT MGMT SYSTEM	173,363	-	173,362	1	1
		21747	I1.2 DATABASE MODELING-ARCHITECTURE	203,976	-	203,976	0	0
		21803	P1.5 - BRANCH SUPPORT BRIDGE STUDY	86,911	-	86,910	1	1
		21827	E1.2.1 - UPDATE GIS MS4 AREA TREATED	25,300	-	25,300	-	-
		21921	I4.2 MS2 TRAFFIC SOFTWARE MAINTENANCE	-	-	-	-	-
		21949	R2.6 MONITORING I70 EISENHOWER TUNNEL	99,000	1,953	97,047	1,953	-
		21976	MP4.3 BIKE-PED FACILITIES INVENTORY	236,578	-	236,578	0	0

**DTD Planning and  
Research - SPR**

22011	P2.1 PERFORMANCE REPORTING ENHANCEMENTS	160,428	95,013	58,157	102,271	7,258
22037	I4.7 MB PROF SERVICES GIS TEMP	-	-	-	-	-
22061	P1.10 LIDAR PILOT	30,500	-	30,500	0	0
22094	MP6.7 DEVELOP REST AREA POLICY GUIDANCE	70,000	12,379	57,014	12,986	607
22154	M10.4 METROPOLITAN AND RURAL PLANNING	110,455	-	110,454	1	1
22156	FY2018 DTD PLANNING	1,594,480	-	1,594,480	0	0
22158	FY2018 DTD INFORMATION MANAGEMENT	3,135,634	-	3,135,634	0	0
22159	FY2018 DTD RESEARCH	875,794	-	875,794	0	0
22162	I2.15 CELL PHONE TRIP BEHAVIOR DATA	70,000	-	-	70,000	70,000
22194	DTD-R3.3-SWEDISH2PLUS1	80,000	30,498	49,102	30,898	400
22195	DTD-R8.2-TRAFFIC CONTROL RESEARCH	24,999	5,972	19,027	5,972	-
22197	R2.23 - PRECIPITATION AND STREAMGAGE	38,500	12,290	26,210	12,290	-
22198	R2.30 - HYBRID MICROPILE A- FRAME	98,000	59,594	38,406	59,594	-
22199	R2.38 - EARTH PRESSURE ASSESMENT	98,000	-	98,000	-	-
22200	R2.40 - CAISSON DRILLING FLUID	75,000	43,526	31,474	43,526	-
22201	R2.41 - STREAMSTATS UPDATE	223,300	167,300	56,000	167,300	-
22202	R2.42 - BRIDGE SCOUR	193,800	144,700	49,100	144,700	-
22203	R2.43 - EASTERN COLORADO CREST STAGE	131,200	98,400	32,800	98,400	-
22205	R4.30 - CONSTR AND DESIGN SOIL PROPERTY	90,000	85,519	4,252	85,748	229
22206	R4.31 - RESIDUAL STRENGTH OF FDR	145,000	89,899	55,101	89,899	-
22208	E2.5 - MSAT VEGETATION PHASE III	15,000	-	15,000	-	-
22232	E4.2 SWANSEA AQ MONITORING DEMO	50,000	20,383	29,617	20,383	-
22233	E3.6 BRIDGE MANAGEMENT PLAN	300,000	144,182	155,816	144,184	2
22234	E3.5 GLENWOOD CANYON/VAIL PASS	200,000	67	154,490	45,510	45,443
22243	R1.2 SUMMIT LAKE WETLAND HYDROLOGY STUDY	90,000	54,232	35,768	54,232	-
22244	R1.1 ELK WILDLIFE CROSSING 160 DRY CREEK	45,000	29,397	6,598	38,402	9,005
22245	I3.5 PROCESS MIOVISION DATA	25,000	6,099	18,901	6,099	0
22246	I2.19 ADDITIONAL OFF-SYSTEM COUNTS	72,661	-	72,661	-	-
22249	E6.7 ENV DB PROCESS IMPROVEMENT	24,290	-	24,289	1	1
22258	R1.16 DTD SH9 WILDLIFE OVERPASS YR 3-5	185,325	120,035	53,690	131,635	11,600
22259	M5.3 BIKE & WALK ENCOURAGEMENT PROGS	45,000	-	20,317	24,683	24,683
22265	M7.8 METRO MOBILITY CHOICE BLUEPRINT	400,000	-	400,000	-	-
22267	I2.5 PAVEMENT DATA COLLECTION 2018	912,281	-	912,281	-	-
22268	P1.1 RISK BASED ASSET MANAGEMENT PLAN V2	500,000	305,784	192,429	307,571	1,787
22291	M5.7 CONDUCT ENG & PLANNING CLASSES	120,000	5,070	95,580	24,420	19,350
22292	M5.6 SUPPORT CO MAINSTREETS	45,000	-	4,631	40,369	40,369
22293	M5.5 CONFERENCE SUPPORT	20,000	-	10,000	10,000	10,000
22294	M5.2 BICYCLE-FRIENDLY EDUCATION	150,000	68,160	81,221	68,779	619
22295	M4.4 HIGH PRIORITY BICYCLE CORRIDORS	73,090	32,280	10,470	62,620	30,340
22296	M1.2 TOGETHER WE GO STAKEHOLDER OUTREACH	70,000	-	60,000	10,000	10,000
22304	E9.1 ETAP PROGRAM	-	-	-	-	-
22305	E10.0 GIS EQUIPMENT SUPPORT	25,586	-	25,586	0	0
22307	I2.13 ECO-COUNTER BIKE PED	120,000	21,790	38,210	81,790	60,000
22313	I3.4 MS2 TRAFFIC SOFTWARE	98,000	-	98,000	-	-
22351	I4.1 IMB STATE TRAVEL FORECASTING MODEL	96,976	1,625	95,351	1,625	-
22371	M2.6 NFRMPO AIR QUALITY MODELING	120,000	62,485	57,515	62,485	-
22393	M4.10 EVENTS ON CO ROADWAYS GUIDE	25,000	1,200	23,712	1,288	88
22405	E6.3 ENV PROJ MGR UPDATES	24,980	-	24,980	0	0
22421	E6.3 ENV RESOURCE TRAINING	149,929	25,000	24,929	125,000	100,000
22458	M1.5 2045 STATEWIDE PLAN DEVELOPMENT	375,000	254,454	66,217	308,783	54,329
22475	I5.5 PRINT STATE TRAVEL MAP DTD	35,000	-	35,000	-	-
22493	E2.5 EC MANUAL AND POCKET GUIDE	90,000	65,988	23,512	66,488	500
22494	E2.2 POLLINATOR PROGRAM	24,500	24,500	-	24,500	-
22512	R4.33 DTD RESEARCH TEMP POSITION 18	65,000	28,618	36,383	28,618	-
22520	I1.2 GRDMS SUPPORT & MAINT AMEND#3	500,000	182,898	212,806	287,194	104,296
22522	P2.7 PROJECT SELECTION-PRIORITIZATION	189,897	189,897	-	189,897	-
22523	I5.6 HPMS PEER EXCHANGE	17,100	-	17,100	-	-

**Deliver - Program  
Delivery/Administration-  
CDOT Performed Work**

22525	E6.9 ENV RESOURCES EDUCATION & PROMOTION	19,557	-	19,556	1	1
22539	DTD Research LTAP 2018	93,750	93,750	-	93,750	-
22540	P1.2 ASSET INVESTMENT MGMT SYSTEM	125,280	60,120	60,880	64,400	4,280
22564	E1.2.1 UPDATE MS4 AREA WATER QUALITY	25,000	9,242	15,758	9,242	-
22565	I4.9 LIDAR PILOT PROJECT	80,000	3,695	23,902	56,098	52,402
22567	I2.20 DTD WIM EQUIPMENT	48,976	-	48,976	-	-
22579	M3.10 COLORADO FREIGHT PLAN IMPLEM	100,000	70,063	29,937	70,063	-
22595	M7.7 ROAD USAGE CHARGE	500,000	500,000	-	500,000	-
22598	E2.4 LA MANUAL UPDATE (E.G,VIA)	100,000	58,186	41,800	58,200	14
22599	M7.9 RISK AND RESILIENCE BUSINESS PROC	125,000	122,000	-	125,000	3,000
22602	M3.8 REST AREA STUDY PHASE II	94,000	-	-	94,000	94,000
22610	TPF-5(380) AUTONOMOUS MAINT TECH (AMT)	200,000	71,700	-	200,000	128,300
22614	M3.4 SAFETY AND MOBILITY ANALYSIS	150,000	150,000	-	150,000	-
22624	MP11.5 PROGRAM MANAGEMENT SYSTEMS	25,000	25,000	-	25,000	-
22648	FY2019 DTD ADMINISTRATION	430,000	354	176,929	253,071	252,717
22650	FY2019 DTD MULTIMODAL PLANNING	1,780,000	155	787,757	992,243	992,089
22651	FY2019 DTD INFORMATION MANAGEMENT	3,300,000	2,666	1,589,894	1,710,106	1,707,441
22652	FY2019 DTD PERFORMANCE AND ASSET MGT	500,000	189	268,614	231,386	231,197
22653	FY2019 DTD RESEARCH	1,066,444	26,282	356,420	710,024	683,742
22694	MP11.5 PROGRAM MANAGEMENT SYSTEMS	25,000	-	-	25,000	25,000
22695	M10.4 METROPOLITAN-RURAL PLANNING FY19	160,000	116,843	32,157	127,843	11,000
22732	M7.10 RISK AND RESILIENCE STANDARDS	350,000	287,753	62,191	287,809	56
22735	R319.03-AG-BASED DEICING ADDITIVES	62,000	62,000	-	62,000	-
22736	R319.02-SPF EFFECTIVENESS BY CRASH TYPE	80,000	75,535	2,865	77,135	1,600
22737	R319.01-FRICTION AS A PM TOOL	94,000	94,000	-	94,000	-
22738	M5.5 WORK PROG CONF. SUPPORT	20,000	-	8,593	11,407	11,407
22740	M5.3 BIKE-PED ENCOURAGEMENT PROGRAM FY19	5,000	-	-	5,000	5,000
22741	M8.2 SRTS STRATEGIC PLAN FY19	75,000	60,000	15,000	60,000	-
22742	M8.4 UPDATE OUTREACH MATERIALS FY19	30,000	-	-	30,000	30,000
22743	I4.6 ON-CALL SERVICES CONTRACT FY19	400,000	-	1,697	398,303	398,303
22748	I4.7 GIS ASSET DATA COL. MOB. SYSTEM	-	-	-	-	-
22749	M8.1 PROGRAM ADMIN/SUPPORT FY19	150,000	135,000	-	150,000	15,000
22750	M5.7 ENGINEERING-PLANNING CLASSES FY19	105,000	87,140	-	105,000	17,860
22751	M5.6 SUPPORT CO MAIN STREETS	45,000	41,765	-	45,000	3,235
22753	M5.4 B/P EDUCATION MATERIALS FY19	4,971	-	4,971	-	-
22755	M4.12 PILOT TARGETING DEVELOPERS FY19	25,000	24,999	-	25,000	1
22756	M4.11 DEV NEW BIKE PLAN FY19	150,000	-	-	150,000	150,000
22757	M4.2 NON-MOTORIZED MONITORING PROGRAM	50,000	-	30,000	20,000	20,000
22764	E5.0 NOISE ABATEMENT PROGRAM-AQ GUIDANCE	50,000	31,930	18,063	31,937	7
22765	E4.2 I-70 SWANSEA SCHOOL AQ DEMO	50,000	50,000	-	50,000	-
22775	M4.4 FY19 HIGH PRIORITY BIKE CORRIDORS	35,000	-	-	35,000	35,000
22788	E6.6 NEPA MANUAL UPDATE	75,000	72,185	2,805	72,195	10
22789	I2.23 CLR ANALYTICS	35,000	24,600	-	35,000	10,400
22813	E3.7 STREETCAR HISTORIC CONTEXT	100,000	-	-	100,000	100,000
22814	R2.37 - PHASE II ROCK CUT STUDY	75,000	-	-	75,000	75,000
22815	R2.19.03 DRONES CHANGE DETECTION	93,400	70,049	23,350	70,050	1
22816	E7.3 INVERTEBRATE FLOOD RECOVERY STUDY	7,500	7,500	-	7,500	-
22817	R419.02 FIELD DEMO OF SILICA ADMIXTURE	84,145	-	-	84,145	84,145
22818	R2.19.05 BRIDGE DETERIORATION MODEL	75,000	-	-	75,000	75,000
22819	R2.19.02 BRIDGE SCOUR ALERT SYSTEM	75,000	56,194	18,731	56,269	75
22820	R2.19.01 CURE TIME BEFORE WATERPROOFING	30,000	-	-	30,000	30,000
22821	R419.01 BOND STRENGTH IN OVERLAYS	80,000	80,000	-	80,000	-
22829	M7.2 ON-CALL PLANNING SUPPORT SERVICES	85,000	85,000	-	85,000	-
22842	I2.5 PAVEMENT DATA COLLECTION	949,676	949,675	-	949,676	1
22872	12.13 ECOCOUNTER BIKE/PED COUNTER MAINT	60,000	60,000	-	60,000	-
22873	12.19 ADDITIONAL OFF SYSTEM COUNTS	100,000	100,000	-	100,000	-
22881	R8.2 RESEARCH TRAFFIC CONTROL	75,000	-	-	75,000	75,000

22882	E6.2 - HAZARDOUS MATERIALS SUPPORT	35,000	-	35,000	-	-
22891	E6.3 TRAINING PROGRAM	-	-	-	-	-
22908	I3.4 MS2 TRAFFIC SOFTWARE	98,000	-	98,000	-	-
22912	E2.2 POLLINATOR PARTNERSHIP VIDEO	60,000	50,000	-	60,000	10,000
22924	I2.26 GIS Right of Way Data Collection	600,000	496,443	-	600,000	103,557
22928	I4.1 Modeling Support - Statewide Model	99,997	99,997	-	99,997	0
22944	I2.28 DENVER REGION AERIAL PHOTOGRAPHY	15,000	15,000	-	15,000	-
22947	I3.5 PROCESS MIOVISION VIDEO COUNT DATA	25,000	-	-	25,000	25,000
22956	E2.7 SPEC DEVELOPMENT ROCK CUT BLASTING	75,000	-	-	75,000	75,000
22958	I2.20 WIM CONVERSION	100,000	100,000	-	100,000	-
22959	I2.24 ATR/WIM SENSOR REPLACEMENT PROGRAM	80,000	80,000	-	80,000	-
22972	E6.5 PEL PROGRAM SUPPORT	90,000	90,000	-	90,000	-
22980	E6.9 - ENVIRONMENTAL RESOURCE EDUCATION	65,000	-	-	65,000	65,000
13091	Bond Counsels / Fin Advisor	9,001,238	27,691	8,627,470	373,768	346,077
13600	Non Strat Environmental Mitigation Fund	4,333,410	-	4,081,747	251,663	251,663
15767	CEST Implementation FY07	8,775,000	385,371	8,254,345	520,655	135,285
17893	UPRR LEASE TO PURCHASE	4,820,000	3,517,774	1,187,505	3,632,495	114,721
18695	I-25: US 36 TO 120TH AVENUE (CDOT)	560,220	-	560,220	0	0
18759	I-70 Sediment Monitoring and Control	999,553	240,521	758,989	240,564	43
18867	NEXT-GENERATION TRANS CONSTRUCTION MGT	7,268	-	-	7,268	7,268
18999	C-470 TOLLED EXPRESS LANES SEGMENT 1	632,726	-	-	632,726	632,726
19242	ENERGY EFFICIENT ROADWAY LUMINAIRES	6,247,635	421,973	2,274,371	3,973,264	3,551,291
19362	US 160 DRY CREEK PASSING LANES	26,100	-	-	26,100	26,100
20340	C-470 I-25 TO KIPLING	-	-	-	-	-
20521	TSMO CORRIDOR OPERATIONS - EXPRESS LANES	1,853,201	-	1,853,201	0	0
20598	MLOS FUNDS ROUTE OPTIMIZATION ANALYSIS	1,371,633	97,566	1,273,791	97,842	276
20642	WORKFORCE FOR THE FUTURE	2,000,000	-	479,920	1,520,081	1,520,081
20731	CROSS ASSET OPTIMIZATION	259,734	-	259,734	-	-
20887	I-225 Resurfacing From I-25 To Parker Rd	75,000	-	-	75,000	75,000
21039	DTD LTAP PROGRAM	281,250	-	281,250	-	-
21042	FY2016 DTD WATER QUALITY PROGRAM	559,545	-	559,545	-	-
21113	2016 ESB STATE COMMISSION	43,975	-	43,974	1	1
21155	2015 COLORADO OPERATIONS FORUM	61,984	-	61,984	0	0
21184	SH83 LIGHTING: HARVARD TO MISSISSIPPI	252,365	252,285	-	252,365	80
21419	CORRIDOR OPER BOTTLENECK REDUCTION	2,100,000	485,443	1,010,273	1,089,727	604,284
21466	I 70 RISK AND RESILIENCY PILOT	52,666	31,460	-	52,666	21,206
21529	FY2017 DTD WATER QUALITY PROGRAM	1,100,000	32,097	1,010,404	89,596	57,499
21530	BULK FUEL METERING SYSTEM	2,008,225	497,275	1,379,430	628,795	131,520
21552	TIM LOCAL ASSISTANCE PROJECT	245,000	79,987	40,385	204,615	124,628
21585	SHRP2 OPERATIONS FORUM	75,000	8,772	51,225	23,775	15,003
21586	SHRP2 PLANWORKS TOOLKIT, WEB RESOURCE	99,987	-	99,987	0	0
21587	SHRP2 RELIABILITY DATA AND ANALYSIS TOOL	100,000	72,101	27,888	72,112	11
21604	2017 OJT SUPPORTIVE SERVICES	100,727	-	100,726	1	1
21610	FY16 FHWA LOO OJT/SS INITIATIVE	400,000	261,991	137,717	262,283	292
21686	Avalanche Control System: EJMT & US 40	538,762	140,270	358,970	179,792	39,522
21773	STSFA WESTERN ROAD USAGE CHARGE	200,000	-	200,000	-	-
22051	WATER QUALITY SERVICES	112,482	6,203	32,030	80,452	74,249
22077	MDSS DIVISION OF HWY MAINTENANCE	1,566,544	358,644	957,735	608,809	250,164
22078	MAINTENANCE ASSET DATA COLLECTION	1,345,519	854,244	469,338	876,182	21,937
22146	HEAVY FLEET AVL SYSTEMS	1,530,490	97	730,393	800,097	800,000
22161	FY2018 DTD WATER QUALITY	1,000,000	434,817	538,318	461,682	26,865
22163	PEER EXCHANGE FOR TMC OPERATIONS	25,000	7,392	-	25,000	17,608
22255	2018 DBE SUPPORTIVE SERVICES	207,156	-	207,155	1	1
22265	M7.8 METRO MOBILITY CHOICE BLUEPRINT	400,000	92,464	307,536	92,464	-
22266	ECONSTRUCTION AID PROJECT	840,563	408,507	65,214	775,349	366,842
22270	2018 SMALL BUSINESS CERTIFICATION	200,679	100,000	1,241	199,438	99,438
22271	2018 ESB STATE COMMISSION	24,999	999	24,000	999	-

Project Initiatives

		22301	AVALANCHE GAZEX EQUIPMENT	3,761,238	1,421,108	7,817	3,753,421	2,332,313
		22317	JOINT OPERATING AREA (JOA)	1,500,000	558,352	911,399	588,601	30,249
		22319	UTE FARM STORM IMPROVEMENTS	422,510	-	-	422,510	422,510
		22321	MTA LODGING	563,391	297,700	255,362	308,029	10,330
		22336	WINTER OPS ROUTE OPTIMIZATION	500,000	1	-	500,000	499,999
		22344	FY17STIC_1 TRAFFIC SAFETY ANALYSIS DELTA	25,000	25,000	-	25,000	-
		22345	FY17STIC_2 IMPLEMENT LEAN EVERYDAY IDEAS	50,000	-	10,411	39,589	39,589
		22346	FY17STIC_3 WCR 49 RWIS WELD COUNTY	50,000	50,000	-	50,000	-
		22347	FY18STIC_1 LTAP INNOVATION SUMMIT	37,250	-	37,250	-	-
		22386	Chain Up area Chain Enforcement	300,000	178,827	87,783	212,217	33,390
		22413	I4.9 Energy & Emissions Reduction Tool	38,140	-	-	38,140	38,140
		22491	PERM WATER QUALITY JOC	3,350,000	276,883	-	3,350,000	3,073,117
		22539	DTD Research LTAP 2018	318,750	93,750	187,500	131,250	37,500
		22559	Summit County Sediment Disposal Study	228,000	209,510	-	228,000	18,490
		22595	M7.7 ROAD USAGE CHARGE	500,000	500,000	-	500,000	-
		22632	FY18 MOTOR FUEL TAX COMPLIANCE PROJECT	15,000	10,961	4,039	10,961	-
		22654	FY2019 DTD WATER QUALITY	600,000	191,647	23,189	576,811	385,164
		22674	2019 DBE SUPPORTIVE SERVICES	324,314	207,306	30,543	293,771	86,465
		22675	2019 ESB STATE COMMISSION	131,027	36,998	13,000	118,027	81,029
		22678	2019 SMALL BUSINESS CERTIFICATION	229,321	37,392	4,218	225,103	187,711
		22706	GEOHAZARDS AND EXTREME WEATHER EVENTS	150,000	150,000	-	150,000	-
		22828	T2 LTAP EQUIPMENT LOAN PROGRAM	9,375	-	9,375	-	-
		22851	SMART Mobility Statewide Plan-STIC	87,750	-	-	87,750	87,750
		22857	DRCOG FREIGHT PLAN ASSISTANCE	70,000	69,995	-	70,000	5
		22880	ESB BOND GUARANTEE	2,500,000	-	-	2,500,000	2,500,000
		22890	COMPILED OJT SUPPORTIVE SERVICES	398,093	312,478	35,453	362,640	50,162
		22977	Rangely Pedestrian Improvements ROW	16,800	-	1,200	15,600	15,600
			<b>TOTAL</b>	<b>131,766,205</b>	<b>21,928,685</b>	<b>83,789,098</b>	<b>47,977,107</b>	<b>26,048,422</b>
	<b>Federal Grants</b>	17542	FY2010 PORTS TO PLAINS REPLACE 14314	18,508	-	4,964	13,544	13,544
		16341	US 287, LAMAR RELIEVER ROUTE	1,000,000	873,596	40,371	959,629	86,033
		18890	US-85 Louviers To MP 191.75	6,100,000	-	-	6,100,000	6,100,000
		19195	I25A PUEBLO COORIDOR DESIGN	1,316,347	843,451	461,727	854,620	11,168
		19664	SH 14: S-Curve Reconstruction	7,500,000	10,000	-	7,500,000	7,490,000
		20705	US 160 SH 84 TO TREASURE FALLS	434,900	-	434,900	-	-
		20894	R5 SEC 3 & 7 CHAIN STATIONS	2,111,250	443,893	1,595,982	515,268	71,375
		21685	I-70 W. Vail Pass Auxiliary Lanes	2,000,000	1,254,198	516,405	1,483,595	229,397
		21744	US 160 WOLF CREEK PASS RSA	1,627,950	27,748	1,600,000	27,950	202
		21840	I-25 CENTRAL PEL	1,000,000	588,560	411,440	588,560	-
		21907	Peckham Grade Separated Intersection	2,000,000	186,051	899,614	1,100,386	914,336
		22031	I-70 Truck Parking Garfield County	3,625,000	10,000	63,236	3,561,764	3,551,764
		22370	WCR Closures In UPRR Agreement	-	-	-	-	-
		22469	US85 ROW Settlement Agreement	-	-	-	-	-
		22590	I-25 SOUTH GAP PACKAGE 2	2,500,000	-	-	2,500,000	2,500,000
		22801	US 160 REST AREA TRUCK PARKING	51,300	47,202	-	51,300	4,098
		22824	PUEBLO I-25 CORRIDOR	683,653	-	-	683,653	683,653
		22922	VASQUEZ I-270 TO 64TH	3,700,000	-	-	3,700,000	3,700,000
	<b>ARRA</b>	17858		4,946,658	-	4,946,658	-	-
		12372	US 287:SH1 to LaPorte Bypass	21,159,695	1,841,676	19,318,018	1,841,677	1
		18999	C-470 TOLLED EXPRESS LANES SEGMENT 1	27,942,623	-	12,939,104	15,003,519	15,003,519
		19039	DESIGN I-25/CIMARRON EXPRESSWAY	26,531,138	-	26,531,138	-	-
		19094	I-70 Vail Underpass	18,806,529	42,330	18,612,824	193,705	151,375
		19192	I-25/ARAPAHOE RD INTERCHANGE	74,051,861	19,415	74,032,445	19,416	1
		19408	I25A PUEBLO ILEX DB - NON-BE	9,953,271	4,256,852	5,696,418	4,256,853	1
		19561	US287: Willox to SH 1 & Ped Bridge	-	-	-	-	-
		19626	I-25: 120th Avenue (SH 128) to SH 7	44,147,535	233,016	40,055,715	4,091,820	3,858,804
		19643	US 24 Enhancement Project in Buena Vista	1,997,090	-	1,997,090	-	-

**Expand - Increasing  
Capacity-Contracted Out  
Work**

<b>RAMP Ops and Partnerships</b>	19875	I-70 GW Canyon Variable Speed Signing	2,212,724	2,212,724	-	2,212,724	1
	19889	SH14 / Greenfield Ct Frontage Rd	1,701,000	223,413	1,477,587	223,413	-
	19892	SH392 & WCR74	1,000,000	-	1,000,000	-	-
	19896	US6 & 19TH STREET INTERCHANGE - GOLDEN	25,000,000	-	24,999,999	1	1
	19930	SH 9 RAMP Iron Springs Alignment	21,860,983	940,809	20,765,677	1,095,306	154,497
	19957	FEDERAL BLVD:6TH TO HOWARD RECONSTRUCT -	25,990,395	15,461,915	9,269,633	16,720,762	1,258,847
	19963	Fiber Optics and ITS Devices I-76	1,780,366	-	1,620,583	159,783	159,783
	19979	Alameda & Knox Signal Upgrade	400,000	20,000	380,000	20,000	-
	20059	Adaptive Signals US 287 & SH 119	1,362,168	-	1,362,168	-	-
	20063	SH74:EL RANCHO TO EVERGREEN OVERLAY	57,947	-	57,946	1	1
	20179	ITS ON I-25 (PUEBLO TO WALSENBURG)	160,000	-	70,194	89,806	89,806
	20182	TRAFFIC SIGNAL CONTROLLER REPLACEMENT	1,148,427	-	1,148,427	0	0
	20236	I-70 ITS FIBER AND ETHERNET EQUIPMENT	2,500,000	-	2,500,000	-	-
	20575	Crossroads Bridge Replacement @ I-25	30,535,000	755,262	27,759,457	2,775,543	2,020,281
	20978	SH 119: Nederland - East	4,067,134	-	-	4,067,134	4,067,134
	21102	I-25 South PEL and Gap Project Design	22,750,000	5,643,802	13,963,779	8,786,221	3,142,419
	21176	Byrd Dr Const for I-25 Frontage Removal	1,100,000	1,100,000	-	1,100,000	-
	21506	I-25 North: SH 402 to SH 14	25,143,600	-	2,735,068	22,408,532	22,408,532
	21645	I-25 SEGMENT 3 PACKAGE 2 (E470 TO SH 7)	2,000,000	777,485	1,117,270	882,730	105,245
	22238	C-470 SEG 2 WADSWORTH TO I-70	70,247	-	24,393	45,854	45,854
	22703	I-25 SEG3A RE-PKG 120TH TO E470	1,019,103	-	-	1,019,103	1,019,103
	12979	US 550, NEW MEXICO STATE LINE TO DURANGO	12,725,205	406,332	8,431,082	4,294,123	3,887,791
	13230	Eagle Airport Interchange	8,369,635	61,000	8,219,472	150,163	89,163
	13600	Non Strat Environmental Mitigation Fund	8,323	-	8,323	-	-
	15637	I-70 Dowd Junction PE	2,045,000	72,326	1,931,855	113,145	40,819
	15782	120TH AVE CONNECTION-PH II-(D-PHASE)	588,000	221,189	366,811	221,189	-
	16341	US 287, LAMAR RELIEVER ROUTE	3,313,200	-	3,313,200	-	-
	16791	CR 214 NORTH ROW ACQUISITION	5,328,537	1,237,511	2,991,376	2,337,161	1,099,650
	16792	KIRBY LANE TO CR 214 ROW ACQUISITION	5,484,580	50,749	5,365,606	118,974	68,225
	16793	BONDAD TO KIRBY LANE ROW ACQUISITION	1,518,423	55,155	1,117,305	401,118	345,963
	17002	SH 13 Rio Blanco South to County Line	924,387	47,545	868,469	55,918	8,373
	17858		15,008,799	20,105	12,979,261	2,029,538	2,009,433
	18318	POWERS BLVD.-POST FONSI ROW ACQUISITION	25,642	-	25,642	-	-
	18319	I-25 SH 66 to N/O SH 56	6,400,000	-	6,400,000	-	-
	18357	I-25: SH 392 to SH 14	7,655,000	-	7,654,999	1	1
	18844	I25 & US34 Interchange	5,510,000	-	5,510,000	-	-
	19023	I-70 MTN CORRIDOR COMMITMENTS	150,000	-	150,000	-	-
	19039	DESIGN I-25/CIMARRON EXPRESSWAY	42,370,391	-	42,370,391	-	-
19094	I-70 Vail Underpass	1,100,000	-	1,100,000	-	-	
19341	I-70 Fiber Vail to Glenwood Springs	2,600,000	-	2,600,000	-	-	
19362	US 160 DRY CREEK PASSING LANES	299,500	29,553	-	299,500	269,947	
19378	US 550 CONNECTION TO US 160	965,255	-	-	965,255	965,255	
19626	I-25: 120th Avenue (SH 128) to SH 7	8,485,000	-	8,431,106	53,894	53,894	
19701	US 550 BILLY CREEK NORTH SURFACE TREATME	75,000	28,871	-	75,000	46,129	
19771	US6 / 20 Road Intersection Improvements	200,000	119,247	-	200,000	80,753	
19868	WADSWORTH CAPACITY (HIGHLAND TO 10TH)	425,128	301,232	-	425,128	123,896	
19966	Logan Defense Access Roads Mtce	178,364	-	178,364	0	0	
19967	Weld Defense Access Roads Mtce	159,223	-	159,223	0	0	
20169	I-70 Garfield County Intchgs - New Castl	1,000,000	-	-	1,000,000	1,000,000	
20325	US 160 PASSING LANE NORTH OF TOWAOC	11,075,000	64,984	38,630	11,036,370	10,971,386	
20649	CHARTER OAK RANCH ROAD DESIGN	646,529	-	646,529	-	-	
20819	CLEAR CREEK ECOLOGIC RESTORATION	68,048	-	68,048	0	0	
20913	SH 21 Research Interchange Design	1,100,000	794,968	-	1,100,000	305,032	
20924	I-70 Palisade Curves	10,000	9,346	-	10,000	654	
20980	US 160 ELMORES CRNR TO GEM VIL MP 91-101	50,000	-	-	50,000	50,000	
21102	I-25 South PEL and Gap Project Design	2,000,000	-	7,704	1,992,296	1,992,296	
21180	I-25 POST PEL:US36 TO SH7	700,000	497,517	-	700,000	202,483	

**Strategic Projects**

Strategic Projects								
21415	US 6 Clifton	490,000	171,808	-	490,000	318,192		
21430	CENTRAL 70	118,700,000	23,421,536	22,839,796	95,860,204	72,438,669		
21506	I-25 North: SH 402 to SH 14	155,000,000	62,983,598	57,779,470	97,220,530	34,236,931		
21642	I-25 Dillon/Drew Dix Exit 104 Interchang	500,000	-	-	500,000	500,000		
21645	I-25 SEGMENT 3 PACKAGE 2 (E470 TO SH 7)	1,000,000	-	-	1,000,000	1,000,000		
21700	CMIP5 Federal Highway Research	70,818	223	70,135	683	460		
21877	SH-71 Super-2 Design from Limon to Neb.	135,000	-	-	135,000	135,000		
21878	I-70 Arriba: East and West	57,153,747	12,693,380	-	57,153,747	44,460,367		
21892	FALL RIVER ROAD BRIDGE	3,666,077	10,000	-	3,666,077	3,656,077		
21893	I-70 WESTBOUND PEAK PERIOD SHOULDER LANE	65,000,000	-	-	65,000,000	65,000,000		
21912	I70 FLOYD HILL-VET TUNNELS EA/30%	3,800,000	2,425,095	1,212,023	2,587,977	162,881		
21986	I-70B 1st Street and Grand Avenue	440,640	107,318	-	440,640	333,322		
21987	I-70: Seibert East Part 2	446,253	-	14,272	431,981	431,981		
22007	DENVER IGA COMMITMENTS, TBDP PROJECT	11,400,000	11,400,000	-	11,400,000	-		
22008	DENVER IGA COMMITMENTS TBDP CONTINGENCY	6,900,000	6,900,000	-	6,900,000	-		
22009	DENVER IGA COMMITMENTS, EADP PROJECT	42,200,000	1,896,633	40,303,367	1,896,633	-		
22044	SH 13 CR 5 North and South	25,215,000	192,296	-	25,215,000	25,022,704		
22079	US50A Pueblo West Purcell Interchange	1,900,000	1,505,452	13,700	1,886,300	380,848		
22252	SH115 ROCK CREEK BR AND PASSING LANES	500,000	-	-	500,000	500,000		
22340	US 385 R4 ETPR Corridor Study	263,840	-	-	263,840	263,840		
22377	SH 13 County Road 3 South	14,250,721	44,980	-	14,250,721	14,205,741		
22381	I-70 EB Aux & Exit 203 Feasibility Study	500,000	-	-	500,000	500,000		
22433	Region 4 Traffic Mgmt. Center	20,000	0	7,899	12,101	12,101		
22437	US 385 Intersection & Safety Improvement	-	-	-	-	-		
22463	I-70 Genoa Reconstruction	500,000	-	1,795	498,205	498,205		
22479	SH 94 - CORRIDOR STUDY	500,000	-	-	500,000	500,000		
22589	I-25 SOUTH GAP PACKAGE 1	77,765,902	31,267,006	17,107,187	60,658,715	29,391,710		
22590	I-25 SOUTH GAP PACKAGE 2	102,516,871	-	-	102,516,871	102,516,871		
22747	US24 CAPACITY SAFETY INTERSECT IMPRVEMNT	450,000	-	-	450,000	450,000		
22804	US40 Fraser to Winter Park	500,000	-	-	500,000	500,000		
22824	PUEBLO I-25 CORRIDOR	450,000	-	-	450,000	450,000		
22831	I-25 Express Lanes SH7 to SH1	19,000,000	8,232,358	1,150,645	17,849,355	9,616,997		
22837	I-270 TRAFFIC STUDY	300,000	258,120	35,566	264,434	6,313		
22838	I-25: SPEER AND 23RD INTERCHANGES	1,695,200	-	-	1,695,200	1,695,200		
22903	SH115 PAVEMENT RECONSTRUCTION MM 26-34	500,000	-	-	500,000	500,000		
22911	I-25 E Parallel Arterial DES: SH66-US34	900,000	-	-	900,000	900,000		
<b>TOTAL</b>		<b>1,300,256,640</b>	<b>205,340,830</b>	<b>581,879,484</b>	<b>718,377,156</b>	<b>513,036,326</b>		
12372	US 287:SH1 to LaPorte Bypass	11,100,000	1,060	10,731,548	368,452	367,392		
14156	SH 13 Wyoming South PE Corridor	94,799	-	82,253	12,546	12,546		
14933	SH 50 PE Corridor	225,000	-	220,630	4,370	4,370		
16311	I-25:SANTA FE INTERCHANGE RECONSTRUCTION	1,000,000	-	1,000,000	-	-		
16426	I-76 Fort Morgan to Brush (Phase IV)	1,231,440	145,199	1,067,244	164,196	18,998		
16792	KIRBY LANE TO CR 214 ROW ACQUISITION	3,118,296	1,136,252	795,309	2,322,987	1,186,735		
16805	I-76 Fort Morgan To Brush (Phase V)	1,006,589	-	1,006,589	-	-		
17002	SH 13 Rio Blanco South to County Line	600,000	46,447	538,764	61,236	14,789		
17771	I-70:HAVANA TO I-225 RESURFACING	9,150	-	9,150	-	-		
17778	I-70 Game Fence-Eagle County	3,467,429	-	3,467,428	1	1		
17880	SH 92 Rogers Mesa PE Corridor	400,000	168,931	231,069	168,931	-		
17881	SH 13 N Rifle to Rio Blanco Cty Line PE	2,280,000	-	480,000	1,800,000	1,800,000		
18386	Baseline Rd Bike/Ped Underpass	500,000	-	500,000	-	-		
18464	SH42 & Short Street Intersection	575,000	500,000	75,000	500,000	-		
18520	I-70 Exit 49 Grand Mesa	1,623,721	-	1,623,720	1	1		
18695	I-25: US 36 TO 120TH AVENUE (CDOT)	5,015,000	-	5,015,000	-	-		
18889	I-25 Santa Fe Alameda Interchange Recons	32,345,228	204,401	32,140,826	204,402	1		
18890	US-85 Louviers To MP 191.75	500,000	-	-	500,000	500,000		
18999	C-470 TOLLED EXPRESS LANES SEGMENT 1	11,789,318	-	11,789,317	1	1		
19039	DESIGN I-25/CIMARRON EXPRESSWAY	4,831,410	-	4,831,410	-	-		

**FASTER - Safety  
Projects**

19085	I76 SUPERELEVATION/CONCRETE PAVEMENT REC	6,256,436	-	6,256,436	0	0
19103	R5 FY 13 GEOTECH DESIGN	142,500	28,365	108,461	34,039	5,674
19109	US 550 DESIGN MP 2.7 TO CR 302	258,000	-	258,000	-	-
19134	SH 96A - Arkansas River to US50B	942,265	-	942,265	-	-
19185	US 85 Resurf Ph-I, & SH 392 Intersection	3,700,000	-	3,699,999	1	1
19188	SH 121 AT WATERTON ROAD - Jefferson Co	2,050,000	-	2,050,000	-	-
19195	I25A PUEBLO COORIDOR DESIGN	150,000	-	150,000	-	-
19205	I25A PUEBLO ILEX DB - BE	-	-	-	-	-
19362	US 160 DRY CREEK PASSING LANES	2,200,000	557,298	501,792	1,698,208	1,140,910
19378	US 550 CONNECTION TO US 160	3,100,000	-	3,100,000	-	-
19408	I25A PUEBLO ILEX DB - NON-BE	31,124,585	-	31,009,585	115,000	115,000
19499	WADSWORTH RIGHT TURN LANE EXTENSIONS	1,621,008	-	-	1,621,008	1,621,008
19664	SH 14: S-Curve Reconstruction	6,459,225	162,260	1,951,252	4,507,973	4,345,712
19668	US 287 IN LAMAR - PARK to COLONIA	800,000	-	800,000	-	-
19726	FY14 Denver Traffic Signals	446,550	337,412	109,138	337,412	-
19869	I-25 & I-225 TREX COPING REPAIRS	372,312	-	372,311	1	1
19875	I-70 GW Canyon Variable Speed Signing	1,994,311	1,700,000	294,311	1,700,000	-
19944	I-70G Edwards Int Upgrade Phase 2	11,500,000	11,134,529	218,712	11,281,288	146,759
20059	Adaptive Signals US 287 & SH 119	157,384	-	157,384	-	-
20142	SH 133 McClure Pass Slip	170,255	-	170,255	0	0
20163	SH 40 & Elk River Road	1,157,879	-	1,157,879	0	0
20169	I-70 Garfield County Intchgs - New Castl	400,269	-	400,269	-	-
20179	ITS ON I-25 (PUEBLO TO WALSENBURG)	3,060,000	-	3,060,000	-	-
20288	I-70 Wildlife Fencing MP 65-87	4,747,892	3,554,379	1,193,348	3,554,544	165
20342	EJMT FIRE SUPPRESSION SYSTEM MTCE	555,000	200,000	333,000	222,000	22,000
20344	US 50 BNSF RAILROAD TO PURCELL	11,785,154	1,478,147	10,307,006	1,478,148	0
20401	US 50 PASSING LANES EAST OF SALIDA	6,065,650	17,971	306,657	5,758,343	5,740,372
20416	US 285 Nathrop Wildlife Underpass	5,054,276	95,491	4,958,784	95,492	1
20448	US50 WB - MCCULLCOH TO WILLS (PRE-CONSTR	600,000	-	600,000	-	-
20473	US85: WIDEN SB SANTA FE HAMPDEN TO LIPAN	2,631,156	589,094	2,042,062	589,094	-
20600	SH 145 PASSING LANES AT DEEP CREEK	1,125,000	-	-	1,125,000	1,125,000
20615	Horsetooth & College Intersection Impv	1,000,000	1,000,000	-	1,000,000	-
20638	US 285 at Hwy 9C Improvements	645,786	42,531	603,255	42,531	-
20684	US 491 MP 36.16 - 53.74 and CR S	300,000	-	-	300,000	300,000
20715	SH 52: Antelope Creek	600,000	-	578,873	21,127	21,127
20737	US 550/32_22_17 Durango Signal Replace	2,465,912	493,614	1,972,298	493,614	1
20756	US 50 FROM MP 352-359 BTWN FOWLER & MANZ	225,000	9,308	177,763	47,237	37,929
20758	I-70 East Side Vail Pass	457,500	-	457,500	-	-
20779	US85: BRIGHTON GUARDRAIL PLACEMENT	1,111,688	-	1,111,687	1	1
20809	RAMP BPM I-25 AND ROCKRIMMON PKG#1	125,000	-	125,000	-	-
20839	US285:SH30 RESURFACING DAHLIA TO PARKER	50,000	-	-	50,000	50,000
20841	US 40 Steamboat West	2,739,711	-	2,739,711	-	-
20844	US 34D Overlay and Bridge Work	300,000	-	300,000	-	-
20885	I-25: COUNTY LINE ROAD TO BELLEVIEW AVEN	58,464	-	58,464	-	-
20890	US 85: I-76 TO 168TH	1,162,039	-	1,162,039	-	-
20908	US 287 PASSING LANES SOUTH OF LAMAR	5,000,000	4,900,000	97,387	4,902,613	2,613
20917	US 24 PASSING LANES NEAR PEYTON	482,000	25,157	245,148	236,852	211,695
20924	I-70 Palisade Curves	400,000	26,448	373,552	26,448	-
20949	US285 Passing Lanes and Overlay	5,000,000	5,000,000	-	5,000,000	-
20950	SH69 OVERLAY MP 25.7 TO 50.1	150,000	-	150,000	-	-
20964	I25 S TRINIDAD RESURF & FRONTAGE ACCESS	445,000	-	445,000	-	-
20978	SH 119: Nederland - East	2,000,000	-	16,769	1,983,231	1,983,231
21014	US 491_CR BB LED Warning Syst Mat Purch	177,650	12,403	164,173	13,477	1,075
21015	SH 172 AT COUNTY ROAD 318	250,000	-	51,954	198,046	198,046
21089	SH-7 Non Flood, SHO (PH II),EP-Jct SH-72	7,751,057	946,533	6,554,393	1,196,664	250,131
21116	SH 82 Grand Ave Bridge Safety Improve	3,600,000	-	3,600,000	-	-
21138	US 160 AND SH 17 INTERSECTION PRIORITY	680,000	27,690	641,226	38,774	11,085

21217	SH 263: US 85 to Greeley Airport	1,000,000	-	1,000,000	-	-
21225	I-70: 32ND TO 44TH RESURFACING	366,300	25,628	340,671	25,629	1
21254	SH67 CRIPPLE CREEK TO WESTCREEK	250,000	-	250,000	-	-
21310	I-70 LANE BALANCE OVER GARRISON	3,167,459	-	3,167,459	-	-
21327	PR US 34 Big Thompson Canyon Package 4	2,517,860	-	-	2,517,860	2,517,860
21363	HIGHLINECANAL TRL UNDPSS @ PARKER/MISS -	401,000	7,169	393,831	7,169	-
21415	US 6 Clifton	700,000	500,000	184,622	515,378	15,378
21416	R5 SIGNAL REPLACEMENT CHAFFEE & RIO GRAN	1,465,915	-	1,465,915	-	-
21471	US 50 and SH 92 Delta Intersection	455,000	60,419	358,777	96,223	35,804
21477	FOUNDERS PKWY/CROWFOOT VAL RD RECON - Ca	1,602,000	1,602,000	-	1,602,000	-
21506	I-25 North: SH 402 to SH 14	8,500,000	-	-	8,500,000	8,500,000
21630	SH 115 RAMPS @ US 50	120,000	-	-	120,000	120,000
21743	US550 STRIPING & RUMBLE STRIPS MP105-115	919,179	120,626	798,553	120,626	-
21749	US285 KINGS VALLEY	383,000	250,789	110,187	272,813	22,024
21848	US 40 Grand County Signal Replacement	-	-	-	-	-
21855	SH52 WCR 37 Intersection	400,000	71,773	61,120	338,880	267,107
21856	SH52 WCR 13 Intersection	3,931,773	3,539,685	381,297	3,550,476	10,791
21863	I-25: SH 14 North Cable Rail	1,200,000	61,136	44,051	1,155,949	1,094,813
21864	SH 71 & SH 94: Punkin Center	557,568	-	413,217	144,351	144,351
21865	US 287 and Foothills Parkway	760,000	5	73,138	686,862	686,857
21866	SH 14B Safety: Ted's Place West	600,000	204,062	34,898	565,102	361,040
21874	US 34 & Macgregor Intersection Impvts	461,586	199,252	107,391	354,195	154,943
21876	SH-60 and WCR-40 Intersection	915,862	897,044	18,818	897,044	-
21906	SH70A PECOS ROUNDABOUT IMPROVEMENTS	682,349	93,577	586,362	95,987	2,410
21943	FY19 NORTH SIGNAL PKG	965,669	10,000	19,571	946,098	936,098
22188	US 50 WEST CABLE BARRIER NEAR PENROSE	391,000	31,109	151,929	239,071	207,963
22210	US 287 PASSING LANES LAMAR TO EADS	300,000	-	11,565	288,435	288,435
22231	I70 GENESEE MED BARRIER, MORRISON & I270	2,000,000	1,246,061	753,939	1,246,061	-
22261	SH 14 & WCR 33 Intersection Improvements	229,362	183,376	8,485	220,877	37,501
22300	I-70:VSL CON-OPS	161,000	20,072	136,515	24,485	4,413
22348	PR US 34 Big Thompson Canyon Package 5	189,189	-	-	189,189	189,189
22363	I-25 AND PLUM CREEK IMPROVEMENTS	155,460	33,262	116,086	39,374	6,112
22366	RAMP METERING	746,061	48,273	292,667	453,394	405,121
22367	LONG MAST ARM SIGNALS PROJECT	337,294	256,221	18,665	318,629	62,409
22368	SH2 & SH95 CCD SIGNALS & MEDIANS FY20	204,500	-	204,500	-	-
22392	AURORA SIGNAL IMPROVEMENT FY 18	650,000	10,000	47,329	602,671	592,671
22402	I-25 SB bottleneck I-76 to I-70 (TSM&O)	70,573	-	4,345	66,228	66,228
22416	SB I-225 PARKER RD RAMP SAFETY PROJ	228,275	143,331	24,763	203,512	60,181
22420	US 550/160 CONNECTION SOUTH DESIGN-BUILD	1,226,372	1,226,372	-	1,226,372	-
22444	28th & Iris Signal Upgrade	70,000	1,285	46,701	23,299	22,014
22461	College & Troutman Signal Upgrades	250,000	250,000	-	250,000	-
22473	US 287 and Pike Rd Intersection Impv	600,000	1,147	9,034	590,966	589,819
22474	US 287 and Grand Ave. Intsec. Impv.	55,000	-	6,608	48,392	48,392
22569	I-25 CABLE BARRIER PHASE III	3,500,000	-	-	3,500,000	3,500,000
22630	EB I-70 AUX LANE WARD TO KIPLING	63,000	-	31,707	31,293	31,293
22703	I-25 SEG3A RE-PKG 120TH TO E470	1,800,000	-	-	1,800,000	1,800,000
22704	I-76: VMS Boards East and West	350,000	-	-	350,000	350,000
22715	US 287 & 17th Ave Intersec Improvement	150,000	-	4,079	145,921	145,921
22760	Centerline Skip Striping I-76	1,399,814	1,399,813	-	1,399,814	1
22776	SH13 Fortification Creek North	790,000	186,090	33,711	756,289	570,200
22843	US 36 Rumble Strips: Estes to Boulder	10,000	6,745	2,298	7,702	957
18520	I-70 Exit 49 Grand Mesa	1,125,000	55,942	1,000,000	125,000	69,058
18646	ROCKFALL PROGRAM OPERATING COSTS - FY 12	1,845,992	-	1,845,991	1	1
19235	ROCKFALL PROGRAM OPERATING COSTS - FY 13	1,987,000	3,395	1,982,535	4,465	1,070
19716	FY 14 ROCKFALL PROGRAM OPERATING COSTS	3,900,550	92,395	3,803,003	97,547	5,153
20142	SH 133 McClure Pass Slip	2,007,596	533,922	1,473,673	533,923	0
20349	FY 15 geohazards operating costs	6,330,000	985,046	4,940,013	1,389,987	404,942

**Geohazards  
Mitigation /1**

**Highway Safety  
Improvement**

20456	SH 145 WALL REPLACEMENT MP 76	382,608	-	382,608	-	-
20705	US 160 SH 84 TO TREASURE FALLS	682,498	-	682,484	14	14
20813	US 24 Minturn Resurfacing	50,000	-	-	50,000	50,000
20848	GEOHAZARD CLEAR CREEK CANYON PHASE 4	3,937,596	2,365,756	1,557,190	2,380,406	14,649
21245	I-70 Avon to Vail	50,000	50,000	-	50,000	-
21450	US 24 Rockfall Mitigation	2,897,239	603,922	2,293,315	603,924	2
21629	I-70 GWC Rockfall Fence Improvements	1,670,218	27,375	1,641,862	28,356	981
21767	FY17 GEOHAZARD PROGRAM OPERATING COSTS	3,916,697	273,271	3,643,424	273,273	1
22145	SH 145 MP24.5 & 49.3 embankment failure	500,000	59,889	331,570	168,430	108,541
22153	FY18 GEOHAZARDS OPERATING COSTS	3,917,039	862,098	2,908,198	1,008,841	146,743
22655	FY19 GEOHAZARD PROGRAM OPERATING COSTS	3,000,000	1,756,615	858,671	2,141,329	384,713
22706	GEOHAZARDS AND EXTREME WEATHER EVENTS	80,000	49,846	-	80,000	30,154
15767	CEST Implementation FY07	60,000	-	60,000	-	-
17771	I-70:HAVANA TO I-225 RESURFACING	509,827	-	509,826	1	1
18695	I-25: US 36 TO 120TH AVENUE (CDOT)	8,500,000	-	8,500,000	-	-
18828	FY12 FHWA FLEX FUNDS-TECHNICAL TRAINING	209,500	4,014	172,030	37,470	33,456
18999	C-470 TOLLED EXPRESS LANES SEGMENT 1	6,300,000	-	6,300,000	-	-
19057	95th St: Isabelle to Valmont Rd.	949,500	232,568	716,932	232,568	-
19060	US287 & Orchards Shopping Center HES	250,000	250,000	-	250,000	-
19134	SH 96A - Arkansas River to US50B	1,856,000	-	1,856,000	-	-
19185	US 85 Resurf Ph-I, & SH 392 Intersection	7,300,000	-	7,300,000	-	-
19192	I-25/ARAPAHOE RD INTERCHANGE	1,250,000	-	1,250,000	-	-
19212	SH 82 & El Jebel Road Intersection Impr	1,360,000	408,980	951,020	408,980	-
19270	BUILD A ROUNDABOUT @ PRINTERS & PARKSIDE	189,165	1	189,164	1	-
19271	INT. IMPROVEMENTS @ PLATTE & TEJON	109,079	109,079	-	109,079	-
19297	STRATEGIC HIGHWAY SAFETY PLAN	470,490	-	470,490	0	0
19341	I-70 Fiber Vail to Glenwood Springs	1,350,000	24,915	1,324,117	25,883	968
19626	I-25: 120th Avenue (SH 128) to SH 7	2,819,004	-	2,819,004	-	-
19644	SH95 SHERIDAN RESURFAING: Hampden to Ari	544,890	-	544,890	-	-
19726	FY14 Denver Traffic Signals	1,100,000	978,410	121,590	978,410	-
19875	I-70 GW Canyon Variable Speed Signing	3,802,583	1,643,570	2,159,012	1,643,571	1
20057	SH 30(DARTMOUTH-DAYTON) PED. SAFETY CON	2,726,098	428,269	2,297,829	428,269	1
20059	Adaptive Signals US 287 & SH 119	1,113,168	-	1,113,167	1	1
20065	84th Ave & Grant St Intersection Rebuild	2,418,090	320,691	2,097,398	320,692	1
20144	I-25 AND I-70 PAVEMENT MARKINGS	7,711,724	-	7,711,724	-	-
20145	SH 340 Redlands Parkway Roundabout	4,936,095	-	4,931,146	4,949	4,949
20182	TRAFFIC SIGNAL CONTROLLER REPLACEMENT	77,832	-	77,831	1	1
20288	I-70 Wildlife Fencing MP 65-87	1,000,000	1,000,000	-	1,000,000	-
20303	FY15 DENVER TRAFFIC SIGNALS	1,375,000	1,242,000	133,000	1,242,000	-
20591	I-25 RAMP METERS REGION 1	3,219,298	-	3,219,297	1	1
20789	SH96A ABRRIENDO - ORMAN Signals Improv	1,192,738	10,000	475,718	717,020	707,020
20845	US 85 Resurfacing Eaton to Ault	400,000	400,000	-	400,000	0
20902	I-70 Wolcott East	2,600,000	-	2,599,999	1	1
20913	SH 21 Research Interchange Design	500,000	-	-	500,000	500,000
20918	SH224:SAFETY IMPROVEMENTS on SH224, Was	481,381	-	481,381	0	0
20932	US 24 AT 31ST STREET INTERSECTION	1,840,000	405,403	1,434,597	405,403	-
21184	SH83 LIGHTING: HARVARD TO MISSISSIPPI	2,192,900	68,101	2,124,799	68,101	-
21210	SH 83 & CNTY RD 404 SAFETY IMPROVEMENTS	150,000	-	37,511	112,489	112,489
21211	US24 WILKERSON PASS SAFETY IMPROVEMENTS	350,000	2,987	144,543	205,457	202,470
21229	SH-67 Sedalia Resurfacing	250,000	-	-	250,000	250,000
21245	I-70 Avon to Vail	200,000	200,000	-	200,000	-
21461	US 24 CORRIDOR IMPROVEMENTS - DESIGN	100,000	-	-	100,000	100,000
21533	SH21 AND MESA RIDGE PKWY SIGNALIZATION	418,329	-	418,329	-	-
21543	HWY 94 & PEYTON HWY	175,000	4,717	90,935	84,065	79,348
21571	I-25 MEDIUM CABLERAIL PHS II	3,511,151	1,210,511	2,300,639	1,210,512	1
21655	CDOT ROADWAY LIGHTING CONTROLS	54,802	-	54,801	1	1
21744	US 160 WOLF CREEK PASS RSA	926,107	773,930	152,177	773,930	-

**Improvement  
Program**

21806	SH95:52ND TO 58TH/RALSTON(MM9.5-MM10.1)	200,000	-	200,000	-	-
21961	Boulder Intersection Improvements	80,000	48,498	31,502	48,498	-
21963	I-25 NB Off-Ramp Intersection with SH52A	484,984	415,483	69,501	415,483	-
21967	Various Loveland Left Turn Signals	48,600	48,600	-	48,600	-
21969	Isabelle Rd at US287 Intersect. Impvment	330,000	163,659	166,341	163,659	-
21978	R2 WRONG WAY PREVENTION	1,869,663	1,821,416	48,247	1,821,416	-
22016	Mesa County Guardrail/Intersect Improve	224,834	-	224,834	-	-
22025	SH40 & SH83 INTERSECTION SAFETY IMP	1,778,530	1,633,053	118,604	1,659,926	26,873
22095	EL PASO COUNTY ROAD SAFETY AUDIT	270,000	-	-	270,000	270,000
22149	ARAPAHOE COUNTY LOCAL ROAD SAFETY PLAN (	117,000	-	-	117,000	117,000
22192	136TH AVE:TEJON ST TO LEGACY HS -	139,397	139,397	-	139,397	-
22209	US 40 Fraser Pedestrian Trail	674,932	674,932	-	674,932	-
22216	CCD FY18 HSIP PKG 1 -	103,500	103,500	-	103,500	-
22217	CCD FY18 HSIP PKG 2 -	494,000	380,000	-	494,000	114,000
22218	CCD FY18 HSIP PKG 3 -	600,000	600,000	-	600,000	-
22222	TCS TRAINING	94,000	20,820	20,850	73,150	52,330
22231	I70 GENESEE MED BARRIER, MORRISON & I270	331,883	331,883	-	331,883	0
22242	SH67 SAFETY IMPROVEMENTS	145,000	-	19,096	125,904	125,904
22247	US 24 SAFETY IMPRVMENTS, E OF FLORISSANT	100,000	-	15,740	84,260	84,260
22314	SH 21/OMAHA INTERSECTION IMPROVEMENTS	954,324	-	954,324	-	-
22318	I-70 Exit 26 DDI Modifications	125,000	14,190	82,987	42,013	27,823
22355	CAPISTRANO AVE. TURN LANES	34,895	22,934	11,961	22,934	-
22356	PLATTEVILLE BLVD. TURN LANES	29,916	20,309	9,607	20,309	-
22357	SPAULDING ROUNDABOUT	83,826	76,141	7,685	76,141	-
22366	RAMP METERING	3,213,901	-	-	3,213,901	3,213,901
22368	SH2 & SH95 CCD SIGNALS & MEDIANS FY20	304,500	238,373	16,933	287,567	49,194
22374	R1 CORRIDOR SAFETY STUDY FY18	268,043	113,682	131,828	136,215	22,533
22375	R1 INTERSECTION SAFETY STUDY FY18	265,000	129,573	121,629	143,371	13,798
22388	SOUTH FEDERAL BLVD SAFETY IMPROVEMENTS	2,974,000	105,796	22,168	2,951,832	2,846,036
22389	SIGNAL CONST PACKAGE A FOR 21793	1,700,000	10,000	-	1,700,000	1,690,000
22392	AURORA SIGNAL IMPROVEMENT FY 18	2,000,000	6,607	135,768	1,864,232	1,857,625
22410	I-70 Median Cable Rail Installation	989,080	145,306	843,773	145,307	1
22439	MULLER SAFETY ASSESSMENT SUPPORT	150,000	114,512	35,488	114,512	-
22440	STOLFUS SAFETY ASSESSMENT SUPPORT	99,999	66,691	33,308	66,691	-
22449	SH225 AND 17TH PLACE IMPROVEMENTS	157,385	157,384	-	157,385	1
22456	US 287 & SH 52 Intresection Impv.	815,000	-	2,512	812,488	812,488
22487	LIGHTING DESIGN STANDARDS MULLER	111,000	94,335	16,665	94,335	-
22497	Grand Junction Horizon Drive Crosswalks	225,000	225,000	-	225,000	-
22504	FHU SAFETY ASSESSMENT SUPPORT	120,786	106,611	14,175	106,611	-
22561	HSIP BEFORE AND AFTER 2018	73,417	54,585	18,831	54,586	0
22571	Intersection Prioritization Study PH II	220,722	170,349	50,372	170,350	1
22703	I-25 SEG3A RE-PKG 120TH TO E470	5,180,996	-	-	5,180,996	5,180,996
22786	I-25 RAMP METER INSTALLATION	4,500,000	-	-	4,500,000	4,500,000
22856	CDOT SAFETY SUMMIT SUPPORT	16,693	8,460	8,233	8,460	1
22960	US HWY 34 & 6, BRUSH, CO 057578C	20,997	20,997	-	20,997	-
17880	SH 92 Rogers Mesa PE Corridor	284,826	-	284,826	-	-
19648	SH59 in Haxtun; RR Xing Surface Renewal	61,596	61,596	-	61,596	0
19668	US 287 IN LAMAR - PARK TO COLONIA	100,000	-	100,000	-	-
20144	I-25 AND I-70 PAVEMENT MARKINGS	7,382	-	7,382	0	0
20473	US85: WIDEN SB SANTA FE HAMPDEN TO LIPAN	538,184	-	538,184	-	-
20591	I-25 RAMP METERS REGION 1	40,000	-	39,999	1	1
20638	US 285 at Hwy 9C Improvements	125,000	37,408	-	125,000	87,592
20737	US 550/32_22_17 Durango Signal Replace	80,000	80,000	-	80,000	-
20755	SH45 FROM MP 4.9-8.7 THRU PUEBLO	230,000	-	230,000	-	-
20820	US HWY 550 HED CASCADE TO RED MOUNTAIN	100,000	-	99,999	1	1
20887	I-225 Resurfacing From I-25 To Parker Rd	180,000	-	-	180,000	180,000
20902	I-70 Wolcott East	201,308	-	201,308	-	-

<b>Hot Spots</b>	20932	US 24 AT 31ST STREET INTERSECTION	116,700	116,689	-	116,700	11
	21383	R3 TSMO Evaluation Support	175,318	-	175,318	0	0
	21419	CORRIDOR OPER BOTTLENECK REDUCTION	500,000	-	-	500,000	500,000
	21519	I-25 COLORADO SPRINGS RAMP METERING	200,000	42,708	153,958	46,042	3,333
	21533	SH21 AND MESA RIDGE PKWY SIGNALIZATION	254,429	-	221,365	33,064	33,064
	21547	Rail Road Crossing Improvement On SH 385	273,078	-	273,077	1	1
	21743	US550 STRIPING & RUMBLE STRIPS MP105-115	100,000	100,000	-	100,000	0
	21744	US 160 WOLF CREEK PASS RSA	62,664	8,536	46,463	16,201	7,665
	21774	US 85 Platteville NB & WCR 18 Signal	750,000	3,019	746,981	3,019	-
	21814	SH 82 MP 45 Over Length Veh Det System	206,058	-	206,057	1	1
	21925	FY 17-18 Traffic Ops Support Services	166,500	6,575	159,922	6,578	4
	22020	US 550 Otter Road to R3/R5 Line	86,000	13,739	46,261	39,739	26,000
	22263	CANON CITY ACCESS CONTROL PLAN	111,000	4,227	105,273	5,727	1,500
	22306	I-70:WEST TIMP	76,634	-	76,633	1	1
	22406	SH 66 Platteville Sidewalk Replacement	342,335	-	342,334	1	1
	22451	US 6: I-25 TO PERRY WB OPS IMPROVEMENT	767,280	700,770	66,508	700,772	1
	22545	TRAFFIC INCIDENT MANAGEMENT PLANS	111,000	95,746	13,753	97,247	1,501
	22578	I-25 SOUTH TIMP	151,359	93,464	57,894	93,465	1
	22621	SH9 Blue River Access Control Plan	165,390	107,367	55,788	109,602	2,235
	22622	SH82 Glenwood Springs Signal Re-Time	180,000	104,990	72,737	107,263	2,272
	22633	SH6 & 33 3/8 Road Access Plan	23,310	2,213	20,782	2,528	315
	22649	SH025A NORTH TIMP FROM 58TH TO SH7D	164,250	140,615	23,635	140,615	-
	22693	SH6 Keystone Access Control Plan	132,825	-	-	132,825	132,825
	22705	I-70 Summit County MSFR Concept of OPS	137,646	129,688	7,948	129,698	10
22840	R2 SIGNAL WARRANT ANALYSIS STUDY	218,000	159,639	31,485	186,515	26,876	
<b>ARRA</b>	12812	US 50 Pueblo to Kansas TEIS - NO AD	2,500,000	-	2,500,000	-	-
	13600	Non Strat Environmental Mitigation Fund	937,500	-	937,500	-	-
<b>Permanent Water Quality Mitigation</b>	18999	C-470 TOLLED EXPRESS LANES SEGMENT 1	2,370,000	-	305,905	2,064,095	2,064,095
	19626	I-25: 120th Avenue (SH 128) to SH 7	2,448,362	947,077	1,100,000	1,348,362	401,285
	20344	US 50 BNSF RAILROAD TO PURCELL	1,473,674	-	1,473,674	-	-
	20448	US50 WB - MCCULLCOH TO WILLS (PRE-CONSTR	237,039	70,360	166,679	70,360	-
	21429	I-70 & US 6 GOLDEN DETENTION POND - Gold	210,454	-	210,454	-	-
	21506	I-25 North: SH 402 to SH 14	7,347,000	-	-	7,347,000	7,347,000
	21691	VETERAN'S PARK H2O QUALITY - Brighton (P	421,978	298,800	123,179	298,800	-
	21745	US 24 PWQ POND	1,903,600	58,440	-	1,903,600	1,845,160
	22123	US50A Pueblo Regional Pond E MP 311.5 an	651,106	198,621	350,375	300,731	102,110
	22161	FY2018 DTD WATER QUALITY	-	-	-	-	-
	22299	SH224:ENG LAKE TRAILHEAD PWQ - Adams Co	99,000	99,000	-	99,000	-
	22794	CO21-I25 INTERCHANGE WATER QUALITY	363,000	260,288	68,212	294,788	34,500
	22864	SH85/BOWLES SKUNK HOLLOW PWQ FAC - Littl	60,000	-	-	60,000	60,000
	18407	CR22 IN OTERO COUNTY RR GATE IMPROVEMENT	211,366	-	211,366	0	0
	18589	Weld County Road 29 at US 85	25,911	-	25,910	1	1
	18592	Yuma County Road H North of US 34	507,387	188,611	268,494	238,893	50,282
	20127	LAS ANIMAS CR 75.1, NEAR TRINIDAD; BNSF	301,597	99,159	172,550	129,047	29,888
	20128	WASHINGTON CR Q, S/O SH34; BNSF RRX UPGR	572,201	220,948	351,253	220,948	-
	20129	WASHINGTON CR U, S/O SH34; BNSF RRX UPGR	273,026	62,071	183,898	89,128	27,057
	20130	WASHINGTON CR XX, S/O SH34; BNSF RRX UPG	449,962	197,293	252,669	197,293	-
	20131	YUMA CR L, N/O SH34; BNSF RRX UPGRADE	521,029	171,158	296,602	224,427	53,269
	20132	YUMA CR PP, N/O SH34; BNSF RRX UPGRADE	258,229	58,678	173,960	84,269	25,591
	20193	VISION LANE, S/O SH96 IN PUEBLO; BNSF	565,468	155,276	354,154	211,314	56,038
	21060	S130 BNSF 057551T Morgan CR W7	260,179	239,781	-	260,179	20,398
21061	S130 BNSF 057241Y MORGAN CR15	493,958	493,958	-	493,958	-	
21063	S130 UPRR 805401 Sedgewick CR 39	439,052	419,655	19,397	419,655	-	
21064	S130 UPRR 804893F WELD CR126	366,043	339,083	21,960	344,083	5,000	
21065	S130 UPRR 804881L WELD CR86	228,245	210,867	12,378	215,867	5,000	
21066	S130 UPRR 804878D WELD CR84	370,016	354,453	15,563	354,453	-	
21067	S130 UPRR 804852B WELD CR72	20,000	15,000	-	20,000	5,000	

<b>Maintain - Maintaining What We Have- Contracted Out Work</b>	<b>Railway-Highway Crossings Program</b>	21068	S130 UPRR 804397N SEDGWICK CR34	376,273	365,105	6,168	370,105	5,000
		21069	S130 UPRR 804377Y WELD CR18	223,394	212,969	7,425	215,969	3,000
		21077	S130 BNSF 057554N Morgan CR X5/10	273,291	269,551	-	273,291	3,740
		21078	S130 BNSF 057243M Morgan CR 17	224,137	199,147	-	224,137	24,990
		21079	S130 BNSF 057240S Morgan CR 14	276,008	276,008	-	276,008	-
		21080	S130 BNSF 057224H Weld CR 75	220,141	220,141	-	220,141	-
		21473	S130 BNSF 057318J Yuma CR J (CR 15)	340,831	93,190	212,611	128,220	35,030
		21756	S130 KYLE 594720H KIT CARSON, BETHUNE	153,670	-	-	153,670	153,670
		21757	S130 KYLE 594732C KIT CARSON, STRATTON	189,970	-	-	189,970	189,970
		21758	S130 KYLE 594737L KIT CARSON, VONA	169,400	-	-	169,400	169,400
		21759	S130 KYLE 594746K KIT CARSON, FLAGER	198,440	-	-	198,440	198,440
		21907	Peckham Grade Separated Intersection	-	-	-	-	-
		22092	RTD WELTON STREET CORRIDOR PROJECT	1,500,000	1,500,000	-	1,500,000	-
		22302	2018 RAILROAD CROSSING INVENTORY	98,000	2,117	94,316	3,684	1,567
		22370	WCR Closures In UPRR Agreement	200,000	-	-	200,000	200,000
		22500	S130 804855W WELD COUNTY, 5TH ST EATON	468,394	258,273	16,368	452,026	193,753
		22779	S130 UPRR 804342X WELD COUNTY CR 34	20,000	15,000	-	20,000	5,000
		22874	AP ROW Acquisition for WCR44/US85	4,281,738	32,029	-	4,281,738	4,249,709
		22925	FY 19 RAILROAD CROSSING INVENTORY	99,000	-	-	99,000	99,000
		19605	BRIDGE ON-SYS STATEWIDE INSPECT FY14	1,715,437	-	1,715,437	0	0
		19606	BRIDGE STATEWIDE CULVERT INSPECT FY14	635,000	229,159	405,841	229,159	-
		20272	BRIDGE ON-SYS STATEWIDE INSPECT FY15	2,092,000	16,000	2,050,096	41,904	25,904
		20273	BRIDGE STATEWIDE CULVERT INSPECT FY15	1,000,000	245,954	754,046	245,954	-
		20274	BRIDGE STATEWIDE SSHML INSPECT FY15	990,518	-	990,517	1	1
		20275	BRIDGE STATEWIDE TUNNEL INSPECT FY15	2,000,000	-	1,999,913	87	87
		20276	BRIDGE STATEWIDE WALL INSPECT FY15	919,366	-	919,365	0	0
		20802	R5 FY 17 ENG STUDIES & ENVIRO COMPLIANCE	-	-	-	-	-
		20902	I-70 Wolcott East	56,153	-	56,152	1	1
		20997	I-70 EBND MSE WALL/GUARDRAIL: MP252-253	-	-	-	-	-
		21027	BRIDGE ON-SYS ASSET MGMT FY16	708,000	-	319,723	388,277	388,277
		21028	BRIDGE ON-SYS STATEWIDE INSPECT FY16	1,682,566	3,700	1,670,772	11,794	8,094
		21029	BRIDGE STATEWIDE ANCILLARY INSPECT FY16	1,000,000	-	900,897	99,103	99,103
		21030	BRIDGE STATEWIDE MINOR INSPECT FY16	1,000,000	230,536	406,140	593,860	363,325
		21031	BRIDGE STATEWIDE TUNNEL INSPECT FY16	1,811,860	40,700	1,501,418	310,442	269,742
		21032	BRIDGE STATEWIDE WALL INSPECT FY16	999,944	-	999,943	1	1
	21577	BRIDGE ON-SYS STATEWIDE INSPECT FY17	1,523,000	-	1,499,831	23,169	23,169	
	21581	BRIDGE STATEWIDE ANCILLARY INSPECT FY17	1,030,000	-	913,876	116,124	116,124	
	21582	BRIDGE STATEWIDE MINOR INSPECT FY17	1,030,000	32,237	793,226	236,774	204,537	
	21583	BRIDGE STATEWIDE WALL INSPECT FY17	721,000	-	710,650	10,350	10,350	
	21598	BRIDGE ON-SYS ASSET MGMT FY17	506,800	-	506,800	-	-	
	21621	BRIDGE ON-SYSTEM RATING FY17	600,000	2,655	596,777	3,223	567	
	21958	BRIDGE ON-SYS STATEWIDE INSPECT FY18	1,572,000	651,630	917,563	654,437	2,807	
	21959	BRIDGE STATEWIDE ANCILLARY INSPECT FY18	1,335,000	74,859	1,036,656	298,344	223,485	
	21960	BRIDGE STATEWIDE MINOR INSPECT FY18	1,069,000	32,354	722,438	346,562	314,209	
	21972	BRIDGE ON-SYS RATING CONSULTANT FY18	600,000	127,105	455,729	144,271	17,165	
	21973	BRIDGE ON-SYS RATING FY18	120,000	-	120,000	-	-	
	21974	BRIDGE STATEWIDE TUNNEL INSPECT FY18	1,300,000	94,229	96,847	1,203,153	1,108,924	
	21975	BRIDGE STATEWIDE WALL INSPECT FY18	1,399,000	584,016	364,772	1,034,228	450,211	
	22138	BRIDGE ASSET AND INSP DATA MGMT PROGRAM	1,971,019	1,193,302	172,943	1,798,076	604,773	
	22140	BRIDGE ON-SYS ASSET MGMT FY18	474,000	43,142	393,849	80,151	37,009	
	22511	BRIDGE ASSET MGMT, INSPCT AND RATINGS	1,673,343	282,013	-	1,673,343	1,391,330	
	22656	BRIDGE ON-SYS RATING CONSULTANT FY19	600,000	566,816	32,323	567,677	861	
	22657	BRIDGE ON-SYS STATEWIDE INSPECT FY19	1,756,000	32,237	260,729	1,495,271	1,463,034	
	22658	BRIDGE ON-SYS RATING FY19	345,000	-	37,380	307,620	307,620	
	22666	BRIDGE STATEWIDE ANCILLARY INSPECT FY19	1,092,727	1,013,725	36,002	1,056,725	43,000	
	22667	BRIDGE STATEWIDE MINOR INSPECT FY19	802,000	-	-	802,000	802,000	
	22669	BRIDGE STATEWIDE WALL INSPECT FY19	1,120,000	729,546	-	1,120,000	390,454	
	<b>Structures Inspection and Management</b>							

22761	BRIDGE ON-SYS ASSET MGMT FY19	468,000	-	-	468,000	468,000
12372	US 287:SH1 to LaPorte Bypass	-	-	-	-	-
13600	Non Strat Environmental Mitigation Fund	273	-	273	-	-
16311	I-25:SANTA FE INTERCHANGE RECONSTRUCTION	12,998,692	-	12,998,692	-	-
17258	I-70 GW Canyon Structure Rail Repair	250,000	-	250,000	-	-
17771	I-70:HAVANA TO I-225 RESURFACING	2,054,053	-	2,054,053	-	-
18611	SH 86: I-70 West	472,185	472,185	-	472,185	0
19039	DESIGN I-25/CIMARRON EXPRESSWAY	8,293,123	-	8,293,123	-	-
19134	SH 96A - Arkansas River to US50B	2,646,335	-	2,646,335	-	-
19263	US 160 MCCABE CREEK PAGOSA	3,935,857	87,233	3,288,107	647,750	560,516
19362	US 160 DRY CREEK PASSING LANES	136,000	97,966	38,034	97,966	-
19394	US 6 Castle Creek Bridge (F-09-K)	480,000	79,053	385,207	94,793	15,740
19470	SH 13 Yampa River C-06-D Repair	4,187,805	-	4,187,804	1	1
19497	I-70 Bridge Repairs near Deertrail	2,556,216	-	2,556,215	1	1
19626	I-25: 120th Avenue (SH 128) to SH 7	743,235	-	743,235	-	-
19644	SH95 SHERIDAN RESURFAING: Hampden to Ari	72,461	-	72,461	-	-
19645	REGION 2 CRITICAL CULVERTS FY14	269,643	-	269,642	1	1
19857	POA CDOT FOR SCOUR CRITICAL BRIDGES	11,456,000	1,910,662	9,470,476	1,985,524	74,862
20063	SH74:EL RANCHO TO EVERGREEN OVERLAY	20,000	-	20,000	0	0
20178	BRIDGE PREVENTIVE MAINTENANCE "RAMP"	16,271,157	3,630,787	12,342,469	3,928,688	297,900
20191	PR US36 Bridges	152,685	60,147	-	152,685	92,538
20323	EJMT 2400V SWITCHGEAR REPLACEMENT	2,659,054	-	2,466,684	192,370	192,370
20344	US 50 BNSF RAILROAD TO PURCELL	270,200	-	270,200	-	-
20381	US 285 CONEJOS RIVER BRIDGES	172,624	-	129,222	43,402	43,402
20422	SH 140 BR WIDENING(O-04-K)	340,000	15,536	198,415	141,585	126,049
20437	I-70 HLT Garage Door	2,084,722	1,244,209	597,489	1,487,233	243,024
20456	SH 145 WALL REPLACEMENT MP 76	1,712,379	-	1,712,378	1	1
20511	SH-177 Arapahoe To Hampden Resurfacing	1,450,000	-	1,450,000	-	-
20547	HLT VMS CMS LUS Replacement	4,624,671	344,059	4,278,391	346,280	2,221
20561	US36:STRASBURG TO BYERS; I-70M and CR 2	747,750	-	747,750	-	-
20600	SH 145 PASSING LANES AT DEEP CREEK	1,500,000	10,000	-	1,500,000	1,490,000
20610	US 36 Culvert Repair MP 11.95 - MP 12.29	1,704,962	18,081	1,686,880	18,082	2
20631	US 24 I-12-T BRIDGE REPLACEMENT	422,254	-	422,236	18	18
20676	R5 SH 145 MM 13.47 Priority Culv	59,202	-	59,202	0	0
20693	US160 MM 43.2, 150.4, 156.3, 168.07 CULV	250,000	-	178,346	71,654	71,654
20703	SH 65 Mesa North Resurfacing	435,000	-	435,000	-	-
20734	R5 FY 17 - 21 HYDROL AND HYDRAU DESIGN	500,000	264,181	218,696	281,304	17,123
20751	US50C OVERLAY 4TH TO BAXTER RD IN PUEBLO	145,001	145,001	-	145,001	-
20753	US 40 Craig East BPM	3,735,998	3,723,326	12,670	3,723,328	2
20754	SH167 Fowler Overlay MP0 to MP4.9	1,225,000	999,999	225,000	1,000,000	1
20755	SH45 FROM MP 4.9-8.7 THRU PUEBLO	380,000	-	380,000	-	-
20768	SH 138 Lodgepole Creek & HMA Overlay	1,212,777	171,621	1,041,154	171,623	1
20798	US 160 WOLF CREEK TUNNEL COMS UPGRADES	348,253	-	348,253	0	0
20799	US 550 RIVERSIDE SNOW SHED LIGHTING	992,850	44,943	947,906	44,944	1
20802	R5 FY 17 ENG STUDIES & ENVIRO COMPLIANCE	100,000	681	89,128	10,872	10,191
20805	DOUGLAS COUNTY BRIDGE SCOUR REPAIR,	3,939,793	3,113,546	826,246	3,113,547	2
20809	RAMP BPM I-25 AND ROCKRIMMON PKG#1	5,000,000	-	5,000,000	-	-
20842	US 40 Rabbit Ears West	400,000	-	400,000	-	-
20844	US 34D Overlay and Bridge Work	2,001,164	-	2,001,164	-	-
20845	US 85 Resurfacing Eaton to Ault	313,448	-	313,448	-	-
20846	C-470 S. ROONEY RD TO KEN CARYL (FORMERL	734,151	-	734,151	-	-
20847	EJMT S BORE BARRIER, HANDRAIL, WALKWAY	3,887,946	182,924	3,705,023	182,924	0
20851	US 6 LOVELAND PASS - I-70	100,000	-	-	100,000	100,000
20852	US 285 DECK REHABILITATION (FY 17)	1,741,400	1,741,399	-	1,741,400	1
20862	SH 113 Structure Preventative Maint.	2,164,583	2,164,125	456	2,164,127	2
20865	US 34 Republican River Bridges	755,000	167,937	464,489	290,511	122,574
20869	I-70 , I-76, & I-270 BRIDGE BEARING REP	2,298,561	2,017,275	111,465	2,187,096	169,821

Structures On-

**System  
Construction**

20873	R1 CRITICAL CULVERT REPAIR FY18	2,707,461	1,651,041	1,054,420	1,653,041	2,000
20885	I-25: COUNTY LINE ROAD TO BELLEVIEW AVEN	1,300,000	-	1,300,000	-	-
20886	REGION 1 FY17 US 040A BERTHOUD PASS WALL	2,794,791	604,998	2,177,581	617,210	12,211
20887	I-225 Resurfacing From I-25 To Parker Rd	500,000	-	-	500,000	500,000
20890	US 85: I-76 TO 168TH	151,010	-	151,010	-	-
20891	Package C (I-70 AND I-25) Bridge Prevent	4,906,945	-	4,906,945	0	0
20892	PACKAGE A1 (I-25 / I-70 / I-76) Bridge P	3,423,909	10,000	-	3,423,909	3,413,909
20902	I-70 Wolcott East	2,012,442	-	2,012,442	-	-
20923	I-70 Salt Wash Bridges Scour	3,180	-	3,180	0	0
20934	I-70 No Name Tunnel Lighting	300,000	-	170,996	129,004	129,004
20945	SH-14 Resurf Ft Collins, Lemay to I-25	168,000	-	168,000	-	-
20950	SH69 OVERLAY MP 25.7 TO 50.1	130,000	-	130,000	-	-
20952	I-25: Preventative Bridge Maint.	26,000	-	239	25,761	25,761
20955	Grand Junction RE Various Culverts	540,000	158,833	281,723	258,277	99,444
20964	I25 S TRINIDAD RESURF & FRONTAGE ACCESS	211,000	-	211,000	-	-
20997	I-70 EBN D MSE WALL/GUARDRAIL: MP252-253	1,242,213	257,364	984,847	257,366	2
21020	Replace M-22-Z on SH 10 MP 69.68	2,941,894	2,769,320	172,573	2,769,321	1
21091	R5 SH151 mp13.36 PRIORITY CULVERT	1,394,498	78,011	1,316,445	78,053	41
21144	I-70 HLT Generator Upgrade	380,000	-	302,738	77,262	77,262
21200	SH 82 Glenwood Springs to Carbondale	150,000	10,000	-	150,000	140,000
21201	I-70 Parachute West	500,000	-	500,000	-	-
21223	EJMT 480V MOTOR CONTROL CENTERS	8,487,952	191,750	434,385	8,053,567	7,861,818
21224	EJMT PLENUM WATERPROOFING MEMBRANE	1,501,812	959,912	541,899	959,913	2
21225	I-70: 32ND TO 44TH RESURFACING	4,600,000	-	4,600,000	-	-
21229	SH-67 Sedalia Resurfacing	619,551	10,000	-	619,551	609,551
21245	I-70 Avon to Vail	100,000	100,000	-	100,000	-
21254	SH67 CRIPPLE CREEK TO WESTCREEK	146,200	-	146,200	-	-
21262	SH 133 Bowie Resurfacing	100,000	-	100,000	-	-
21310	I-70 LANE BALANCE OVER GARRISON	325,467	-	325,466	1	1
21399	P-17-L Scour Critical & three culverts	1,321,037	-	1,321,037	-	-
21453	R5 SH184 MM 11.73,12.29 Priority Culv	10,000	-	219	9,781	9,781
21506	I-25 North: SH 402 to SH 14	1,744,564	-	-	1,744,564	1,744,564
21542	US287 - Spring Creek	107,000	-	45,865	61,135	61,135
21591	SH12 WEIGHT RESTRICTED & SCOUR CRITICAL	490,000	429	139,498	350,502	350,073
21608	POA Scour US 385	1,080,358	396,239	457,673	622,685	226,446
21624	Region 2 Critical Culverts Design	150,000	27,639	98,307	51,693	24,054
21722	I-25 @ HAPPY CANYON CREEK SCOUR IGA	317,000	317,000	-	317,000	-
21787	CRITICAL CULVERTS SH101,SH109	788,345	201,263	587,081	201,264	1
21796	SH 74: I-70 TO CR 65 Resurfacing	390,000	-	-	390,000	390,000
21806	SH95:52ND TO 58TH/RALSTON(MM9.5-MM10.1)	400,000	2,700	397,299	2,701	1
21828	I-70 Vail East and West	60,000	60,000	-	60,000	-
21831	I-25 Resurfacing MP 79.6 to 92.0	250,000	10,000	-	250,000	240,000
21896	I-70 Officers Gulch to Frisco	385,000	-	-	385,000	385,000
21897	I-70 Vail Pass Various Wall Repairs	2,884,491	95,234	217,466	2,667,026	2,571,791
21923	R2 NORTH PROGRAM WALL REPAIRS	3,617,068	48,781	326,296	3,290,772	3,241,990
22058	R2-2018 CRITICAL CULVERTS REPAIR	678,366	460,437	217,150	461,216	779
22081	CRITICAL CULVERT REPAIR - US 50	289,721	-	289,721	-	-
22142	CHANNEL REALIGNMENT AND SCOUR PROTECTION	1,490,720	-	1,490,720	-	-
22227	I-76: Repair Damaged MSE Wall	307,166	46,470	260,696	46,470	1
22250	I-70 BRIDGE REPAIRS MP 244.2 & MP 249.0	1,979,340	910,226	1,069,113	910,227	1
22289	REPLACEMENT OF STRUCTURE L-22-J ON SH 71	2,500	-	-	2,500	2,500
22312	PR South Douglas Creek	300,000	10,000	-	300,000	290,000
22372	SH 91 & I-70 Culvert Repair	50,000	-	-	50,000	50,000
22420	US 550/160 CONNECTION SOUTH DESIGN-BUILD	2,200,000	209,872	1,990,128	209,872	-
22481	US50B PUEBLO (MP 318) STR K-18-BZ & K-18	73,290	7,498	17,029	56,261	48,763
22553	US 6 TUNNELS LIGHTING AND LINER	689,195	516,149	117,587	571,608	55,460
22703	I-25 SEG3A RE-PKG 120TH TO E470	235,765	10,000	-	235,765	225,765

22939	I-70 Glenwood Canyon Walls Study	125,000	-	-	125,000	125,000
12372	US 287:SH1 to LaPorte Bypass	1,000,000	-	1,000,000	-	-
17771	I-70:HAVANA TO I-225 RESURFACING	4,284,951	-	4,284,951	0	0
18386	Baseline Rd Bike/Ped Underpass	300,000	65,856	234,144	65,856	-
18611	SH 86: I-70 West	5,636,216	5,636,216	-	5,636,216	-
18695	I-25: US 36 TO 120TH AVENUE (CDOT)	7,500,000	-	7,500,000	1	1
18808	US 85 5th to O St. Business Surface	190,368	-	190,367	1	1
18890	US-85 Louviers To MP 191.75	4,000,000	-	-	4,000,000	4,000,000
18966	Etchison Pit Closure, Permit M-1978-253	120,000	208	41,503	78,497	78,289
19039	DESIGN I-25/CIMARRON EXPRESSWAY	2,560,000	-	2,560,000	-	-
19085	I76 SUPERELEVATION/CONCRETE PAVEMENT REC	8,003,457	24,420	7,979,036	24,421	1
19134	SH 96A - Arkansas River to US50B	6,073,950	-	6,073,950	-	-
19185	US 85 Resurf Ph-I, & SH 392 Intersection	9,251,817	-	9,251,816	1	1
19626	I-25: 120th Avenue (SH 128) to SH 7	5,918,916	-	5,918,916	-	-
19643	US 24 Enhancement Project in Buena Vista	6,897,378	-	6,897,377	1	1
19644	SH95 SHERIDAN RESURFAING: Hampden to Ari	6,046,888	-	6,046,886	2	2
19664	SH 14: S-Curve Reconstruction	5,632,909	-	-	5,632,909	5,632,909
19668	US 287 IN LAMAR - PARK to COLONIA	7,221,033	13,967	7,207,066	13,967	0
19701	US 550 BILLY CREEK NORTH SURFACE TREATME	305,493	5,493	300,000	5,493	-
19868	WADSWORTH CAPACITY (HIGHLAND TO 10TH)	2,500,000	-	2,500,000	-	-
19934	US85(SANTA FE DR.):FLORIDA TO I-25	290,368	-	23,554	266,814	266,814
20063	SH74:EL RANCHO TO EVERGREEN OVERLAY	6,920,369	-	6,920,369	-	-
20121	US 550 OURAY TO RIDGWAY	225,000	-	134,154	90,846	90,846
20145	SH 340 Redlands Parkway Roundabout	799,876	39,758	756,692	43,184	3,426
20286	R2 FY 15 SURFACE TREATMENT PE POOL	2,356,844	-	2,291,808	65,036	65,036
20322	SH121 (WADSWORTH): Bear Creek to 4th	7,543,370	6,884,923	658,446	6,884,924	1
20325	US 160 PASSING LANE NORTH OF TOWAOC	250,000	-	-	250,000	250,000
20416	US 285 Nathrop Wildlife Underpass	127,806	125,912	-	127,806	1,894
20473	US85: WIDEN SB SANTA FE HAMPDEN TO LIPAN	363,343	11,666	268,661	94,682	83,016
20511	SH-177 Arapahoe To Hampden Resurfacing	6,001,453	2,623,145	3,369,986	2,631,467	8,322
20561	US36:STRASBURG TO BYERS; I-70M and CR 2	3,678,080	-	3,678,079	1	1
20588	US 6 West Glenwood	2,035,802	35,083	1,805,346	230,456	195,374
20600	SH 145 PASSING LANES AT DEEP CREEK	600,000	-	-	600,000	600,000
20626	SH 17 MP 84.5 to MP 91.5 (PH III)	100,000	-	100,000	-	-
20684	US 491 MP 36.16 - 53.74 and CR 5	14,089,550	4,384,634	-	14,089,550	9,704,916
20686	US 160 MESA VERDE CHIPSEAL	4,100,000	10,000	-	4,100,000	4,090,000
20703	SH 65 Mesa North Resurfacing	7,047,660	98,412	6,949,248	98,412	1
20705	US 160 SH 84 TO TREASURE FALLS	8,389,882	43,315	8,346,566	43,316	2
20751	US50C OVERLAY 4TH TO BAXTER RD IN PUEBLO	8,027,876	6,541,711	482,162	7,545,714	1,004,003
20754	SH167 Fowler Overlay MP0 to MP4.9	6,811,678	4,945,544	1,866,133	4,945,544	-
20755	SH45 FROM MP 4.9-8.7 THRU PUEBLO	11,798,082	-	11,798,082	-	-
20756	US 50 FROM MP 352-359 BTWN FOWLER & MANZ	429,000	110,746	280,525	148,475	37,729
20758	I-70 East Side Vail Pass	8,542,508	209,257	8,333,051	209,457	200
20759	SH 9 Summit Boulevard Frisco	4,005,447	110,300	3,895,147	110,300	0
20768	SH 138 Lodgepole Creek & HMA Overlay	1,944,147	-	1,944,147	-	-
20802	R5 FY 17 ENG STUDIES & ENVIRO COMPLIANCE	60,000	-	60,000	-	-
20809	RAMP BPM I-25 AND ROCKRIMMON PKG#1	4,122,999	1,114	4,099,912	23,087	21,973
20813	US 24 Minturn Resurfacing	5,290,000	11,533	923,578	4,366,422	4,354,889
20821	SH40:PEORIA TO SABLE	310,000	12,708	220,269	89,731	77,022
20839	US285:SH30 RESURFACING DAHLIA TO PARKER	423,423	21,841	324,202	99,221	77,380
20841	US 40 Steamboat West	4,469,819	-	4,469,819	-	-
20842	US 40 Rabbit Ears West	8,272,545	-	8,244,571	27,974	27,974
20844	US 34D Overlay and Bridge Work	1,644,286	254,886	1,389,400	254,886	1
20845	US 85 Resurfacing Eaton to Ault	22,181,094	397,535	21,783,559	397,535	0
20846	C-470 S. ROONEY RD TO KEN CARYL (FORMERL)	10,473,218	52,158	10,421,058	52,160	2
20851	US 6 LOVELAND PASS - I-70	6,367,391	10,000	60,390	6,307,001	6,297,001
20867	US 385 Holyoke North	96,100	26,748	38,865	57,235	30,487

Surface Treatment

20885	I-25: COUNTY LINE ROAD TO BELLEVIEW AVEN	14,034,449	345,236	13,689,213	345,236	0
20887	I-225 Resurfacing From I-25 To Parker Rd	10,093,000	-	58,405	10,034,595	10,034,595
20890	US 85: I-76 TO 168TH	9,905,141	1,451,626	8,453,515	1,451,626	1
20902	I-70 Wolcott East	9,053,544	-	9,053,544	-	-
20904	R1 FY18 CRACK SEAL	1,840,137	1,242,478	597,658	1,242,479	1
20909	US 287A in Lamar - Park Street - South	464,000	136,598	314,901	149,099	12,501
20915	SH 133 McClure Pass to Redstone	3,183,341	286,601	2,890,717	292,624	6,023
20928	Region 2 Surface Treatment Design Pool	2,640,328	1,502	2,295,289	345,039	343,538
20945	SH-14 Resurf Ft Collins, Lemay to I-25	7,354,178	-	7,354,177	1	1
20949	US285 Passing Lanes and Overlay	9,202,911	4,524,033	-	9,202,911	4,678,878
20950	SH69 OVERLAY MP 25.7 TO 50.1	4,996,993	-	4,996,993	-	-
20964	I25 S TRINIDAD RESURF & FRONTAGE ACCESS	6,824,776	50,645	6,763,131	61,645	11,000
20978	SH 119: Nederland - East	11,110,597	10,000	-	11,110,597	11,100,597
20986	SH 7 - 28th Street to US 287	30,000	19,264	9,673	20,327	1,063
21089	SH-7 Non Flood, SHO (PH II),EP-Jct SH-72	5,390,406	2,128,783	-	5,390,406	3,261,623
21116	SH 82 Grand Ave Bridge Safety Improve	883,899	849,699	34,199	849,700	1
21154	FY16/FY17 MATERIALS ENGINEERING SUPPORT	266,750	-	266,749	1	1
21200	SH 82 Glenwood Springs to Carbondale	9,626,000	14,303	122,810	9,503,190	9,488,887
21201	I-70 Parachute West	6,855,566	121,305	6,532,639	322,927	201,623
21202	SH 13 R3 Various Chip Seals	1,422,954	-	1,422,953	1	1
21208	SH83A(LEETSDALE):MISS TO COLO(SH2)	351,600	35,066	184,323	167,277	132,211
21217	SH 263: US 85 to Greeley Airport	3,000,000	-	3,000,000	-	-
21220	US 6 @ MP 257.4 (FREI PIT)	60,000	-	-	60,000	60,000
21221	FY19 RESURFACING PREVENTIVE MAINTENANCE	133,704	-	57,273	76,431	76,431
21225	I-70: 32ND TO 44TH RESURFACING	1,585,028	-	1,585,028	0	0
21229	SH-67 Sedalia Resurfacing	855,000	-	103,396	751,604	751,604
21231	SH 88: ALAMEDA TO LOUISIANA RESURFACING	442,161	128,513	142,534	299,627	171,114
21245	I-70 Avon to Vail	12,833,847	7,149,985	361,818	12,472,029	5,322,044
21249	I-25 S ACADEMY SOUTHBOUND ONLY	1,521,000	697,859	623,855	897,145	199,286
21254	SH67 CRIPPLE CREEK TO WESTCREEK	12,381,413	-	12,381,413	-	-
21256	US24 - 8TH ST TO WEST OF MANITOU SPRINGS	-	-	19,548	-	-
21262	SH 133 Bowie Resurfacing	9,965,960	584,087	9,381,873	584,087	0
21290	US 40 Elk Springs	2,943,896	2,943,895	-	2,943,896	1
21291	SH 131 Oak Creek Canyon	400,000	-	278,503	121,497	121,497
21317	SH 112 FROM US 285 TO SH 17	4,712,516	4,652,330	60,185	4,652,331	2
21369	Little-T Channel Work and SH 60 Resurf	275,101	113,822	161,278	113,823	1
21385	R5 FY16 CHIPS & OIL MTCE SECTIONS 3 & 7	499,813	-	499,813	-	-
21393	R2 FY 17 SURFACE TREATMENT PE POOL	1,500,000	-	1,500,000	-	-
21463	SH 141 South of Divide Road Resurface	6,432,930	-	-	6,432,930	6,432,930
21506	I-25 North: SH 402 to SH 14	-	-	-	-	-
21541	Fort Collins Pedestrian Underpass	100,000	-	100,000	-	-
21559	SH 159 SAN LUIS TO FT GARLAND SURF TREAT	6,492,413	6,492,413	-	6,492,413	0
21560	REGION 2 Preliminary Soil Surveys	233,000	170	230,768	2,232	2,062
21562	SH 17 MP 107.5 to 118.3 (PH VI) THE END	300,000	42,147	249,142	50,858	8,711
21618	US 160 WOLF CREEK PASS NARROWS	115,000	-	45,931	69,069	69,069
21696	I-70 GWC Longitudinal Joint Repair	949,291	10,316	843,156	106,135	95,820
21706	PR SH72A FLOOD PERMANENT REPAIR-R1	1,805,305	242,970	168,128	1,637,177	1,394,207
21736	SH 139 Douglas Pass	5,947,878	-	5,947,878	0	0
21750	US 160 Cortez PCCP Rehab/Grinding	120,000	-	18,338	101,662	101,662
21774	US 85 Platteville NB & WCR 18 Signal	1,545,231	1,539,443	-	1,545,231	5,788
21789	FY20 HMA PREVENTATIVE MAINTENANCE CHIP S	2,978,280	2,891,043	82,236	2,896,044	5,001
21790	SH 88 (BELLEVIEW) UNIVERSITY TO I 25	300,000	589	177,153	122,847	122,258
21795	US-6, SH-119 TO SH-58	60,000	-	3,281	56,719	56,719
21796	SH 74: I-70 TO CR 65 Resurfacing	4,410,472	10,000	64,004	4,346,468	4,336,468
21798	I-70 EJMT TUNNELS PAVING	60,000	-	8,489	51,511	51,511
21799	I-70 EB - GEORGETOWN TO EMPIRE JCT	62,000	-	14,912	47,088	47,088
21806	SH95:52ND TO 58TH/RALSTON(MM9.5-MM10.1)	2,310,641	-	2,310,641	0	0

Traffic Signals /1 /2

21818	US 24 Leadville Resurfacing	1,160,000	172,507	691,606	468,394	295,887
21819	SH 71 Punkin Center Resurfacing	39,675	-	39,675	0	0
21828	I-70 Vail East and West	375,000	257,228	-	375,000	117,772
21831	I-25 Resurfacing MP 79.6 to 92.0	9,374,105	-	-	9,374,105	9,374,105
21850	I-76 & US 34 Ft. Morgan Area Resurfacing	1,314,000	192,535	510,179	803,821	611,286
21852	SH 52B New Raymer South	8,388,662	10,000	-	8,388,662	8,378,662
21878	I-70 Arriba: East and West	-	-	-	-	-
21896	I-70 Officers Gulch to Frisco	7,000,000	-	-	7,000,000	7,000,000
21901	SH 13 Hamilton South	460,000	240,378	153,368	306,632	66,254
21903	WEST OF MANITOU TO WEST OF CHIPITA PARK	1,112	-	1,112	-	-
21926	US 6 Mack to Fruita	4,107,383	4,106,835	-	4,107,383	548
21927	US50 West of Delta EB Lanes Resurfacing	7,200,000	-	-	7,200,000	7,200,000
21979	R4 FY 18 & FY 19 Resurfacing PE	2,991,713	450,456	2,421,258	570,455	119,999
22010	US 160 SH 172 to Bayfield Resurfacing	4,811,611	32,439	4,779,172	32,439	0
22024	US 160 MP 126 TO 129 WL Crossings	-	-	-	-	-
22056	R5 FY17/18 CHIPS & OIL MTCE SECTIONS 3&7	319,561	-	319,372	189	189
22120	R5 GUARDRAIL REPLACEMENT/UPGRADES	1,085,053	826,544	258,508	826,545	1
22229	R1 RESURFACING UTILITY SUPPORT SERVICES	55,700	16,108	38,557	17,143	1,035
22533	SH 121:WADSWORTH - I-70 TO 65TH OVERLAY	417,540	182,356	32,070	385,470	203,113
22560	R5 FY19 SURFACE TREATMENT DESIGN PROJECT	400,000	56,998	233,452	166,548	109,549
22600	SANTA FE:HAMPDEN TO FLORIDA RESURF	159,605	-	31,882	127,723	127,723
22703	I-25 SEG3A RE-PKG 120TH TO E470	7,423,025	-	-	7,423,025	7,423,025
22796	US 36: 28TH ST. TO TABLE MESA DR.	79,202	-	24,708	54,494	54,494
22807	R3 Surface Treatment Design	500,000	10,983	272,881	227,119	216,136
19134	SH 96A - Arkansas River to US50B	450,000	-	450,000	-	-
19668	US 287 IN LAMAR - PARK to COLONIA	620,000	-	620,000	-	-
20182	TRAFFIC SIGNAL CONTROLLER REPLACEMENT	-	-	-	-	-
20473	US85: WIDEN SB SANTA FE HAMPDEN TO LIPAN	1,161,500	1,157,591	1,498	1,160,002	2,411
20511	SH-177 Arapahoe To Hampden Resurfacing	1,400,000	-	1,400,000	-	-
20638	US 285 at Hwy 9C Improvements	225,000	-	225,000	-	-
20737	US 550/32_22_17 Durango Signal Replace	2,515,781	2,513,871	1,910	2,513,871	0
20740	US 160_550 Durango Signals Ops	2,374,369	40,058	814,812	1,559,557	1,519,498
20755	SH45 FROM MP 4.9-8.7 THRU PUEBLO	245,000	-	245,000	-	-
20759	SH 9 Summit Boulevard Frisco	245,000	245,000	-	245,000	-
20789	SH96A ABRIENDO - ORMAN Signals Improv	1,707,000	-	-	1,707,000	1,707,000
20841	US 40 Steamboat West	500,000	-	500,000	-	-
20878	FY17 R1 TRAFFIC SIGNAL REPLACEMENT	1,556,977	199,584	1,357,392	199,585	1
20890	US 85: I-76 TO 168TH	1,252,000	-	1,252,000	-	-
20927	Pueblo FY17/18 Signal Capital Replace	1,142,099	263,225	878,062	264,037	812
20932	US 24 AT 31ST STREET INTERSECTION	437,901	437,901	-	437,901	-
20940	R4 FY18 Cab/Controller Replacements	2,339,395	229,606	2,109,788	229,607	1
20942	R4 FY18 Signal Pole Replacements	1,329,541	1,167,901	50,689	1,278,852	110,952
21043	STATEWIDE TSMP FY15 SGN	110,914	-	98,253	12,661	12,661
21116	SH 82 Grand Ave Bridge Safety Improve	1,500,000	-	1,500,000	-	-
21125	CDOT TSSIP 2016 SIG UPGRADE FEDERAL BLVD	28,916	-	28,916	0	0
21193	SH 141 Clifton Signal Replacement	1,752,751	1,561,626	190,138	1,562,613	987
21200	SH 82 Glenwood Springs to Carbondale	430,000	-	-	430,000	430,000
21216	R4 FY19 Signal Pole Replacement Project	176,599	146,211	25,450	151,149	4,938
21258	FY19 PIKES PEAK AREA SIGNAL REPLACEMENT	75,232	-	14,104	61,128	61,128
21416	R5 SIGNAL REPLACEMENT CHAFFEE & RIO GRAN	3,213,719	141,053	3,054,975	158,744	17,692
21423	LA PLATA CO SH172/CR517 FUNDX	332,100	-	332,100	-	-
21533	SH21 AND MESA RIDGE PKWY SIGNALIZATION	42,411	-	-	42,411	42,411
21775	R5 FY17 SIGNAL CONTROLLER REPLACEMENT	181,020	-	181,019	1	1
21792	SIGNAL CABINET UPGRADE PHASE III	2,523,355	1,895,951	626,245	1,897,110	1,159
21793	SIGNAL REPLACEMENT DESIGN FY 2018-2020	500,000	99,892	280,705	219,295	119,402
21804	SH 24 & Mtn View Dr Signal Replacement	430,000	430,000	-	430,000	-
21806	SH95:52ND TO 58TH/RALSTON(MM9.5-MM10.1)	1,050,000	-	1,050,000	-	-

		21807	Traffic Signal Controller Rep. Phase 2	3,245,074	233,114	3,011,958	233,116	2
		21848	US 40 Grand County Signal Replacement	384,000	54,971	253,478	130,522	75,552
		21929	SH40 & SH121 CDOT SIGNAL IMP FY19	310,000	47	138,235	171,765	171,718
		21943	FY19 NORTH SIGNAL PKG	607,783	-	36,963	570,820	570,820
		22027	SH72-64TH/INDIANA SIGNAL REPLACEMENT	443,112	128,165	314,946	128,166	1
		22185	ITS RAMP METER CONTROLLER UPGRADES	200,000	200,000	-	200,000	-
		22264	US 40 Green St Signal Replace-Craig	140,000	85,754	9,292	130,708	44,955
		22389	SIGNAL CONST PACKAGE A FOR 21793	1,300,000	-	-	1,300,000	1,300,000
		22476	SH 82/133 Garfield County Signal Replace	300,000	178,472	93,088	206,912	28,440
		22528	SH 30 & TOWER RD IMPROVEMENTS	84,002	8,084	65,216	18,786	10,701
		22620	I-25 & Erie Pkwy Ramp Signals	100,000	-	-	100,000	100,000
		22841	SIGNAL CABINET UPGRADE PHASE IV	50,000	-	-	50,000	50,000
			<b>TOTAL</b>	<b>1,245,628,125</b>	<b>212,022,242</b>	<b>766,577,920</b>	<b>479,050,206</b>	<b>267,027,964</b>
<b>Maximize - Safely Making the Most of What We Have-Capital Expenditure</b>	<b>MOMO: ITS Investments</b>	18695	I-25: US 36 TO 120TH AVENUE (CDOT)	71,000	-	-	71,000	71,000
		19341	I-70 Fiber Vail to Glenwood Springs	6,500,000	-	6,500,000	0	0
		19733	NODE BUILDING IMPROVEMENT - STATEWIDE	629,992	-	629,992	-	-
		19764	TTI REPLACEMENT - PHASE II	2,381,831	1,481	2,378,342	3,489	2,008
		19937	LiveView Cameras	220,294	-	220,293	1	1
		20166	ITS EQUIPMENT: I-25 (DENVER TO MONUMENT)	1,141,919	-	1,126,638	15,281	15,281
		20179	ITS ON I-25 (PUEBLO TO WALSENBURG)	280,000	104,752	56,833	223,167	118,415
		20232	VIDEO INCIDENT DETECTION CAPABILITIES	294,508	-	294,507	1	1
		20236	I-70 ITS FIBER AND ETHERNET EQUIPMENT	6,390,027	-	6,361,122	28,905	28,905
		20280	ITS EQUIPMENT AT 902 ERIE IN PUEBLO	1,353,827	-	1,353,826	1	1
		20496	NETWORK EQUIPMENT I-25 NORTH (120TH-WY)	336,948	-	336,948	0	0
		20771	Denver Area Ethernet Upgrade	5,523,682	27,318	4,989,372	534,310	506,992
		20773	ITS Connected Vehicles	1,300,000	-	1,300,000	-	-
		20774	ITS Deployment of Node Building at Walse	1,266,508	-	1,214,267	52,241	52,241
		20775	ITS FY16 RWIS Replacement R1, R3, & R4	1,624,706	-	1,624,478	228	228
		20776	ITS VMS STRUCTURE AND WALKWAY UPGRADES	1,221,018	-	999,932	221,086	221,086
		20779	US85: BRIGHTON GUARDRAIL PLACEMENT	66,000	-	66,000	-	-
		20894	R5 SEC 3 & 7 CHAIN STATIONS	62,500	-	999	61,501	61,501
		20964	I25 S TRINIDAD RESURF & FRONTAGE ACCESS	138,000	2,112	133,996	4,004	1,892
		20984	VMS AND LUS UPGRADE FY 17	372,899	332,905	14,671	358,228	25,323
		21288	ITS DSRC on I-25 and I-70	310,000	301,061	-	310,000	8,939
		21364	SMART 25 MANAGED MOTORWAYS DEMONSTRATION	346,639	346,639	-	346,639	-
		21382	ITS EQUIPMENT ON I-76 (I-25 TO I-70)	1,356,980	171	1,356,671	309	138
		21402	TRAVEL INFORMATION SYSTEM UPGRADE	1,000,000	2,565	901,007	98,993	96,429
		21442	ITS LIVEVIEW CAMERAS PHASE 4	300,000	-	287,268	12,732	12,732
		21506	I-25 North: SH 402 to SH 14	600,000	-	-	600,000	600,000
		21592	ITS CAMERA PROJECT FY17	1,249,206	75,175	1,174,030	75,176	1
		21593	ITS FIBER OPTICS ON I76 DENVER TO HUDSON	2,699,045	624,601	2,069,990	629,055	4,453
		21594	ITS LOW BRIDGE WARNING SYSTEM	365,116	1,322	358,402	6,714	5,392
		21595	ITS SAS AND CADD FY17	1,300,000	-	1,296,117	3,883	3,883
		21730	COLORADO V2X PROGRAM	-	-	-	-	-
		21970	ITS FY18 Software & Innovative solutions	1,867,533	500,413	1,098,901	768,632	268,219
		22107	US 160 WOLF CREEK WEST FIBER	375,000	296,564	77,269	297,731	1,167
22150	ITS FIBER INSTALLATIONS FOR HQ	389,327	90,181	299,145	90,182	1		
22151	LIVE VIEW CAMERAS FY 18	400,000	9,878	387,681	12,319	2,441		
22185	ITS RAMP METER CONTROLLER UPGRADES	400,000	400,000	-	400,000	-		
22186	ITS Smart Mobility Plan	252,000	90,963	161,037	90,963	-		
22376	CDOT TSMO TRAVEL TIME MONITORING SUPPORT	16,000	14,065	-	16,000	1,935		
22385	ITS FIBER AND CAMERAS ON I-76 KEENESBURG	1,860,000	-	-	1,860,000	1,860,000		
22433	Region 4 Traffic Mgmt. Center	300,000	-	-	300,000	300,000		
22503	FIBER OPTIC ON US 24 (I25 TO WOODLAND)	3,078,184	3,078,183	-	3,078,184	1		
22703	I-25 SEG3A RE-PKG 120TH TO E470	500,000	-	-	500,000	500,000		
			<b>TOTAL</b>	<b>50,140,689</b>	<b>6,300,347</b>	<b>39,069,736</b>	<b>11,070,953</b>	<b>4,770,606</b>

<b>Maximize - Safely Making the Most of What We Have-CDOT Performed Work</b>	<b>MOMO: ITS Maintenance</b>	19733	NODE BUILDING IMPROVEMENT - STATEWIDE	1,220,200	-	1,220,199	1	1
		20181	ENHANCED TRAFFIC MANAGEMENT SYSTEM	3,003,000	271,945	2,728,355	274,645	2,700
		20233	INTEGRATION OF COMPUTER AIDED DISPATCH	250,000	-	-	250,000	250,000
		20234	ENHANCED TRAFFIC MANAGEMENT SYSTEM PH2	2,750,000	-	2,407,739	342,261	342,261
		20250	INCIDENT COMMAND EQUIPMENT	182,000	546	10,150	171,850	171,304
		20378	STATEWIDE INTERACTIVE KIOSK	478,000	73,458	390,440	87,560	14,103
		20466	RITID GUIDLINES INTEGRA (DRCOG ITS POOL)	24,718	-	24,718	0	0
		20490	REGIONAL IM SCENARIOS (DRCOG ITS POOL)	60,000	-	59,998	2	2
		20982	ETHERNET & CCTV UPGRADE (Denver & Pueblo)	3,122,000	57,607	171,393	2,950,607	2,893,000
		20984	VMS AND LUS UPGRADE FY 17	1,995,041	39,834	1,955,206	39,835	1
		21364	SMART 25 MANAGED MOTORWAYS DEMONSTRATION	-	-	-	-	-
21596	ITS WEATHER STATION UPGRADES FY17	1,782,948	163,813	1,619,133	163,815	1		
	<b>TOTAL</b>	<b>14,867,907</b>	<b>607,204</b>	<b>10,587,330</b>	<b>4,280,577</b>	<b>3,673,372</b>		
<b>ADA Compliance</b>		20574	CANON CITY US 50 PEDESTRIAN CROSSING	60,000	60,000	-	60,000	-
		20666	SH 52 ADA Ramps	40,560	40,560	-	40,560	-
		21439	ADA CURB RAMP INITIATIVE	500,000	123,247	372,396	127,604	4,357
		21599	2017 ADA SUPPORTIVE SERVICES	625,000	121,455	349,756	275,244	153,789
		21948	R3 ADA PE	2,005,000	1,084,101	887,468	1,117,532	33,431
		21988	R2 ADA COMPLIANCE - This project will be	950,000	344,781	497,899	452,101	107,320
		22006	R1 CURB RAMPS DESIGN	2,433,770	822,829	1,386,045	1,047,725	224,896
		22014	R1 CURB RAMPS-PH 1	554,767	136,721	418,045	418,045	1
		22022	R1 CURB RAMPS - PH 2	1,472,276	1,004,649	467,626	1,004,650	1
		22023	R1 CURB RAMPS - PH 3	2,200,000	-	-	2,200,000	2,200,000
		22075	Longmont Main Street ADA Improvements	49,466	-	49,466	0	0
		22086	US 550/160 PEDESTRIAN SIDEWALK RAMPS	876,671	738,913	137,757	738,914	1
		22093	ADA Ramp Program Management	646,020	165,881	414,994	231,026	65,146
		22383	R2 ADA RAMPS I-25 INT S NEV- N ACAD	1,137,202	944,128	-	1,137,202	193,074
		22414	US 50 N. Delta Phase 1 ADA Ramps (ESB)	484,571	90,517	394,053	90,518	1
		22415	US 50 S. Delta Phase 2 ADA Ramps (ESB)	581,099	492,922	88,177	492,922	0
		22419	CORTEZ ADA RAMPS ON US160	294,000	294,000	-	294,000	-
		22441	Greeley ADA Curb Ramps Phase 1	660,256	289,235	371,021	289,235	1
		22442	Loveland ADA Curb Ramps Phase 1	656,012	647,556	3,504	652,508	4,952
		22445	SH115 PEDESTRIAN IMPROVEMENTS	30,000	-	-	30,000	30,000
		22484	I-70B & Z Grand Jct Phase 1 ADA Ramps	628,147	494,427	133,720	494,427	0
		22581	R1 ESB ADA CURB RAMPS PH 5	1,500,000	10,000	-	1,500,000	1,490,000
		22759	Boulder ADA Curb Ramps Phase 1	350,000	232,398	-	350,000	117,602
		22771	R4 Longmont ADA Curb Ramps	225,000	171,348	1,511	223,489	52,141
		22901	SH257 & 392:Windsor Curb Ramps	142,000	81,810	-	142,000	60,190
		12372	US 287:SH1 to LaPorte Bypass	10,557,000	1,824,566	8,732,433	1,824,567	1
		12509	SH402: US 287 to I-25 (Loveland)	5,557,000	-	3,776,691	1,780,309	1,780,309
		12812	US 50 Pueblo to Kansas TEIS - NO AD	8,431,800	-	8,154,667	277,133	277,133
		12979	US 550, NEW MEXICO STATE LINE TO DURANGO	1,637,230	-	1,637,230	-	-
		13600	Non Strat Environmental Mitigation Fund	35,222	-	35,222	-	-
		14156	SH 13 Wyoming South PE Corridor	1,729,000	-	1,729,000	-	-
		14933	SH 50 PE Corridor	3,353,212	-	3,331,211	22,001	22,001
		15637	I-70 Dowd Junction PE	200,000	-	-	200,000	200,000
		15782	120TH AVE CONNECTION-PH II-(D-PHASE)	3,471,952	-	3,471,952	-	-
		16311	I-25:SANTA FE INTERCHANGE RECONSTRUCTION	20,184,360	140,163	18,824,607	1,359,753	1,219,590
		16791	CR 214 NORTH ROW ACQUISITION	-	-	-	-	-
		16805	I-76 Fort Morgan To Brush (Phase V)	1,632,005	151,916	1,307,368	324,637	172,721
		17002	SH 13 Rio Blanco South to County Line	679,613	-	679,613	-	-
		17258	I-70 GW Canyon Structure Rail Repair	200,000	-	145,554	54,446	54,446
		17858		12,705,413	29,428	12,138,167	567,246	537,818
17866	120TH AVE CONNECTION-Phase II (C-PHASE)	2,845,972	-	2,845,972	-	-		
17880	SH 92 Rogers Mesa PE Corridor	978,000	491,031	400,000	578,000	86,969		
17881	SH 13 N Rifle to Rio Blanco Cty Line PE	1,827,200	430,164	1,315,536	511,664	81,499		
18318	POWERS BLVD.-POST FONSI ROW ACQUISITION	5,051,705	5,860	4,994,790	56,915	51,055		

18319	I-25 SH 66 to N/O SH 56	4,698,726	-	4,698,726	0	0
18357	I-25: SH 392 to SH 14	2,751,979	-	2,751,979	0	0
18520	I-70 Exit 49 Grand Mesa	2,118,556	58,718	2,059,838	58,718	-
18695	I-25: US 36 TO 120TH AVENUE (CDOT)	46,788,206	2,587,330	43,305,780	3,482,426	895,096
18753	US36 Wetland Mitigation Project	2,849,586	6,346	2,821,837	27,749	21,404
18772	SH 139 Douglas Pass Rock Storage	41,767	-	41,766	1	1
18844	I25 & US34 Interchange	23,229	-	23,228	1	1
18890	US-85 Louviers To MP 191.75	16,850,000	567,436	-	16,850,000	16,282,564
18999	C-470 TOLLED EXPRESS LANES SEGMENT 1	-	-	-	-	-
19023	I-70 MTN CORRIDOR COMMITMENTS	178,680	29,735	113,114	65,566	35,831
19028	US287/92ND INTERSECTION IMPROVEMENT	125,000	125,000	-	125,000	-
19039	DESIGN I-25/CIMARRON EXPRESSWAY	19,400,176	-	19,321,614	78,562	78,562
19109	US 550 DESIGN MP 2.7 TO CR 302	1,842,750	60,532	1,742,404	100,346	39,814
19164	US34/85 Interchange Reconstruction	2,500,000	1,030,294	1,087,712	1,412,288	381,994
19192	I-25/ARAPAHOE RD INTERCHANGE	1,615,906	125,936	1,294,674	321,232	195,296
19195	I25A PUEBLO COORIDOR DESIGN	1,422,383	-	1,408,053	14,330	14,330
19316	SH 67 REALIGNMENT	59,585	-	59,585	-	-
19341	I-70 Fiber Vail to Glenwood Springs	9,944,778	-	9,944,778	-	-
19362	US 160 DRY CREEK PASSING LANES	3,675,016	151,000	2,054,289	1,620,727	1,469,727
19378	US 550 CONNECTION TO US 160	7,860,864	2,635,790	3,626,863	4,234,001	1,598,211
19408	I25A PUEBLO ILEX DB - NON-BE	-	-	-	-	-
19499	WADSWORTH RIGHT TURN LANE EXTENSIONS	49,148	-	46,576	2,572	2,572
19561	US287: Willox to SH 1 & Ped Bridge	-	-	-	-	-
19664	SH 14: S-Curve Reconstruction	6,000,000	213,259	1,692,774	4,307,226	4,093,967
19668	US 287 IN LAMAR - PARK to COLONIA	5,514,136	1,765,366	3,748,770	1,765,366	-
19698	REGIONAL WAYFINDING IN THE SE TPR	6,674	6,674	-	6,674	-
19701	US 550 BILLY CREEK NORTH SURFACE TREATME	139,707	3,886	135,821	3,886	-
19761	I-70:KIPLING INTERCHANGE NEPA STUDY	2,100,000	251,030	1,708,634	391,366	140,336
19771	US6 / 20 Road Intersection Improvements	900,000	163,431	431,569	468,431	305,000
19869	I-25 & I-225 TREX COPING REPAIRS	8,250	-	8,250	-	-
19930	SH 9 RAMP Iron Springs Alignment	-	-	-	-	-
19944	I-70G Edwards Int Upgrade Phase 2	2,611,375	8,390	1,716,610	894,765	886,375
20069	US-85 Sedalia To Daniels Park Rd	1,590,248	118,009	378,912	1,211,336	1,093,327
20100	R1 ENVIRONMENTAL PROJECT MANAGEMENT RPP	1,144,000	5,534	946,888	197,112	191,578
20163	SH 40 & Elk River Road	15,024	-	15,024	0	0
20169	I-70 Garfield County Intchgs - New Castl	800,000	303,992	199,459	600,541	296,549
20325	US 160 PASSING LANE NORTH OF TOWAOC	365,000	23,217	341,783	23,217	-
20344	US 50 BNSF RAILROAD TO PURCELL	-	-	-	-	-
20401	US 50 PASSING LANES EAST OF SALIDA	568,801	-	568,801	-	-
20416	US 285 Nathrop Wildlife Underpass	100	-	100	-	-
20420	REGION 1 EROSION CONTROL PROJECT	317,030	-	73,237	243,793	243,793
20448	US50 WB - MCCULLCOH TO WILLS (PRE-CONSTR	1,802,797	16,392	1,589,999	212,798	196,406
20476	US24 EAST PEL STUDY	2,000,000	790,085	913,268	1,086,732	296,647
20486	US 24 POST FIRE MITIGATION IMP. ASSESS.	3,000	2,540	-	3,000	460
20511	SH-177 Arapahoe To Hampden Resurfacing	1,606,000	1	1,547,489	58,511	58,510
20591	I-25 RAMP METERS REGION 1	8,872	-	8,872	-	-
20600	SH 145 PASSING LANES AT DEEP CREEK	5,293,346	17,694	840,507	4,452,839	4,435,145
20610	US 36 Culvert Repair MP 11.95 - MP 12.29	-	-	-	-	-
20626	SH 17 MP 84.5 to MP 91.5 (PH III)	495,293	-	495,293	0	0
20715	SH 52: Antelope Creek	92,722	-	92,722	-	-
20750	US50C STORM SEWER 21ST LANE	2,467,881	-	2,467,881	-	-
20751	US50C OVERLAY 4TH TO BAXTER RD IN PUEBLO	830,000	801,126	28,874	801,126	-
20779	US85: BRIGHTON GUARDRAIL PLACEMENT	275,487	110,028	165,459	110,028	1
20787	SH67 / SH115 Intersection Improvement	400,638	65,304	308,922	91,716	26,412
20790	I25C/SH160 Ped/Bike Improv (Walsenburg)	2,441,595	2,100,673	340,908	2,100,687	14
20809	RAMP BPM I-25 AND ROCKRIMMON PKG#1	1,949,894	1,603,385	346,508	1,603,386	1
20813	US 24 Minturn Resurfacing	300,000	-	-	300,000	300,000

**Maximize - Safely Making  
the Most of What We  
Have-Contracted Out  
Work**

**Regional Priority  
Program**

20819	CLEAR CREEK ECOLOGIC RESTORATION	1,116,814	183,394	933,419	183,395	2
20854	SH86 West Side of Elizabeth Int.	1,450,000	82,139	478,507	971,493	889,354
20855	US 385 @ Cheyenne Wells 90 Degree Curve	3,587,511	2,525,391	832,362	2,755,149	229,759
20907	SH 385 REALIGNMENT AND NEW STRUCTURE (Re	350,000	-	48,443	301,557	301,557
20909	US 287A in Lamar - Park Street - South	66,000	50,040	8,564	57,436	7,396
20913	SH 21 Research Interchange Design	1,400,000	126,924	1,273,076	126,924	-
20924	I-70 Palisade Curves	750,000	750,000	-	750,000	-
20932	US 24 AT 31ST STREET INTERSECTION	107,798	107,798	-	107,798	-
20949	US285 Passing Lanes and Overlay	300,000	-	269,706	30,294	30,294
20964	I25 S TRINIDAD RESURF & FRONTAGE ACCESS	403,335	-	403,335	-	-
20980	US 160 ELMORES CRNR TO GEM VIL MP 91-101	900,000	620,940	265,295	634,705	13,765
20991	CONSTRUCTION FEDERAL @ 120TH AVE	200,000	-	200,000	-	-
21003	SH66 PEL: W/O Longmont to E/O I25	2,200,000	797,538	1,158,921	1,041,079	243,541
21019	WestConnect Coalition PEL	2,037,203	-	2,037,203	-	-
21020	Replace M-22-Z on SH 10 MP 69.68	289,564	289,564	-	289,564	0
21083	I-270-VASQUEZ PEL	889,683	-	889,683	0	0
21102	I-25 South PEL and Gap Project Design	7,000,000	2,470,558	4,000,000	3,000,000	529,442
21116	SH 82 Grand Ave Bridge Safety Improve	3,300,000	-	3,300,000	-	-
21153	SH79 GRADE SEP. AT RR ENV STUDY & DESIGN	324,000	-	-	324,000	324,000
21174	SH 7 Adaptive Signals & Fiber	1,424,914	-	1,424,913	1	1
21180	I-25 POST PEL:US36 TO SH7	2,000,000	189,851	1,810,149	189,851	-
21310	I-70 LANE BALANCE OVER GARRISON	63,959	-	63,959	-	-
21324	I25 EXIT 11 INTERCHANGE IMPROVEMENTS	740,770	-	-	740,770	740,770
21415	US 6 Clifton	920,500	227,331	693,169	227,331	-
21432	I76/SH52 Hudson Interchange	4,755,906	988,828	1,065,553	3,690,353	2,701,526
21435	DTD-R1.8 REGIONAL WILDLIFE MOVEMENT	70,000	70,000	-	70,000	-
21439	ADA CURB RAMP INITIATIVE	-	-	-	-	-
21444	US 34 PEL Glade Road to Kersey	2,512,000	105,996	2,259,806	252,194	146,198
21461	US 24 CORRIDOR IMPROVEMENTS - DESIGN	1,000,000	0	938,418	61,582	61,582
21463	SH 141 South of Divide Road Resurface	2,000,000	10,000	-	2,000,000	1,990,000
21468	FEDERAL & COLFAX INTERCHANGE STUDY	47,489	-	47,489	0	0
21471	US 50 and SH 92 Delta Intersection	190,000	58,718	32,353	157,647	98,929
21506	I-25 North: SH 402 to SH 14	4,852,000	-	2,428,976	2,423,024	2,423,024
21510	US85 Corridor Improvements I-76 to 124th	1,636,900	-	1,628,741	8,159	8,159
21511	US-85 Daniels Park Rd To Meadows Pkwy	1,400,000	-	219,294	1,180,706	1,180,706
21541	Fort Collins Pedestrian Underpass	300,000	-	300,000	-	-
21571	I-25 MEDIAN CABLERAIL PHS II	37,197	-	37,197	-	-
21626	SH 93 Erosion Correction	209,835	-	209,834	1	1
21642	I-25 Dillon/Drew Dix Exit 104 Interchang	21,510	-	-	21,510	21,510
21656	SH 52: ACP and PEL, SH 119 to I-76	800,000	-	-	800,000	800,000
21657	SH66 @ WCR 7 Intersection Improvements	500,000	21,217	28,798	471,202	449,985
21685	I-70 W. Vail Pass Auxiliary Lanes	1,000,000	-	1,000,000	-	-
21700	CMIP5 Federal Highway Research	1,069	-	-	1,069	1,069
21706	PR SH72A FLOOD PERMANENT REPAIR-R1	275,016	-	181,255	93,761	93,761
21723	US 50 Blue Canyon-Windy Point ROW	106,967	-	2,602	104,365	104,365
21746	FLORENCE - CANON CITY BIKE/PED TRAIL	250,000	153,774	96,226	153,774	-
21778	SH 9 Frisco Main St to Iron Springs	1,000,000	97,108	439,777	560,223	463,115
21784	JEFFERSON PARKWAY 1601	16,650	234	11,581	5,069	4,835
21840	I-25 CENTRAL PEL	2,500,000	255,542	1,500,000	1,000,000	744,458
21841	GEORGETOWN ARGENTINE GATEWAY PROJECT - L	88,000	-	-	88,000	88,000
21842	I-25 WIDENING S ACADEMY TO CIRCLE	1,500,000	993,983	254,555	1,245,445	251,462
21847	Signalization of SH1 & I-25 SB Ramps	391,066	391,066	-	391,066	0
21877	SH-71 Super-2 Design from Limon to Neb.	825,646	180,547	307,108	518,538	337,991
21878	I-70 Arriba: East and West	368,111	10,408	357,703	10,408	0
21881	REGION WIDE EROSION CONTROL	682,712	606,507	76,204	606,508	0
21892	FALL RIVER ROAD BRIDGE	415,000	7,213	395,723	19,277	12,064
21893	I-70 WESTBOUND PEAK PERIOD SHOULDER LANE	6,400,000	1,069,286	5,182,957	1,217,043	147,757

		21907	Peckham Grade Separated Intersection	2,200,000	603,272	-	2,200,000	1,596,728
		21912	I70 FLOYD HILL-VET TUNNELS EA/30%	3,000,000	-	3,000,000	-	
		21919	US 160 PAGOSA RECONSTRUCT	945,000	192,151	599,562	345,438	153,288
		21920	N. MEADOWS EXT. BYPASS LANES	250,000	-	250,000	-	
		21936	SH 340 East of F 1/2 Rd Shoulder Widen	377,000	94,399	220,517	156,483	62,084
		21938	SH21 (POWERS BLVD) CFI STUDY	111,000	18	109,075	1,925	1,907
		21978	R2 WRONG WAY PREVENTION	700,000	700,000	-	700,000	0
		21986	I-70B 1st Street and Grand Avenue	1,250,000	942,898	307,102	942,898	-
		21987	I-70: Seibert East Part 2	456,243	3,247	158,433	297,810	294,563
		22020	US 550 Otter Road to R3/R5 Line	1,350,000	215,004	250,000	1,100,000	884,996
		22024	US 160 MP 126 TO 129 WL Crossings	880,000	-	880,000	-	-
		22036	US 40 Passing Lanes MP 172.6	350,000	0	215,553	134,447	134,447
		22039	I-225 SB Restriping I-25 To Yosemite	933,568	-	933,567	1	1
		22064	SH121 AND MORRISON RD INTERSECTION RECON	724,000	598,301	69,488	654,512	56,211
		22079	US50A Pueblo West Purcell Interchange	5,100	-	2,845	2,255	2,255
		22100	US50C - 23rd Lane DRAINAGE IMPROVEMENTS	100,000	-	-	100,000	100,000
		22225	US 50 EAST TIER II AND INITIAL DESIGN	301,000	45,051	125,097	175,903	130,852
		22252	SH115 ROCK CREEK BR AND PASSING LANES	230,000	-	31,231	198,770	198,770
		22253	US285 BAILEY CURVE SAFETY IMP, PASS LANE	235,000	-	1,788	233,212	233,212
		22340	US 385 R4 ETPR Corridor Study	1,000,000	559,639	198,024	801,976	242,337
		22341	SOUTHERN MOUNTAIN LOOP BIKE TRAIL STUDY	625,000	593,745	31,255	593,745	-
		22381	I-70 EB Aux & Exit 203 Feasibility Study	250,000	215,771	-	250,000	34,229
		22420	US 550/160 CONNECTION SOUTH DESIGN-BUILD	338,198	267,660	-	338,198	70,538
		22445	SH115 PEDESTRIAN IMPROVEMENTS	60,000	-	-	60,000	60,000
		22455	SH 119 Bike & Ped Study	250,000	149,512	67,400	182,600	33,088
		22462	I-70 Bethune Reconstruction	500,000	-	6,387	493,613	493,613
		22479	SH 94 - CORRIDOR STUDY	200,000	41,578	144,547	55,453	13,875
		22526	US287 MP 299.7 BNSF RR Crossing	481,931	-	-	481,931	481,931
		22530	SH-67 CROSSING OF BNSF RR IN SEDALIA	51,974	51,973	-	51,974	1
		22631	I-25 FRONTAGE ROAD ENFORCEMENT	59,010	30,412	28,598	30,412	0
		22703	I-25 SEG3A RE-PKG 120TH TO E470	9,800,000	-	-	9,800,000	9,800,000
		22762	I-70 ECONOMIC IMPACT STUDY	16,425	-	-	16,425	16,425
		22763	I-70 CSM TUNNELING RESEARCH	100,000	100,000	-	100,000	-
		22781	I-25 Mead Frontage Road Devolution	75,000	-	-	75,000	75,000
		22824	PUEBLO I-25 CORRIDOR	916,347	-	-	916,347	916,347
		22831	I-25 Express Lanes SH7 to SH1	-	-	-	-	-
		22866	GEORGETOWN LAKE DREDGING	250,000	250,000	-	250,000	-
		22867	STREETCAR HISTORIC CONTEXT	30,000	-	-	30,000	30,000
		22868	RR CROSSING FLORENCE - HWY 115	55,400	-	-	55,400	55,400
		22869	RR CROSSING CANON CITY-9TH ST	60,120	-	-	60,120	60,120
		22879	R1 CENTRAL LOMR PAYMENT TO UDFCD	40,000	40,000	-	40,000	-
		22957	Owl Canyon Road Feasibility Study	500,000	-	-	500,000	500,000
		20773	ITS Connected Vehicles	1,231,218	607,750	416,222	814,996	207,246
		20798	US 160 WOLF CREEK TUNNEL COMS UPGRADES	-	-	-	-	-
		20885	I-25: COUNTY LINE ROAD TO BELLEVIEW AVEN	1,125,203	1,111,025	-	1,125,203	14,178
		21364	SMART 25 MANAGED MOTORWAYS DEMONSTRATION	12,378,955	6,608,972	1,886,928	10,492,027	3,883,055
		21506	I-25 North: SH 402 to SH 14	2,000,000	-	-	2,000,000	2,000,000
		21730	COLORADO V2X PROGRAM	25,762,207	15,038,851	7,465,727	18,296,480	3,257,628
		21834	FURNISH & INSTALL FIBER OPTIC EQUIPMENT	264,124	-	264,123	1	1
		21836	CV DTI PROGRAM	5,900,000	1,169,062	-	5,900,000	4,730,938
		22107	US 160 WOLF CREEK WEST FIBER	35,876	-	-	35,876	35,876
		22408	SMART 285 PROJECT	200,000	8,400	118,800	81,200	72,800
		22434	STATEWIDE MODEL CV/AV EXTENSIONS	134,642	76,532	58,110	76,532	-
		20369	MILE HIGH COURTESY PATROL FY15	4,950,000	-	4,623,353	326,647	326,647
		21242	CDOT MOTORIST ASSIST	18,549,990	5,842,460	10,721,313	7,828,677	1,986,217
			<b>TOTAL</b>	<b>437,587,362</b>	<b>76,812,314</b>	<b>269,287,497</b>	<b>168,299,865</b>	<b>91,487,551</b>
	<b>ROADX</b>							
	<b>TSM&amp;O:</b>							
	<b>Congestion Relief</b>							

Pass-Through Funds/Multi-modal Grants	Aeronautics	16180	MOUNTAIN RADAR PROJECT	4,719,330	-	4,719,330	-	-
		TOTAL		4,719,330	-	4,719,330	-	-
		16079	FALCON PARK & RIDE	1,474,816	131,125	1,168,691	306,125	175,000
		16525	Jefferson Street/SH14 Improvements	1,207,878	525,701	682,176	525,702	1
		16587	CITY OF DENVER - FY08 DRCOG ITS PP - Thi	780,219	-	780,218	1	1
		16950	2009 DOUGLAS COUNTY - FY09 ITS PP	446,250	-	439,526	6,724	6,724
		18119	Loveland I-25/US34/Crossroads VMS	446,913	-	446,913	1	1
		18373	SIGNAL ADVANCE DETECTION & TIMING	5,875,908	1,227,265	4,648,643	1,227,265	-
		18398	SH119: Bike/Ped Underpass: S/O Hover	1,163,936	-	1,163,936	-	-
		18405	Wonderland Creek Underpass	3,382,051	1,013,146	2,368,905	1,013,146	-
		18525	TEJON ROUNDABOUT	1,979,239	1,525,879	453,360	1,525,879	-
		18535	DENVER TSSIP 2012	1,200,000	418,210	781,790	418,210	-
		18575	Boulder Transit Signal Priority	265,000	-	265,000	-	-
		19021	R-6 TRAFFIC SIGNAL SYSTEM	386,500	121,317	264,408	122,092	775
		19561	US287: Willox to SH 1 & Ped Bridge	908,323	440,566	467,757	440,566	-
		19634	DENVER TSSIP DESIGN II	49,624	22,961	26,663	22,961	-
		19907	FY 14 RAQC ADVANCED FLEET TECHNOLOGY	1,509,845	54,191	1,455,654	54,191	-
		19946	CO SPRINGS TRAFFIC SYSTEM UPGRADES	789,480	789,480	-	789,480	-
		19977	DENVER TIP 2014	1,598,609	-	1,598,608	1	1
		20117	CO OFFICE OF ENERGY CMAQ CNG STATIONS	18,118,130	13,959,560	4,158,570	13,959,560	-
		20126	CNG/CMAQ PROJECT - RAQC	18,118,129	7,038,691	11,079,438	7,038,691	-
		20233	INTEGRATION OF COMPUTER AIDED DISPATCH	80,000	65,770	-	80,000	14,230
		20235	DENVER TSSIP FY15	1,078,000	751,044	326,956	751,044	-
		20300	DENVER TIP FY15	1,239,280	1,164,270	69,773	1,169,507	5,237
		20384	THORNTON FY15 ITS IMPROVEMENTS	383,459	-	383,457	2	2
		20389	10th Street in Greeley: Phase II	1,207,875	-	801,151	406,724	406,724
		20466	RITID GUIDLINES INTEGRA (DRCOG ITS POOL)	108,037	-	108,037	-	-
		20490	REGIONAL IM SCENARIOS (DRCOG ITS POOL)	240,000	-	240,000	-	-
		20617	Loveland Traffic Optimization	380,000	380,000	-	380,000	-
		20708	30th St & Colorado Ave Underpass	966,300	581,666	384,634	581,666	-
		20714	Superior Trail: BRT to Davidson Mesa	841,890	720,067	121,823	720,067	-
		20944	GUN CLUB RD(SH30) & QUINCY AVE OP. IMP.	6,115,000	-	-	6,115,000	6,115,000
		20992	ILIFF AVE OP IMP:PARKER RD-QUEBEC ST- Ar	3,430,567	-	2,130,567	1,300,000	1,300,000
		21058	PARKER RD SIDEWALK CONNECTION - Town of	630,000	24,043	605,957	24,043	-
		21086	TOLL GATE CRK TRAIL:CHAMBERS TO MONTVIEW	4,698,160	1,081,162	3,266,998	1,431,162	350,000
		21107	FY15MEPP CENTENNIAL CONTROLLER UPGRADE	221,800	8,040	213,760	8,040	-
		21124	DENVER ITS 2016 CTC VISIBILITY	200,000	24,148	175,852	24,148	-
		21125	CDOT TSSIP 2016 SIG UPGRADE FEDERAL BLVD	147,598	44,222	103,375	44,223	1
		21126	DENVER ITS 2016 TRAVEL TIME	341,250	-	176,051	165,199	165,199
		21127	DENVER TSSIP 2016 SIGNAL SYSTEM UPGRADE	3,310,727	1,375,870	92,000	3,218,727	1,842,857
		21157	FY2016 CMAQ RAQC OZONE AWARE	1,932,600	463,447	1,469,153	463,447	-
		21158	FY2016 STP-METRO RAQC OZONE MODELING	-	-	-	-	-
		21159	FY2016 CMAQ RAQC LOCAL AGENCY AQ GRANTS	966,300	652,033	314,267	652,033	-
		21199	TOLL GATE CRK TRL:CHAMBERS-MONTVIEW PH2	2,166,195	-	-	2,166,195	2,166,195
		21248	FY 17 TELLURIDE STREET SWEEPER	125,000	125,000	-	125,000	-
		21268	PAGOSA SPRINGS CRESTVIEW PAVING CMAQ	65,000	65,000	-	65,000	-
		21271	36 COM SOL 2016-17 PARTNERSHIP CMAQ	193,260	-	193,260	-	-
		21278	LARIMER CO FY16-19 CMAQ NFRMPO CNG	347,868	115,956	231,912	115,956	-
		21279	LARIMER CO FY16 UFR CMAQ CNG	435,000	-	435,000	-	-
		21281	EGO CAR SHARE FY2016-17 CMAQ POOL	135,000	19,583	115,417	19,583	-
		21282	DOWNTOWN DEN PARTNER FY16-17 CMAQ PART	137,137	-	137,137	-	-
		21284	COMMUNITY CYCLES FY16-17 CMAQ POOL	150,060	87,651	62,409	87,651	-
		21286	BIKE DENVER FY2016-17 CMAQ POOL	299,998	51,538	248,460	51,538	-
		21314	Real-Time Transit Signage Project	311,553	311,553	-	311,553	-
		21322	Parking/Shuttle Variable Message Signage	164,072	60,195	103,877	60,195	-
	<b>Congestion</b>	21341	CMAQ RAQC AFT AMENDMENT #2	1,207,875	783,340	424,535	783,340	-

Mitigation/Air Quality							
	21373	DRCOG MATCHED FY16-17 CMAQ	581,745	27,783	553,962	27,783	-
	21374	DRCOG CMAQ FY16-17 UNMATCHED	3,314,235	118,723	3,195,512	118,723	-
	21390	BIKE LIBRARY:CITY OF GOLDEN - Golden (PM	205,000	133,241	71,759	133,241	-
	21430	CENTRAL 70	50,000,000	8,732,048	4,633,255	45,366,745	36,634,697
	21554	WELD CO. FY16 NFR CNG STATION IMPROV	1,746,137	1,746,137	-	1,746,137	-
	21669	Boulder County Quiet Zone Work	-	-	-	-	-
	21673	Louisville Quiet Zone Work	-	-	-	-	-
	21727	FY16/17 MEPP COMMERCE CITY SIGNALS	132,000	132,000	-	132,000	-
	21729	FY17 TSSIP THORNTON PHASE4 IMPROVEMENTS	412,000	-	332,243	79,757	79,757
	21737	19th Street Trail + Bridge	920,175	732,239	187,936	732,239	-
	21738	SH157 /Foothills Pkwy N/S of Colorado	966,300	541,945	424,355	541,945	-
	21740	S PLATTE GREENWAY ACCESS SIDEWALK IMP -	600,000	345,746	104,254	495,746	150,000
	21859	FY16/17 MEPP CDOT TRAVEL TIME SYSTEM	249,946	-	232,199	17,747	17,747
	21910	WESTERLY CRK-TOLLGATE CRK BIKE/PED CONN	10,633,750	9,951,323	682,427	9,951,323	-
	21928	CANON CITY CMAQ 17	626,142	100,658	525,484	100,658	-
	21931	Aspen Bike Share Phase 2 CMAQ	180,000	180,000	-	180,000	-
	21932	Pitkin Cty-Van Lease CMAQ 2017	195,000	195,000	-	195,000	-
	22019	FY16/17 ITS LAKEWOOD TTI PH2	240,100	-	240,100	-	-
	22021	CMAQ RAQC ADVANCED FLEET TECHNOLOGY II	5,218,022	4,862,957	355,065	4,862,957	-
	22040	FY17 DRCOG TRAFFIC OPERATIONS PROGRAM	2,262,000	1,232,212	1,029,788	1,232,212	-
	22076	PAGOSA CMAQ FY18 VAC SWEEPER	280,000	280,000	-	280,000	-
	22097	COMM. SOLUTIONS SLUGLINE CMAQ 2016-17	181,182	90,583	90,599	90,583	-
	22101	FY17 NFR WELD COUNTY NATURAL GAS FLEETS	162,000	162,000	-	162,000	-
	22102	FY17 UFR WELD COUNTY NAT GAS FLEETS	606,353	606,353	-	606,353	-
	22260	Weld County Fast Fill Station	1,160,624	619,105	541,519	619,105	-
	22323	FY18 THORNTON SIGNAL SYSTEM UPGRADE PHS	544,406	544,406	-	544,406	-
	22325	FY18 AURORA TRAVEL TIME MONITORING	141,048	141,048	-	141,048	-
	22326	FY18 ITS SIGNALS CCTV UPGRADE	30,028	12,779	11,931	18,097	5,318
	22327	FY18 SUPERIOR MCCASLIN MONITORING SYSTEM	178,282	178,282	-	178,282	-
	22329	FY18 DENVER BICYCLE DETECTION	-	-	-	-	-
	22331	FY18 DENVER CCTV NETWORK UPGRADE	15,000	-	-	15,000	15,000
	22332	FY18 DENVER MULTIJURISDICTIONAL MONITOR	187,500	-	-	187,500	187,500
	22334	FY18 ITS SIGNALS ADAPTIVE STUDY	148,781	30,362	106,513	42,268	11,906
	22339	FY18 AURORA TRAFFIC SIG SYS UPGRADE	1,077,432	1,077,432	-	1,077,432	-
	22376	CDOT TSMO TRAVEL TIME MONITORING SUPPORT	80,000	80,000	-	80,000	-
	22409	FY17 NFR WELD CO NGV FLEETS ADDITIONAL	715,000	715,000	-	715,000	-
	22424	CMAQ COMMUTING SOLUTIONS FY18-19 PARTNER	193,260	77,507	115,753	77,507	-
	22425	DENVER SOUTH FY18-19 PARTNERSHIP	193,260	187,079	6,181	187,079	-
	22426	DOWNTOWN DEN PART FY18-19 PARTNERSHIP	193,260	169,425	23,835	169,425	-
	22427	NE TRANSP CONNECTNS FY18-19 PARTNERSHIP	193,260	193,260	-	193,260	-
	22428	SMART COM METRO NO FY18-19 PARTNERSHIP	193,260	114,455	78,805	114,455	-
	22429	TRANSP SOL FY18-19 PARTNERSHIP	193,260	118,545	74,715	118,545	-
	22430	BOULDER TRAN.CONN. FY18-19 PARTNERSHIP	193,260	193,260	-	193,260	-
	22459	FY18 WELD COUNTY CNG (14 VEHICLES) CMAQ	-	-	-	-	-
	22586	DRCOG FY18-19 CMAQ NON-MATCHING	3,362,643	3,035,664	326,979	3,035,664	-
	22587	DRCOG FY18-19 CMAQ MATCHING	581,745	581,745	-	581,745	-
	22825	R5 SEC3 TELLURIDE CMAQ DEICER FY19	25,000	3	24,966	34	31
	22826	R5 SEC3 PAGOSA CMAQ DEICER FY19	25,000	2,165	22,833	2,167	1
	22848	TRANSP SOL 2018-19 STP-M MOBILITY HUB	-	-	-	-	-
	22849	BICYCLE COLORADO 2018-19 STP-M ABC	-	-	-	-	-
	22850	BOULDER TC 2018-19 STP-M PARKING PILOT	-	-	-	-	-
	22852	BIKEDENVER 2018-19 STP-M MOBILITY NAVIG	-	-	-	-	-
	22853	CITY OF LAKEWOOD 2018-19 CMAQ TMA START	303,898	303,898	-	303,898	-
	22871	PAGOSA FY 19-21 CMAQ DEICER	30,000	30,000	-	30,000	-
	22875	MTN VILL FY19-21 CMAQ DEICER	30,000	30,000	-	30,000	-
	15782	120TH AVE CONNECTION-PH II-(D-PHASE)	2,702,067	-	2,702,067	-	-
	15864	Glenwood Springs South Bridge	5,500,267	2,097,299	1,723,041	3,777,226	1,679,927
Local Agency							
Remarks							

Carmarks									
20730	56TH AVE WIDENING AT PENA BLVD -	4,803,937	-	-	4,803,937	4,803,937			
12372	US 287:SH1 to LaPorte Bypass	350,000	350,000	-	350,000	-			
15147	US 287 Relocation N./Ted's Pl.	272,000	-	44,125	227,875	227,875			
15782	120TH AVE CONNECTION-PH II-(D-PHASE)	-	-	-	-	-			
16792	KIRBY LANE TO CR 214 ROW ACQUISITION	6,000	-	-	6,000	6,000			
17634	SH 44:US 85-LIMA (WIDENING)- PHASE 3B	306,000	-	231,102	74,898	74,898			
17866	120TH AVE CONNECTION-Phase II (C-PHASE)	4,100,000	741,246	2,979,954	1,120,046	378,801			
18890	US-85 Louviers To MP 191.75	7,000,000	602,045	4,678,374	2,321,626	1,719,581			
18999	C-470 TOLLED EXPRESS LANES SEGMENT 1	246,757,377	68,733,359	176,702,228	70,055,149	1,321,791			
19039	DESIGN I-25/CIMARRON EXPRESSWAY	1,853,006	989,508	863,498	989,508	0			
19057	95th St: Isabelle to Valmont Rd.	105,500	105,500	-	105,500	-			
19094	I-70 Vail Underpass	8,160,810	-	8,160,810	-	-			
19192	I-25/ARAPAHOE RD INTERCHANGE	109,734	108,798	-	109,734	936			
19271	INT. IMPROVEMENTS @ PLATTE & TEJON	5,833	5,833	-	5,833	-			
19499	WADSWORTH RIGHT TURN LANE EXTENSIONS	303,000	-	-	303,000	303,000			
19626	I-25: 120th Avenue (SH 128) to SH 7	17,547,270	2,267,799	15,279,471	2,267,799	-			
19643	US 24 Enhancement Project in Buena Vista	429,640	-	429,640	0	0			
19668	US 287 IN LAMAR - PARK to COLONIA	1,420,000	-	1,420,000	-	-			
19726	FY14 Denver Traffic Signals	103,450	103,450	-	103,450	-			
19885	US 287 & 69TH AVE LA BRIDGE ENHANCEMENTS	661,667	33,854	474,625	187,042	153,188			
19889	SH14 / Greenfield Ct Frontage Rd	399,000	-	399,000	-	-			
19892	SH392 & WCR74	250,000	-	250,000	-	-			
19930	SH 9 RAMP Iron Springs Alignment	1,042,167	-	1,042,167	-	-			
19944	I-70G Edwards Int Upgrade Phase 2	9,877,897	1,042,929	425,000	9,452,897	8,409,968			
20298	US 34 & US 36 FLAP Estes Park Couplets	3,400,000	212,373	1,866,195	1,533,805	1,321,432			
20350	HUDSON ROAD @ COYOTE RUN	144,583	-	144,583	-	-			
20371	FASTRACKS PROJECT OVERSIGHT	831,084	-	703,923	127,161	127,161			
20561	US36:STRASBURG TO BYERS; I-70M and CR 2	773,993	-	773,993	0	0			
20653	IMPAIRED DRIVING - MARIJUANA CDPHE	500,000	-	494,750	5,250	5,250			
20666	SH 52 ADA Ramps	10,140	10,140	-	10,140	-			
20813	US 24 Minturn Resurfacing	1,227,891	10,000	-	1,227,891	1,217,891			
20841	US 40 Steamboat West	786,000	-	786,000	-	-			
20845	US 85 Resurfacing Eaton to Ault	640,871	177,621	443,712	197,159	19,538			
20945	SH-14 Resurf Ft Collins, Lemay to I-25	53,611	-	36,525	17,086	17,086			
20978	SH 119: Nederland - East	1,019,361	-	-	1,019,361	1,019,361			
21019	WestConnect Coalition PEL	400,000	-	399,999	1	1			
21102	I-25 South PEL and Gap Project Design	250,000	-	250,000	-	-			
21156	I-25/SH7 INTERCHANGE	600,000	-	467	599,533	599,533			
21369	Little-T Channel Work and SH 60 Resurf	361,649	-	361,649	-	-			
21416	R5 SIGNAL REPLACEMENT CHAFFEE & RIO GRAN	137,341	-	137,341	-	-			
21421	PRLA Mill St. Overlay in Brush	8,720	-	8,720	-	-			
21503	NEEDHAM ELEMENTARY SRTS PH2	14,600	-	14,600	-	-			
21504	PAGOSA SPRINGS NORTH 8TH SRTS	18,401	1	18,400	1	-			
21506	I-25 North: SH 402 to SH 14	106,000,000	-	4,875,000	101,125,000	101,125,000			
21533	SH21 AND MESA RIDGE PKWY SIGNALIZATION	26,648	-	-	26,648	26,648			
21535	NORTH MESA ELEMENTARY SRTS	50,000	50,000	-	50,000	-			
21634	US 85 Signal at WCR 76 N. of Eaton	20,000	10,075	8,229	11,771	1,696			
21642	I-25 Dillon/Drew Dix Exit 104 Interchang	-	-	-	-	-			
21745	US 24 PWQ POND	96,400	96,176	224	96,176	-			
21784	JEFFERSON PARKWAY 1601	50,000	-	3,360	46,640	46,640			
21967	Various Loveland Left Turn Signals	5,400	5,400	-	5,400	-			
22016	Mesa County Guardrail/Intersect Improve	24,982	-	24,982	-	-			
22024	US 160 MP 126 TO 129 WL Crossings	300,000	217,289	39,997	260,003	42,714			
22054	Thunder Valley K-8 Multiuse Trail	14,400	14,400	-	14,400	-			
22055	West 4th St Bike + Ped Safety Improve	75,000	-	-	75,000	75,000			
22073	PR US 34 BTC Larimer County Structures	7,000,000	1,817,807	5,181,976	1,818,024	217			
22095	EL PASO COUNTY ROAD SAFETY AUDIT	30,000	-	-	30,000	30,000			

Local Over Match



	SCHOOL							
		22071	FY17 SRFS NI CITY OF BOULDER	42,200	33,995	8,205	33,995	-
		22072	FY17 SRFS NI CHERRY CREEK SD #5	36,414	23,478	12,936	23,478	-
		22074	2017 SRFS NI BOULDER COUNTY	87,204	71,643	15,561	71,643	-
		22108	DENVER SRFS - CASA - C/C Denver (PM-Mat	54,747	-	-	54,747	54,747
		22209	US 40 Fraser Pedestrian Trail	350,000	350,000	-	350,000	-
		22514	FY18 SRFS LA VETA SD RE2 NI	5,250	5,250	-	5,250	-
		22515	FY18 SRFS KIPP NE DENVER MS NI	20,350	20,350	-	20,350	-
		22516	FY18 SRFS CITY OF GUNNISON NI	9,970	9,970	-	9,970	-
		22517	FY18 SRFY18 SRFS CITY OF FORT COLLINS NI	23,230	820	22,410	820	-
		22518	FY18 SRFS CENTER CONSOLIDATED SCHOOLS NI	136,606	136,606	-	136,606	-
		22542	EDGEWATER PIERCE ST SRFS IMP Dan Maples	13,500	13,500	-	13,500	-
		22552	WESTGATE CMTY SCHOOL SIDEWALK - THORNTON	103,505	103,505	-	103,505	-
		22584	SRFS GATEWAY SIDEWALK IMPROVEMENT	36,660	36,660	-	36,660	-
		22585	SRFS LPSD38 TRAIL & SIDEWALK PROJECT	35,200	35,200	-	35,200	-
		15782	120TH AVE CONNECTION-PH II-(D-PHASE)	22,113,056	273,758	21,798,709	314,347	40,589
		17834	CANON AND PARK AVE BRIDGE REHABILITATION	966,300	966,300	-	966,300	-
		17866	120TH AVE CONNECTION-Phase II (C-PHASE)	26,000,000	-	26,000,000	-	-
		18000	BRIDGE REPLACEMENT GOLDEN LANE	175,000	-	175,000	-	-
		18386	Baseline Rd Bike/Ped Underpass	4,474,925	-	4,474,925	-	-
		18398	SH119: Bike/Ped Underpass: S/O Hover	727,141	-	727,141	-	-
		18403	US85 Access Control at 31st	125,000	-	125,000	-	-
		18753	US36 Wetland Mitigation Project	903,822	207,060	696,762	207,060	-
		18791	PIKES PEAK GREENWAY TRAIL I-25 NORTH	-	-	-	-	-
		19028	US287/92ND INTERSECTION IMPROVEMENT	4,795,264	1,382,595	3,412,669	1,382,595	-
		19039	DESIGN I-25/CIMARRON EXPRESSWAY	1,866,000	-	1,866,000	-	-
		19161	Kipling Pkwy Underpass-Van Bibber Trail	1,932,600	-	1,932,600	-	-
		19192	I-25/ARAPAHOE RD INTERCHANGE	8,718,569	-	8,718,569	-	-
		19270	BUILD A ROUNDABOUT @ PRINTERS & PARKSIDE	32,760	-	-	32,760	32,760
		19450	WOODMEN RD WIDENING STINSON TO POWERS	12,206,962	16,319	12,190,643	16,319	0
		19734	SH 105 FROM WOODMOOR DR TO LAKE WOODMOOR	449,999	-	449,999	-	-
		19741	35th Ave: Prairie View to 37th St.	1,346,781	1,346,781	-	1,346,781	-
		19808	CO SPRINGS 31ST BRIDGE	1,485,773	15,883	1,469,890	15,883	-
		19809	CO SPRINGS AIRPORT TO ACADEMY LOOP	70,000	28,774	41,226	28,774	-
		19811	CO SPRINGS PASEO BRIDGE REPLACEMENT	194,545	52,816	131,729	62,816	10,000
		19868	WADSWORTH CAPACITY (HIGHLAND TO 10TH)	11,089,584	816,764	10,272,820	816,764	-
		19946	CO SPRINGS TRAFFIC SYSTEM UPGRADES	-	-	-	-	-
		20148	65th Ave: US34 Bypass to 37th Ave	2,514,796	-	2,514,796	0	0
		20389	10th Street in Greeley: Phase II	2,885,194	-	456,472	2,428,722	2,428,722
		20397	SMOKY HILL/HIMALAYA INTER RDWAY OP IMP	593,750	42,051	551,699	42,051	-
		20575	Crossroads Bridge Replacement @ I-25	2,000,000	-	2,000,000	-	-
		20602	ARNOLD AVE. BRIDGE	199,170	199,170	-	199,170	-
		20615	Horsetooth & College Intersection Impv	2,898,901	2,577,016	321,885	2,577,016	-
		20619	65th Ave Widening - Evans	1,720,015	76,963	1,643,052	76,963	-
		20710	Boulder Slough Path 30th to 3100 Pearl	99,900	-	99,900	-	-
		20711	Broadway Reconstruct: Violet to US36	1,207,875	646,011	561,864	646,011	-
		20822	WASHINGTON AVE COMPLETE STREETS - City o	3,045,000	2,704,600	340,400	2,704,600	-
		20991	CONSTRUCTION FEDERAL @ 120TH AVE	4,076,250	-	4,076,250	-	-
		20994	INDIANA AVE BNSF CROSSING	-	-	-	-	-
		21006	WADS BLVD WIDENING:35TH AVE TO 48TH AVE	4,400,000	3,172,639	1,227,361	3,172,639	-
		21084	23RD AVE BIKE/PED AT FITZSIMONS STATION	1,802,150	532,875	1,269,275	532,875	-
		21085	METRO CENTER STA BIKE/PED CONNECT FAC	1,644,226	-	1,644,224	2	2
		21087	ARAPAHOE RD:I-25-PARKER OPS STUDY	500,000	23,419	476,581	23,419	-
		21104	2015 ERIE PARKWAY CORRIDOR STUDY	193,260	-	193,260	-	-
		21117	MARTIN LUTHER KING BLVD:HAVANA TO PEORIA	8,965,000	8,965,000	-	8,965,000	-
		21118	QUEBEC ST OP IMP: 13TH TO 26TH -	2,300,000	1,294,443	1,005,557	1,294,443	-
		21120	I-25 & BROADWAY INTERCHANGE RECON -	9,126,000	1,100,917	1,504,083	7,621,917	6,521,000
		21129	CHEYENNE CANON BRIDGE	408,000	408,000	-	408,000	-
	STP-Metro							

21130	PLATTE AVE. OVER SAND CREEK	1,398,250	208,467	1,189,783	208,467	-
21142	N METRO RAIL 72ND & COLO BLVD SIDEWALKS	1,927,000	1,707,456	119,544	1,807,456	100,000
21150	TOWN OF PALMER LAKE - DOUGLAS AVE.	746,467	627,561	118,906	627,561	-
21153	SH79 GRADE SEP. AT RR ENV STUDY & DESIGN	1,176,000	306,034	695,447	480,553	174,519
21158	FY2016 STP-METRO RAQC OZONE MODELING	579,780	373,287	206,493	373,287	-
21175	RALSTON RD:UPHAM TO YUKON - Arvada (PM-C	937,848	281,600	134,248	803,600	522,000
21197	FY2016 NFRMPO STP-METRO FOR PLANNING	101,491	-	101,491	0	0
21475	FOUNDERS PKWY & ALLEN WAY INTERSECT IMP	519,790	-	279,890	239,900	239,900
21476	MEADOWS PKWY RECON: US85 TO MEADOWS BLVD	1,666,250	566,377	1,099,873	566,377	-
21669	Boulder County Quiet Zone Work	1,678,223	1,497,562	180,661	1,497,562	-
21670	Boulder Quiet Zone Work	1,275,516	1,181,784	93,732	1,181,784	-
21672	Intersection Operational Study	362,362	29,156	333,206	29,156	-
21673	Louisville Quiet Zone Work	1,879,621	1,643,073	236,548	1,643,073	-
21690	CHARTER OAK RANCH ROAD CONSTRUCTION/ROW/	1,650,000	721,830	128,170	1,521,830	800,000
21816	PARK AVE TO SERPENTINE DR	600,000	500,000	-	600,000	100,000
21911	RIDGEGATE PKWY WIDEN: HAVANA-CITY LIMITS	6,400,000	6,400,000	-	6,400,000	-
21952	NORTH METRO RAIL 112TH AVE CORRIDOR IMP	1,033,750	946,460	87,290	946,460	-
22003	PPACG FY2017 STP-METRO PLANNING	282,872	282,872	-	282,872	-
22152	FY 2018 DTD NFRMPO STP-M FOR PLANNING	136,280	84,817	51,463	84,817	-
22265	M7.8 METRO MOBILITY CHOICE BLUEPRINT	400,000	-	400,000	-	-
22285	88TH AVE NEPA STUDY:I-76 TO OLD SH 2	187,500	187,500	-	187,500	-
22698	CITY/CTY OF BROOMFIELD QUIET ZONES	101,010	101,010	-	101,010	-
22846	OXFORD AVE:FIRST & LAST MILE CONNECTIONS	7,000	-	-	7,000	7,000
22848	TRANSP SOL 2018-19 STP-M MOBILITY HUB	296,322	296,322	-	296,322	-
22849	BICYCLE COLORADO 2018-19 STP-M ABC	100,000	-	-	100,000	100,000
22850	BOULDER TC 2018-19 STP-M PARKING PILOT	238,000	238,000	-	238,000	-
22852	BIKEDENVER 2018-19 STP-M MOBILITY NAVIG	292,709	292,709	-	292,709	-
16079	FALCON PARK & RIDE	-	-	-	-	-
16810	1ST/SANTA FE AVE. STREETSCAPING - PUEBLO	58,005	-	58,005	-	-
17133	BUENA VISTA ARZ. ST., BIKE LANE & TRAIL	86,666	-	86,665	1	1
17677	Cedaredge-Main St/SH 65 Beautification	415,319	-	415,319	0	0
17834	CANON AND PARK AVE BRIDGE REHABILITATION	343,750	75,559	268,191	75,559	0
18346	FASTER TRANSIT SMART 160 PATH	745,500	-	745,500	-	-
18353	SANTE FE AVENUE IMPROVEMENTS	383,715	-	383,715	-	-
18393	Lyons Streetscape: Stone Canyon Rd -3rd	2,226,250	-	2,226,250	-	-
18398	SH119: Bike/Ped Underpass: S/O Hover	1,267,500	-	1,267,500	-	-
18559	CLAY COMMUNITY TRAIL:60TH AVE TO CLEAR C	1,317,500	-	1,317,500	-	-
18566	CONFLUENCE BIKE/PED RAMPS UPGRADE	3,456,250	-	3,456,250	-	-
18868	TRINIDAD HISTORIC DISTRICT LOOP	562,500	-	562,499	1	1
18888	BAYFIELD LOS PINOS RIVER TWIN BRIDGES	325,150	-	325,150	-	-
18976	BESSEMER HISTORICAL SOCIETY PARK	225,751	-	225,751	-	-
19041	NINE MILE STATION: BIKE/PED ACCESS IMP	579,276	23,288	555,988	23,288	0
19162	RIDGE RD BIKE/PED PROJECT	1,000,000	-	1,000,000	-	-
19287	PUEBLO WAYFINDING SIGNS PHASE II	8,000	4,000	4,000	4,000	-
19288	NORTHERN AVENUE STREETSCAPE PHASE II	437,500	-	437,500	-	-
19319	MAIN MCCULLOCH NORTH TRAIL	397,325	-	348,602	48,723	48,723
19337	HANCOCK EXPRESSWAY/AVENUE BICYCLE LANE	211,551	-	211,551	1	1
19437	EPC RAINBOW FALLS ACCESS IMPROVEMENTS	383,750	-	383,750	-	-
19464	SILVERPLUME/GEORGETOWN TRAIL (Clear Cree	531,250	-	31,250	500,000	500,000
19477	SAND CREEK TRAIL-PALMER PARK TO CONSTITU	-	-	-	-	-
19561	US287: Willox to SH 1 & Ped Bridge	810,000	477,121	332,879	477,121	-
19643	US 24 Enhancement Project in Buena Vista	351,802	-	351,801	1	1
19698	REGIONAL WAYFINDING IN THE SE TPR	158,850	625	158,225	625	-
19790	SH 340 Bike/Ped Facility - Mesa County	375,000	-	375,000	-	-
19925	COLFAX BIKE/PED IMP:FITZ PKWY TO PEORIA	606,250	-	606,250	-	-
20118	REGIONAL WAYFINDING PHASE I	211,900	49,900	162,000	49,900	-
20192	ARKANSAS RIVER TRAIL UPGRADE - PHASE 4	-	-	-	-	-

**Transportation  
Alternatives  
Program**

20391	ROCK ISLAND TRAIL: SANDCREEK TO CONST.	-	-	-	-	-
20554	MONTEZUMA COUNTY PATHS TO MESA VERDE	500,000	262,821	237,179	262,821	-
20557	SALIDA US50 SIDEWKS PH4 FUNDX	85,000	85,000	-	85,000	-
20558	PAGOSA SPGS HARMAN HILL TRAIL PH 1 & 2	133,410	133,410	-	133,410	-
20571	PUEBLO WEST TAP TRAIL 1	418,603	-	418,603	-	-
20573	TRINIDAD OLD SOPRIS TRAIL - SECTION 1	675,000	605,000	70,000	605,000	-
20574	CANON CITY US 50 PEDESTRIAN CROSSING	500,000	359,775	140,225	359,775	-
20612	Colorado Front Range Trail	570,000	-	570,000	-	-
20613	Great Western Trail - Windsor	195,276	32,209	163,067	32,209	-
20660	Elizabeth Trails	365,223	27,977	337,246	27,977	-
20661	Long View Corridor Trail	1,250,000	28,739	1,221,261	28,739	-
20662	Mead Trail	499,438	99,977	399,461	99,977	-
20666	SH 52 ADA Ramps	70,313	70,313	-	70,313	-
20667	Sheep Draw Trail 2016	523,750	523,750	-	523,750	-
20668	South Platte River Trail Scenic Byway	136,404	66,122	70,282	66,122	0
20701	Transit Bicycle Parking Stations	196,170	-	196,169	1	1
20712	East Campus Ped Bridge & Trail Connect	482,500	377,777	104,723	377,777	-
20813	US 24 Minturn Resurfacing	1,200,000	-	-	1,200,000	1,200,000
20814	19th Street Multi-Modal Improvements	250,000	131,677	118,323	131,677	-
20827	Secure Bus Shelters (FOCO Portion)	168,895	52,565	116,330	52,565	0
20841	US 40 Steamboat West	459,500	302,793	156,706	302,794	1
20855	US 385 @ Cheyenne Wells 90 Degree Curve	326,025	326,025	-	326,025	-
20993	FMT BUS STOP IMPROVEMENTS	-	-	-	-	-
21051	PEAKS 2 PLAIN:US6 TUNNELS TO 6 BIKE PATH	527,600	113,178	414,422	113,178	-
21119	HIGH-LINE CANAL: HAMPDEN & COLORADO -	1,000,000	296,486	703,514	296,486	-
21121	SHERIDAN SIDEWALKS:8TH-10TH&COLFAX-17TH	1,000,000	500,000	-	1,000,000	500,000
21136	US6 PATH:SH40 TO JOHNSON RD - TAP (80 Fe	737,000	-	737,000	-	-
21147	Steamboat Spgs Fish Crk Underpass Trail	80,580	-	80,580	-	-
21151	MULTI-USEPATH W LINE: SH121 AND SH391- f	400,000	705	119,295	280,705	280,000
21397	Kokopelli Trail Connection Fruita	1,700,000	1,500,000	200,000	1,500,000	-
21435	DTD-R1.8 REGIONAL WILDLIFE MOVEMENT	124,800	56,042	68,758	68,758	-
21516	FIELD AVE. SIDEWALK	350,000	-	275,279	74,721	74,721
21752	I-70 MP180-182 Vail Water Quality	875,000	875,000	-	875,000	-
21782	Redstone Coke Ovens Phase2-Pitkin County	317,668	317,668	-	317,668	-
21841	GEORGETOWN ARGENTINE GATEWAY PROJECT - L	666,250	23,257	43,368	622,882	599,625
21857	CRIPPLE CREEK TAP 18 PHASE 1	128,105	39,252	88,853	39,252	-
21885	Hugo Roundhouse 2018	343,750	343,750	-	343,750	-
21887	Poudre Trail Flood Damage	447,890	350,000	-	447,890	97,890
21889	West Alice + Inez Blvd Ped Impmnt	546,965	130,219	-	546,965	416,746
21946	US 50 Highway Crossings - Gunnison	394,805	394,805	-	394,805	-
21951	47TH AND YORK SAFE CROSSING -	3,125,000	1,454,782	66,218	3,058,782	1,604,000
21983	PUEBLO COUNTY RIVER TRAIL STUDY	166,000	-	-	166,000	-
21984	PUEBLO WEST TAP TRAIL II	571,384	521,064	50,320	521,064	0
21985	PUEBLO RIVER TRAIL EXTENSION STUDY	240,673	74,284	166,389	74,284	-
22028	US6:WILDLIFE CROSSING AND TRAIL	500,000	185,092	31,266	468,734	283,642
22045	US 40 Steamboat W Sidewalk Connect PH 2	272,100	-	-	272,100	272,100
22125	P2P TRAIL:MOUTH OF CLEAR CRK CANYON - Je	385,000	-	-	385,000	385,000
22315	LAMAR MAIN STREET STREETScape (LA)	500,000	-	-	500,000	500,000
22341	SOUTHERN MOUNTAIN LOOP BIKE TRAIL STUDY	375,000	375,000	-	375,000	-
22364	EVERGREEN NORTH LAKE TRAIL DESIGN (TAP)	249,500	249,500	-	249,500	-
22395	Frisco 2nd & Belford Connector	489,969	489,969	-	489,969	-
16986	EVANS AVE BRIDGE/N.CHEYENNE CREEK	826,774	-	826,773	1	1
17055	WEST 11TH STREET BRIDGE REPLACEMENT	4,444,500	-	4,444,500	-	-
17803	OIL WELL RD BRIDGE REPLACEMENT FOR EPC	1,555,507	-	1,555,507	-	-
18000	BRIDGE REPLACEMENT GOLDEN LANE	644,000	-	644,000	-	-
18342	CHAFFEE CR 397 BRIDGE REPLACE (FY14)	182,400	170,049	12,351	170,049	-
18600	Williams River-S.Fork(1076702.9) Routt	1,077,979	457,057	620,922	457,057	-

		18888	BAYFIELD LOS PINOS RIVER TWIN BRIDGES	2,841,750	-	2,841,750	-	-
		19277	HOLTWOOD BRIDGE BETWEEN US24 AND SR 94	2,233,967	-	2,233,967	-	-
		19732	PLUM CREEK PKWY @ SELLERS GULCH (Castle	680,000	210,123	469,877	210,123	-
		19744	CR68 at Crow Creek (WEL068.0-059.0A)	1,500,000	822,355	677,644	822,356	1
		19787	APACHE CITY BRIDGE	2,044,700	1,794,902	249,798	1,794,902	-
		19788	CUCHARAS RIVER BRIDGE	793,300	-	793,300	-	-
		20095	Bridge Road Over Gore Creek - Vail	1,281,000	1,118,623	162,376	1,118,624	1
		20096	West Portal Dr Bridge - Grand Lake	1,978,713	1,906,713	72,000	1,906,713	-
		20350	HUDSON ROAD @ COYOTE RUN	578,335	-	578,335	-	-
		20414	EVERGREEN LAKE RD OVER BEAR CREEK	790,000	565,607	224,393	565,607	-
		20432	Lewis Wash Bridge - GRJ F.5-30.8	723,000	689,150	33,850	689,150	-
		20434	Glenwood Springs-27th St Bridge	2,796,200	2,020,165	776,035	2,020,165	-
		20647	4TH STREET BRIDGE REHAB IN CANON CITY	679,998	-	527,524	152,474	152,474
		20648	8TH STREET BRIDGE REHAB IN PUEBLO	350,000	-	350,000	-	-
		20823	Big Thomp. River at CR19E (LR19E-0.5-20)	290,000	-	290,000	-	-
		20824	Larimer Co. Canal at CR9 (LR9-0.4-56)	750,000	-	750,000	-	-
		20825	Spring Ck at Riverside (FCRVSD-5.2PRST)	1,444,500	765,700	678,800	765,700	-
		20826	West Mutual Ditch/CR44 (WEL044.0-033.0A)	168,000	60,067	107,933	60,067	-
		20938	Green Truss CR67 #734 Routt County	1,065,639	1,065,639	-	1,065,639	-
		21312	BOONE BRIDGE REPLACEMENT	290,000	14,637	275,363	14,637	-
		21347	BRIDGE OFF-SYS RATING UPDATES FY16	968,957	-	968,957	0	0
		21424	CROWLEY COUNTY BRIDGE- DO NOT CLOSE	60,000	-	60,000	-	-
		21434	21434 MANCOS MAIN ST BRIDGE FUNDX	181,500	129,115	52,385	129,115	-
		21437	SAN MIGUEL COUNTY 55P-0.2-27 BRO REPLACE	170,000	7,945	162,055	7,945	-
		21440	CITY OF LAMAR BRIDGE LMR-9	490,600	61,800	-	490,600	428,800
		21492	Castle Rock Upper & Lower Bridges	139,910	-	139,910	0	0
		21540	TOWN OF MANZANOLA BRIDGE	84,500	15,991	68,509	15,991	-
		21578	BRIDGE OFF-SYS CENTRAL FY17	1,351,410	-	1,351,409	1	1
		21580	BRIDGE OFF-SYS SOUTH FY17	817,938	-	817,937	1	1
		21597	BRIDGE OFF-SYS CONSULTANT MGMT FY17	129,117	-	129,116	1	1
		21761	OFF SYSTEM STATEWIDE TUNNEL INSP. FY17	79,332	-	79,332	0	0
		21947	22 Road / J.9 Bridge - Mesa County	802,374	802,374	-	802,374	-
		21953	BRIDGE OFF-SYS CENTRAL FY18	1,231,771	-	1,224,963	6,808	6,808
		21954	BRIDGE OFF-SYS NORTH FY18	1,198,802	104,142	1,094,660	104,142	1
		21955	BRIDGE OFF-SYS RATING UPDATES FY18	998,516	668,636	329,880	668,636	0
		21957	BRIDGE OFF-SYS SOUTH FY18	1,340,693	30,731	1,296,675	44,018	13,287
		22047	Blossom Road Bridge - Montrose County	265,000	265,000	-	265,000	-
		22124	DARTMOUTH BRDG OVER S PLATTE RIVER - Eng	211,620	211,620	-	211,620	-
		22139	BRIDGE OFF-SYS CONSULTANT MGMT FY18	123,000	-	113,319	9,681	9,681
		22492	CR3 Williams Fork Bridge-Grand County	957,417	546,537	278,463	678,954	132,417
		22513	CR15 Castle Creek Bridge-Pitkin County	270,000	270,000	-	270,000	-
		22521	MONTEZUMA CO CRN ALKALI CRK BRO	325,000	325,000	-	325,000	-
		22659	BRIDGE OFF-SYS CENTRAL INSPECT FY19	1,406,000	1,173,165	232,402	1,173,598	433
		22660	BRIDGE OFF-SYS CONSULTANT MGMT FY19	202,000	-	-	202,000	202,000
		22661	BRIDGE OFF-SYS NORTH INSPECT FY19	1,206,000	1,040,871	164,751	1,041,249	378
		22663	BRIDGE OFF-SYS SCOUR POAS FY19	500,000	497,873	-	500,000	2,127
		22664	BRIDGE OFF-SYS SOUTH INSPECT FY19	993,000	818,588	173,584	819,416	828
			<b>TOTAL</b>	<b>969,503,258</b>	<b>250,097,543</b>	<b>496,910,991</b>	<b>472,592,267</b>	<b>222,494,724</b>
	<b>7th Pot Transit</b>	21494	RTD COLFAX DESIGN STUDY(17075.15.03)	456,000	164,755	291,245	164,755	-
		21506	I-25 North: SH 402 to SH 14	993,924	-	-	993,924	993,924
	<b>Bustang</b>	21513	BUS OPERATIONS SB1	1,000,000	-	1,000,000	-	-
		22885	RFTA FASTER OPERATING 2019	200,000	200,000	-	200,000	-
		22886	SST CRAIG - STEAMBOAT FASTER 2019	132,520	132,520	-	132,520	-
		22887	TRANSFORT FASTER OPERATING 2019	200,000	200,000	-	200,000	-
		21506	I-25 North: SH 402 to SH 14	5,000,000	-	-	5,000,000	5,000,000
		21508	WINTER PARK TRAIN PLATFORM	1,500,000	-	1,500,000	0	0
		21550	LAJUNTA TIGER MATCH	942,672	-	942,672	-	-

	<b>Strategic Projects - Transit</b>	21705	RELOCATION OF THE WOODMEN PARK & RIDE	3,000,000	-	21,360	2,978,640	2,978,640
		21755	SAN MIGUEL LAWSON HILL P AND R	1,500,000	250,823	1,249,177	250,823	1
		22105	BUSTANG OUTFRIDER SB228 BUS PURCHASE	2,490,000	-	2,490,000	-	-
		22547	I-25 and SH 119 Park-N-Ride	200,000	-	-	200,000	200,000
		22575	FY2018 SB228 RFTA 2)40'BUSREPLW/ELEC	1,404,000	1,404,000	-	1,404,000	-
		22692	2019 SB228 GUNN COMMUTER BUS REPL	587,200	587,200	-	587,200	-
		22725	2019 RMHCS REPL BOC	57,400	-	-	57,400	57,400
		22726	2019 RMHCS 30FT. REPL BOC	82,600	-	-	82,600	82,600
		22822	BUSTANG PARK AND RIDE PUEBLO NORTH	500,000	-	6,733	493,267	493,267
		18398	SH119: Bike/Ped Underpass: S/O Hover	120,000	-	120,000	-	-
		18954	US287 & Niwot Park & Ride Expansion	564,000	564,000	-	564,000	-
		19725	MMT-FASTER BUS STOP SHELTER REPLACEMENT	180,000	127,920	52,080	127,920	-
		20064	ARVADA BUS TRANSFER FACILITY	1,506,994	-	1,506,994	-	-
		20468	RTD CIVIC CENTER STATION RENOVATION. The	934,806	-	934,806	-	-
		20470	RTD LT RAIL MANUAL-POWER EMERG UPGRADE	1,200,000	846,450	353,550	846,450	-
		20829	RTD 2011 FASTER DOWNTOWN DENVER CIRCULAR	3,900,000	-	3,897,396	2,604	2,604
		21168	SCCOG FASTER 2016 VAN REPLACEMENTS (2)	93,264	-	93,264	-	-
		21205	SNOW-FSTR16 3 HVY DUTY SMALL BUSES	600,000	-	600,000	-	-
		21212	MONT 2015 FASTER BOC REPL MATCH 5311	35,931	-	35,931	-	-
		21316	GREL 2015 FIXED ROUTE REPL (3)	119,651	-	119,651	-	-
		21464	LIGHT RAIL RAIL REPLACEMENT	-	-	-	-	-
		21693	2016 FASTER VAN VEH REPL(4) MMT	102,400	102,400	-	102,400	-
		21695	MMT 2 Fixed Route Vehicles	700,000	-	700,000	-	-
		21710	ASPN-FSTR17 4 ADA BOCS	320,000	320,000	-	320,000	-
		21714	RFTA FSTR 17 1) LG ADA BUS (\$450K)	450,000	-	447,023	2,977	2,977
		21715	SUMM FSTR 17 2) LG BUS REPLS	705,942	-	705,942	-	-
		21716	SUMM FSTR 17 1) LG BUS REPL (\$371,780)	346,578	-	346,578	-	-
		21765	FTCO FSTR-17 2 ADA BUS REPLS(CMAQ)	200,000	200,000	-	200,000	-
		21766	FTCO-FSTR-16 3-40'BUS REPL(CMAQ MATCH)	200,000	200,000	-	200,000	-
		21915	2015 FASTER MMT ITS HARDWARE	80,000	62,508	17,492	62,508	-
		21916	2015 FASTER SILVER KEY REPL 2 BOC	48,000	48,000	-	48,000	-
		21999	2017 FASTER MONT MINIVAN REPLS MATCH	11,451	-	11,451	-	-
		22005	2018 FASTER SCCOG CUTAWAY REPL	12,800	12,800	-	12,800	-
		22048	VAIL-FSTR18(17\$) 2 ADA 40' BUSES	704,000	-	675,059	28,941	28,941
		22065	SNOW FSTR18 2) BOC VANS CLASS B	100,000	-	100,000	-	-
		22067	GLEN FSTR18 2) 30' CNG LOFLR BUS REPL	458,384	458,384	-	458,384	-
		22083	FTCO-FSTR18 MAINT LIFT DTR	200,000	-	165,193	34,807	34,807
		22087	STBO-FSTR18-OVERHEAD CRANE	96,000	-	96,000	-	-
		22088	WNPk-FASTER18 2) 35' BUS REPLS	764,672	764,672	-	764,672	-
		22089	WNPk-FASTER18 1) 30' BUS REPL	61,786	-	61,786	-	-
		22090	RFTA FASTER18 4) 40' BUS REPLS	-	-	-	-	-
		22099	2018 FASTER VIAM BUS REPLACEMENT	490,400	490,400	-	490,400	-
		22132	2018 FASTER MEXP BUS REPLACEMENT	149,600	149,600	-	149,600	-
		22133	2018 FASTER MVIL CABIN REBURB 5	132,000	132,000	-	132,000	-
		22135	2018 FASTER MVIL CABIN REBURB 4	132,000	132,000	-	132,000	-
		22173	2018 FASTER MMT 24 CUTAWAY REPL	700,000	700,000	-	700,000	-
		22191	COLFAX 15L TRANSIT IMP: I-225 TO I-25 -	770,000	-	-	770,000	770,000
		22239	2018 FASTER MONT PLANNING STUDY	32,000	-	-	32,000	32,000
		22280	MINERAL PNR BRIDGE REHAB -	56,940	56,940	-	56,940	-
		22396	Steamboat Chinook Walton Crk Transit	96,000	-	-	96,000	96,000
		22403	2016 FASTER FTCO TRIP	40,000	-	40,000	-	-
		22603	FY2019 FASTER FTCO 11 SVC VEH	200,000	200,000	-	200,000	-
		22604	FY2019 FASTER NWCCI 2 REPL VANS	78,580	78,580	-	78,580	-
		22605	FY2019 FASTER STBO 1 SHOP LIFT	80,000	80,000	-	80,000	-
		22606	FY2019 FASTER WNPk 1 35'REPL BUS	393,808	393,808	-	393,808	-
		22607	FY2019 FASTER LAKE 1 REPL VAN	42,872	42,872	-	42,872	-
		22608	FY2019 FASTER PLTVL 1 REPL BOC	62,500	62,500	-	62,500	-
<b>Pass-Through Funds/Multi-modal Grants -Transit</b>	<b>Transit and Rail Local Grants</b>							

		22638	2019 FASTER MESA SECURITY EQUIP	28,800	28,800	-	28,800	-	
		22639	2019 FASTER BENT REPL BOC	116,800	116,800	-	116,800	-	
		22644	FY2019 FASTER ROUT 1 GAS BOC	72,000	72,000	-	72,000	-	
		22688	2019 FASTER MONT ADP SOFTWARE	148,800	148,800	-	148,800	-	
		22689	2019 FASTER MONT BUS REPLACEMENTS MATCH	28,800	28,800	-	28,800	-	
		22690	2019 FASTER MVIL GONDOLA CABIN REFURB	118,800	118,800	-	118,800	-	
		22691	2019 FASTER MONT MINI VAN REPL MATCH	8,000	8,000	-	8,000	-	
		22721	2019 FASTER DISSERV 2 BOC VEH REPL	118,840	118,840	-	118,840	-	
		22722	2019 FASTER DISSERV SEC EQUIP	23,000	23,000	-	23,000	-	
		22723	2019 FASTER COMSERVSUP REPL ADA VAN	50,000	-	-	50,000	50,000	
		22724	2019 FASTER SKEY REPL VAN	46,480	46,480	-	46,480	-	
		22725	2019 RMHCS REPL BOC	-	-	-	-	-	
		22726	2019 RMHCS 30FT. REPL BOC	-	-	-	-	-	
		22727	2019 FASTER DISSERV BOC VEH EXPAN	65,032	65,032	-	65,032	-	
		22728	2019 FASTER MATCH SCCOG REPL BOC	16,800	16,800	-	16,800	-	
		22730	2019 FASTER MMT 12 REPL BOCS	700,000	700,000	-	700,000	-	
		22731	2019 FASTER UAACOG REPL BOC	10,800	10,800	-	10,800	-	
	Transit and Rail Statewide Grants	18346	FASTER TRANSIT SMART 160 PATH	1,700,000	-	1,699,998	2	2	
		18685	ADVANCED GUIDEWAY SYSTEM SUPPORT	19,250	-	19,250	-	-	
		18695	I-25: US 36 TO 120TH AVENUE (CDOT)	3,500,000	-	3,500,000	-	-	
		20468	RTD CIVIC CENTER STATION RENOVATION. The	3,000,000	-	3,000,000	-	-	
		20469	RTD THORNTON PNR EXPANSION - I-25 @ 88th	997,404	997,404	-	997,404	-	
		20881	RTD SPEER BLVD LIGHT RAIL XING REPAIR	470,000	-	470,000	-	-	
		21297	TRINIDAD STATION - FASTER STANDALONE	270,420	-	-	270,420	270,420	
		21464	LIGHT RAIL RAIL REPLACEMENT	2,000,000	1,683,453	316,547	1,683,453	-	
		21515	Greyhound Bus Facility Study	87,459	-	87,459	-	-	
		21521	FRISCO TRANSIT CENTER DESIGN	460,000	113,993	346,007	113,993	-	
		21627	2017 FASTER RTD LTR REFURB (3)	1,000,000	373,855	626,145	373,855	-	
		21628	2017 FASTER RTD FIRST/LAST MILE STUDY	200,000	122,550	77,450	122,550	-	
		21713	RFTA FSTR 17 1) LG ADA BUS (\$500K)	500,000	-	447,023	52,977	52,977	
		21741	BUSTANG OUTRIDER OUTREACH	105,169	236	101,946	3,223	2,987	
		21772	CUTAWAY PROCUREMENT CONSULTANT	193,125	57,131	135,994	57,131	-	
		21809	STATE TRANSIT PLAN IMPLEMENTATION	600,000	276,225	321,521	278,479	2,254	
		21934	STATEWIDE TRANSIT PLAN UPDATE-FASTER	60,954	60,954	-	60,954	-	
		22001	2017 FASTER CAMBRIDGE SYS RAIL PLAN	218,759	141,136	77,622	141,137	1	
		22084	SST BUS REPLACEMENT FASTER	122,760	-	122,760	-	-	
		22090	RFTA FASTER18 4) 40' BUS REPLS	2,154,400	2,154,400	-	2,154,400	-	
		22091	FTCO-FASTER18 2) 40' CNG FLEX BUS REPLS	960,000	960,000	-	960,000	-	
		22098	2018 FASTER RTDD PASS ALERT	350,000	350,000	-	350,000	-	
		22175	2018 FASTER MMT MINIVAN VANPOOL REPL	234,406	-	234,406	-	-	
		22241	2012 FASTER DRCOG VTCLI-I	54,805	54,805	-	54,805	-	
		22352	2018 FASTER OPER_STEAMBOAT	132,520	75,920	56,600	75,920	-	
		22354	2018 FASTER OPER_RFTA_GWS-RIFLE	200,000	-	200,000	-	-	
		22519	FASTER 2018 APT STRATEGIC PLAN	32,000	32,000	-	32,000	-	
		22637	2019 FASTER RTDD 9 REPL BUS	3,000,000	3,000,000	-	3,000,000	-	
		22844	NEIGHBOR TO NEIGHBOR - FASTER 2019	18,160	18,160	-	18,160	-	
			<b>TOTAL</b>	<b>62,714,219</b>	<b>21,140,306</b>	<b>30,422,112</b>	<b>32,292,107</b>	<b>11,151,801</b>	
			12812	US 50 Pueblo to Kansas TEIS - NO AD	50,000	-	50,000	-	-
			19556	R3 Beetle Kill Tree Removal	1,439,059	240,329	1,184,446	254,613	14,284
			19866	ER SH 385 MP 309 - 310	1,221	-	1,221	-	-
		19869	I-25 & I-225 TREX COPING REPAIRS	7,843,463	4,191,181	2,122,285	5,721,178	1,529,996	
		19895	ER Debris Removal 18 Counties	9,138,278	-	9,138,278	0	0	
		20014	PRLA Dillon Rd over Rock Creek T28	3,092	-	3,090	2	2	
		20068	PR US 34A MP 114 to MP 116	2,927,784	-	2,811,574	116,210	116,210	
		20079	PRLA E 124th Ave Brdge Over S Platte Rvr	234	9	173	60	51	
		20080	PRLA E 168th Ave Brdge Over S Platte Rvr	172	6	127	45	39	
		20081	PRLA McKay Rd Brdge Over S Platte Rvr	234	9	173	60	51	

<b>Transportation Commission Contingency/Debt Service- Contingency</b>	<b>TC Contingency</b>	20180	PR US 34D MP 13.75 to MP 14.71	653,946	324,777	237,051	416,895	92,118
		20187	PR SH60 & SH257 Structures	1,974,013	207,412	1,744,513	229,500	22,089
		20191	PR US36 Bridges	2,418,416	212,848	2,205,153	213,263	415
		20243	PR Scour Bridge Repairs #6	705,038	155,155	493,628	211,410	56,255
		20252	PR SH7 Flood Repair MP 19-33	76,251	-	34,433	41,818	41,818
		20254	PR SH 144 Flooding Repairs	1,594,842	141,049	963,369	631,473	490,424
		20256	PR Flood Repair SH 52, SH 6, SH 63	7,685	-	7,561	124	124
		20257	PR Flood Repair SH 55, SH 59, SH 385	591,934	494,938	62,856	529,078	34,140
		20258	PR SH 119A Boulder Canyon	392,624	-	50,667	341,957	341,957
		20262	PR SH 170 Roadway and CBC Repairs	231,250	157,267	28,130	203,120	45,853
		20279	PR US 34 Big Thompson Canyon	1,788,326	-	1,415,051	373,275	373,275
		20285	PR SH14 & US287 NW of Ft Collins	490,889	107,427	182,969	307,920	200,494
		20334	PR SH72A Flood Permanent Repair	290,420	-	214,580	75,840	75,840
		20480	PRLA WCR53 CR58A Bridge over S. Platte	-	-	-	-	-
		20481	PRLA WCR54 CR 13A Bridge over Big Thomps	843	-	843	0	0
		20486	US 24 POST FIRE MITIGATION IMP. ASSESS.	400,000	828	399,172	828	-
		20525	PRLA 71st Street Pipe T23	140	-	140	0	0
		20529	PRLA CR 44 Permanent Repair	3,085	-	3,085	0	0
		20530	PRLA CR15 @ Little T Bridge Mp 1.91	-	-	-	-	-
		20531	PRLA ECL/WCR1 Bridge @ Bldr Creek T20	1,227	-	1,227	1	1
		20532	PRLA Fish Creek Rd Mp 0-4.8	182	-	182	-	-
		20534	PRLA Tunnel Road MP 0 - 3	-	-	-	-	-
		20540	PRLA Roosevelt Rd @ BNSF	15,717	-	15,716	1	1
		20606	PR CBC Wingwalls & Embank I25-MM144&155	84,605	16,080	61,650	22,955	6,875
		20633	I-70 WB FLOYD HILL TO EMPIRE - Concept D	1,996,847	180,824	1,638,861	357,986	177,162
		20744	PR US 36 Phase 3 MP 7.7-8	1,146,775	43,498	147,046	999,729	956,231
		21088	PR SH-7 Flood (PH II),EP - Jct SH-72	133,394	-	-	133,394	133,394
		21289	PR SH 55 Flood Repair 2015	552,406	263,923	240,235	312,171	48,248
		21326	PR US 34 Big Thompson Canyon Package 2	0	-	-	0	0
		21327	PR US 34 Big Thompson Canyon Package 4	1,757,700	-	1,757,700	-	-
		21351	PR SH 115-MP 34.7	23,375	19,007	1,485	21,890	2,883
		21352	PR SH 115-MP 40.5	4,388	-	4,388	-	-
		21358	PRLA North Creek Rd South (CU212C)	-	-	-	-	-
		21360	PRLA Overton Rd	-	-	-	-	-
		21361	PR US24 Montessori Wall MP 294.1 - 294.2	77,452	24,223	46,362	31,090	6,867
		21380	PRLA North Creek Rd North (CU212A)	-	-	-	-	-
		21421	PRLA Mill St. Overlay in Brush	-	-	-	-	-
21422	PRLA Judge Orr Road	-	-	-	-	-		
21466	I 70 RISK AND RESILIENCY PILOT	850,000	48,966	801,034	48,966	-		
21506	I-25 North: SH 402 to SH 14	-	-	-	-	-		
21510	US85 Corridor Improvements I-76 to 124th	14,800,241	1,754,024	11,735,574	3,064,667	1,310,643		
21876	SH-60 and WCR-40 Intersection	1,500,000	1,195,963	227,384	1,272,616	76,653		
22311	PR Monument Creek Branch	421,242	374,133	47,108	374,133	-		
22312	PR South Douglas Creek	181,956	-	-	181,956	181,956		
22348	PR US 34 Big Thompson Canyon Package 5	155,258	-	-	155,258	155,258		
22349	US 34 Big Thompson Canyon Moodie/Drake	129,074	-	129,073	1	1		
22655	FY19 GEOHAZARD PROGRAM OPERATING COSTS	1,140,000	-	-	1,140,000	1,140,000		
22792	US24E MANITOU AVE. AT RUXTON AVE. BOX	1,600,000	165,452	812,443	787,557	622,105		
18999	C-470 TOLLED EXPRESS LANES SEGMENT 1	11,000,000	-	-	11,000,000	11,000,000		
21327	PR US 34 Big Thompson Canyon Package 4	-	-	-	-	-		
21510	US85 Corridor Improvements I-76 to 124th	900,000	-	900,000	-	-		
22370	WCR Closures In UPRR Agreement	620,251	211,755	321,521	298,730	86,974		
22469	US85 ROW Settlement Agreement	50,000	-	12,596	37,404	37,404		
22470	WCR 30 Closure Supplemental Improvements	1,000,000	-	-	1,000,000	1,000,000		
22746	US85 & WCR98 Intersection Improvement	315,000	258,430	31,521	283,479	25,049		
		<b>TOTAL</b>	<b>73,480,327</b>	<b>10,789,514</b>	<b>42,287,673</b>	<b>31,192,654</b>	<b>20,403,140</b>	
		19866	ER SH 385 MP 309 - 310	-	-	-	-	

Transportation Commission Contingency/Debt Service- Permanent Recovery	Emergency Relief	20014	PRLA Dillon Rd over Rock Creek T28	1,526,195	-	1,526,194	1	1
		20068	PR US 34A MP 114 to MP 116	15,774,207	-	15,476,912	297,295	297,295
		20079	PRLA E 124th Ave Bdrge Over S Platte Rvr	145,667	77,400	68,267	77,400	-
		20080	PRLA E 168th Ave Bdrge Over S Platte Rvr	99,122	69,935	29,187	69,935	-
		20081	PRLA McKay Rd Bdrge Over S Platte Rvr	175,537	144,797	30,739	144,798	0
		20180	PR US 34D MP 13.75 to MP 14.71	2,878,901	215,391	2,640,699	238,202	22,811
		20187	PR SH60 & SH257 Structures	8,827,561	25,945	8,718,826	108,735	82,790
		20191	PR US36 Bridges	10,487,859	425,292	10,062,567	425,292	-
		20243	PR Scour Bridge Repairs #6	3,138,069	125,762	3,012,307	125,762	-
		20252	PR SH7 Flood Repair MP 19-33	3,908,162	948,103	1,677,499	2,230,663	1,282,560
		20254	PR SH 144 Flooding Repairs	7,089,505	1,844	6,991,441	98,064	96,220
		20256	PR Flood Repair SH 52, SH 6, SH 63	376,577	-	362,864	13,713	13,713
		20257	PR Flood Repair SH 55, SH 59, SH 385	2,642,790	839	2,637,557	5,233	4,393
		20258	PR SH 119A Boulder Canyon	23,294,789	796,066	2,577,222	20,717,567	19,921,501
		20262	PR SH 170 Roadway and CBC Repairs	1,112,442	958,139	154,303	958,139	-
		20279	PR US 34 Big Thompson Canyon	39,772,424	1,264,592	27,629,309	12,143,115	10,878,523
		20285	PR SH14 & US287 NW of Ft Collins	2,249,839	1,348,802	894,105	1,355,734	6,932
		20334	PR SH72A Flood Permanent Repair	13,063,101	1,313,395	1,832,267	11,230,834	9,917,438
		20480	PRLA WCR53 CR58A Bridge over S. Platte	7,540,000	6,908,803	631,197	6,908,803	-
		20481	PRLA WCR54 CR 13A Bridge over Big Thomps	545,487	435,706	109,780	435,706	0
		20525	PRLA 71st Street Pipe T23	471,146	-	471,146	0	0
		20529	PRLA CR 44 Permanent Repair	1,722,594	162,444	1,560,150	162,444	-
		20530	PRLA CR15 @ Little T Bridge Mp 1.91	2,645,305	316,915	2,328,390	316,915	0
		20531	PRLA ECL/WCR1 Bridge @ Bldr Creek T20	473,576	-	473,576	0	0
		20532	PRLA Fish Creek Rd Mp 0-4.8	11,055,233	-	11,055,232	1	1
		20534	PRLA Tunnel Road MP 0 - 3	139,895	-	139,895	1	1
		20540	PRLA Roosevelt Rd @ BNSF	4,867,225	2,370,610	2,496,615	2,370,610	-
		20606	PR CBC Wingwalls & Embank I25-MM144&155	682,775	-	682,775	-	-
		20744	PR US 36 Phase 3 MP 7.7-8	5,539,095	166,296	843,284	4,695,811	4,529,514
		21088	PR SH-7 Flood (PH II),EP - Jct SH-72	8,050,226	4,448,382	1,200,549	6,849,677	2,401,295
		21289	PR SH 55 Flood Repair 2015	2,451,921	-	2,451,369	552	552
		21326	PR US 34 Big Thompson Canyon Package 2	14,201,416	-	14,201,416	0	0
		21327	PR US 34 Big Thompson Canyon Package 4	147,560,384	15,002,100	130,330,164	17,230,220	2,228,120
21351	PR SH 115-MP 34.7	201,774	114,439	87,334	114,440	1		
21352	PR SH 115-MP 40.5	293,751	83,302	205,537	88,214	4,912		
21358	PRLA North Creek Rd South (CU212C)	42,562	26,758	14,139	28,423	1,665		
21360	PRLA Overton Rd	208,365	197,177	4,527	203,837	6,660		
21361	PR US24 Montessori Wall MP 294.1 - 294.2	455,078	90,926	364,151	90,927	1		
21380	PRLA North Creek Rd North (CU212A)	42,222	24,400	16,157	26,065	1,665		
21421	PRLA Mill St. Overlay in Brush	200,338	-	200,338	0	0		
21422	PRLA Judge Orr Road	534,426	468,221	66,205	468,221	-		
22283	OEM GRANT ADMIN	187,600	-	7,913	179,687	179,687		
22311	PR Monument Creek Branch	2,026,412	-	2,026,412	-	-		
22312	PR South Douglas Creek	1,854,065	5,475	3,629	1,850,436	1,844,961		
22348	PR US 34 Big Thompson Canyon Package 5	9,369,742	3,633,038	3,425,555	5,944,187	2,311,148		
		<b>TOTAL</b>	<b>359,925,357</b>	<b>42,171,295</b>	<b>261,719,699</b>	<b>98,205,658</b>	<b>56,034,363</b>	
<b>Grand Total</b>			<b>4,650,589,419.9</b>	<b>847,210,280.5</b>	<b>2,587,250,870.1</b>	<b>2,063,338,549.8</b>	<b>1,216,128,269.3</b>	

## Appendix B: Unexpended Project Balances by Program and Year of Budget

Program Category	Program Name	Pre-2019	FY 2019	FY 2020	Post-2020	Grand Total
<b>Deliver - Program Delivery/Administration-CDOT Performed Work</b>	DTD Planning and Research - SPR Projects Initiatives	4,469,377	10,822,681			15,292,058
	<b>TOTAL</b>	<b>19,807,609</b>	<b>12,877,439</b>			<b>32,685,048</b>
<b>Expand - Increasing Capacity-Contracted Out Work</b>	Federal Grants	13,544				13,544
	National Freight Program ARRA	4,516,250	25,110,475			29,626,725
	RAMP Ops and Partnerships	67,612,050	19,401,852			87,013,902
	Strategic Projects	208,425,340	388,297,644	5,000,000		601,722,984
	<b>TOTAL</b>	<b>280,567,185</b>	<b>432,809,971</b>	<b>5,000,000</b>		<b>718,377,156</b>
<b>Maintain - Maintaining What We Have-Contracted Out Work</b>	FASTER - Safety Projects	33,208,970	46,704,819	12,396,116		92,309,906
	Geohazards Mitigation	5,382,151	3,553,345			8,935,496
	Highway Safety Improvement Program	11,844,983	29,151,712			40,996,695
	Hot Spots	1,131,018	1,883,182			3,014,200
	ARRA	-				-
	Permanent Water Quality Mitigation	6,359,445	4,080,290	3,347,000		13,786,735
	Railway-Highway Crossings Program	3,487,356	8,991,958			12,479,314
	Structures Inspection and Management	8,229,022	6,671,329	459,728		15,360,079
	Structures On-System Construction	9,420,282	24,391,146	21,777,594	3,793,153	59,382,175
	Surface Treatment	7,208,324	165,996,126	41,329,837	450,000	214,984,287
Traffic Signals	6,462,955	10,895,312	443,051		17,801,318	
<b>TOTAL</b>	<b>92,734,508</b>	<b>302,319,219</b>	<b>79,753,327</b>	<b>4,243,153</b>	<b>479,050,206</b>	
<b>Maximize - Safely Making the Most of What We Have-Capital</b>	MOMO: ITS Investments	8,318,765	2,752,188			11,070,953
<b>TOTAL</b>	<b>8,318,765</b>	<b>2,752,188</b>			<b>11,070,953</b>	
<b>Maximize - Safely Making the Most of What We Have-CDOT Performed</b>	MOMO: ITS Maintenance	1,380,577	2,900,000			4,280,577
<b>TOTAL</b>	<b>1,380,577</b>	<b>2,900,000</b>			<b>4,280,577</b>	
<b>Maximize - Safely Making the Most of What We Have-Contracted Out Work</b>	ADA Compliance	3,764,155	9,364,225			13,128,380
	Regional Priority Program	46,761,145	52,226,271	7,669,516	1,536,914	108,193,845
	ROADX	36,354,848	2,467,467			38,822,315
	TSM&O: Congestion Relief	1,705,324	6,450,000			8,155,324
<b>TOTAL</b>	<b>88,585,472</b>	<b>70,507,963</b>	<b>7,669,516</b>	<b>1,536,914</b>	<b>168,299,865</b>	
<b>Pass-Through Funds/Multi-modal Grants -Aeronautics</b>	Aeronautics	-	-			-
	<b>TOTAL</b>	<b>-</b>	<b>-</b>			<b>-</b>
<b>Pass-Through Funds/Multi-modal Grants -Highway</b>	Congestion Mitigation/Air Quality	55,600,934	43,839,026	12,520,000	12,520,000	124,479,961
	Local Agency Earmarks	3,777,226	4,803,937			8,581,163
	Local Over Match	95,269,453	59,433,428	38,625,000	32,000,000	225,327,881
	Metropolitan Planning	8,477,199	8,411,399			16,888,598
	ARRA	-				-
	Safe Routes to School	1,511,931	487,865			1,999,796
	STP-Metro	27,845,393	28,555,131			56,400,524
	Transportation Alternatives Program	10,187,814	9,147,115			19,334,928
Bridge-Off System	9,756,519	9,822,895	1		19,579,415	
<b>TOTAL</b>	<b>212,426,469</b>	<b>164,500,797</b>	<b>51,145,001</b>	<b>44,520,000</b>	<b>472,592,267</b>	
<b>Pass-Through Funds/Multi-modal Grants -Transit</b>	7th Pot Transit	164,755	993,924			1,158,679
	Bustang	-	532,520			532,520
	Strategic Projects - Transit	8,429,463	2,624,467			11,053,931
	Transit and Rail Local Grants	5,412,463	3,333,652			8,746,115
	Transit and Rail Statewide Grants	7,195,943	3,604,919			10,800,862
<b>TOTAL</b>	<b>21,202,625</b>	<b>11,089,482</b>			<b>32,292,107</b>	
<b>Transportation Commission Contingency/Debt Service-Contingency</b>	TC Contingency	14,500,490	4,072,551			18,573,041
	TC Program Reserve	-	12,619,613			12,619,613
<b>TOTAL</b>	<b>14,500,490</b>	<b>16,692,164</b>			<b>31,192,654</b>	
<b>Transportation Commission Contingency/Debt Service-</b>	Emergency Relief	55,101,596	43,104,063			98,205,658
	<b>TOTAL</b>	<b>55,101,596</b>	<b>43,104,063</b>			<b>98,205,658</b>
<b>Grand Total</b>		<b>799,094,672.7</b>	<b>1,070,375,967.4</b>	<b>143,567,843.1</b>	<b>50,300,066.6</b>	<b>2,063,338,549.8</b>

**Appendix C: Forecasted Expenditures Summary**

<b>SUMMARY TABLE: FUND 400</b>	<b>FY 2020</b>	<b>% change</b>	<b>FY 2021</b>	<b>% change</b>
Program-Related Professional Services	\$221,200,000	-0.90%	\$221,000,000	-0.10%
Right of Way Acquisition	\$21,800,000	-9.20%	\$21,900,000	0.50%
Payments to Highway Construction Contractors	\$842,900,000	23.60%	\$537,000,000	-36.30%
Staffing Costs & Travel	\$278,200,000	-2.00%	\$282,000,000	1.40%
Debt Service	\$22,876,000	15.00%	\$22,878,000	0.00%
Transfers	\$31,640,000	-56.70%	\$28,380,000	-10.30%
Facilities and Equipment	\$71,500,000	-8.50%	\$70,000,000	-2.10%
Grants	\$126,100,000	-9.10%	\$119,900,000	-4.90%
Maintenance Supplies and Services	\$19,700,000	26.80%	\$20,400,000	3.60%
Snow and Ice Removal	\$38,000,000	-5.10%	\$38,100,000	0.30%
Inter-agency Services	\$5,200,000	1550.70%	\$6,200,000	19.20%
Other Services and Equipment	\$68,400,000	6.40%	\$68,400,000	0.00%

<b>FY 2022</b>	<b>% change</b>
\$221,000,000	0.00%
\$21,900,000	0.00%
\$401,800,000	-25.20%
\$286,000,000	1.40%
\$22,872,000	0.00%
\$28,250,000	-0.50%
\$69,700,000	-0.40%
\$117,200,000	-2.30%
\$20,400,000	0.00%
\$38,100,000	0.00%
\$6,600,000	6.50%
\$68,400,000	0.00%

## Appendix E - Individual Planned Projects

Projects	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Grand Total
12372 - US 287:SH1 to LaPorte Bypass	2,303,470					2,303,470
17866 - 120TH AVE CONNECTION-Phase II (C-PHASE)	100,000					100,000
18158 - SH 82 Grand Avenue Bridge (F-07-A)	33,926					33,926
18611 - SH 86: I-70 West	4,940,208					4,940,208
18695 - I-25: US 36 TO 120TH AVENUE (CDOT)	200,000					200,000
18753 - US36 Wetland Mitigation Project	133,307					133,307
18890 - US-85 Louviers To MP 191.75		18,000,000	5,050,460			23,050,460
18999 - C-470 TOLLED EXPRESS LANES SEGMENT 1	48,312,066					48,312,066
19094 - I-70 Vail Underpass	19,466		9,733			29,199
19192 - I-25/ARAPAHOE RD INTERCHANGE	8,022					8,022
19201 - US-85 Louviers To MP 191.75 Bridge Enter			2,800,000			2,800,000
19205 - I25A PUEBLO ILEX DB - BE	2,120,207					2,120,207
19408 - I25A PUEBLO ILEX DB - NON-BE	2,486,365					2,486,365
19626 - I-25: 120th Avenue (SH 128) to SH 7	5,024,604					5,024,604
19664 - SH 14: S-Curve Reconstruction	10,571,226		6,643,045			17,214,271
19668 - US 287 IN LAMAR - PARK to COLONIA	893,689					893,689
19875 - I-70 GW Canyon Variable Speed Signing	4,464,669					4,464,669
19930 - SH 9 RAMP Iron Springs Alignment	72,889					72,889
19944 - I-70G Edwards Int Upgrade Phase 2	16,429,273		74,508			16,503,781
20145 - SH 340 Redlands Parkway Roundabout	-					-
20191 - PR US36 Bridges	243,090					243,090
20252 - PR SH7 Flood Repair MP 19-33			14,001,015	5,833,801	504,334	20,339,150
20258 - PR SH 119A Boulder Canyon	12,044,144		5,368,338			17,412,482
20262 - PR SH 170 Roadway and CBC Repairs	894,922					894,922
20285 - PR SH14 & US287 NW of Ft Collins	1,000,785					1,000,785
20288 - I-70 Wildlife Fencing MP 65-87	4,300,000					4,300,000
20322 - SH121 (WADSWORTH): Bear Creek to 4th	5,645,000					5,645,000
20325 - US 160 PASSING LANE NORTH OF TOWAOC	8,290,218		309,782			8,600,000
20334 - PR SH72A Flood Permanent Repair	9,300,000		362,454			9,662,454
20401 - US 50 PASSING LANES EAST OF SALIDA	4,166,310		74,690			4,241,000
20407 - BRIDGE I25A BUTTE CREEK N-17-BN N-17-S	4,632,149					4,632,149
20416 - US 285 Nathrop Wildlife Underpass	-					-
20437 - I-70 HLT Garage Door	1,155,062					1,155,062
20473 - US85: WIDEN SB SANTA FE HAMPDEN TO LIPAN	-					-
20511 - SH-177 Arapahoe To Hampden Resurfacing	1,150,000					1,150,000
20547 - HLT VMS CMS LUS Replacement	388,000					388,000
20575 - Crossroads Bridge Replacement @ I-25	132,327					132,327
20600 - SH 145 PASSING LANES AT DEEP CREEK	6,164,935		128,882			6,293,817
20680 - R5 FY19 BRIDGE PREVENTATIVE MAINT.	822,351		1,477,649			2,300,000
20684 - US 491 MP 36.16 - 53.74 and CR S	11,977,100					11,977,100
20686 - US 160 MESA VERDE CHIPSEAL	3,307,435					3,307,435
20693 - US160 MM 43.2, 150.4, 156.3, 168.07 CULV	615,250		314,157			929,407
20703 - SH 65 Mesa North Resurfacing	1,100					1,100
20705 - US 160 SH 84 TO TREASURE FALLS	-					-

20737 - US 550/32_22_17 Durango Signal Replace	1,267,668			1,267,668
20740 - US 160_550 Durango Signals Ops	1,419,427			1,419,427
20744 - PR US 36 Phase 3 MP 7.7-8	1,876,651	1,970,682	639,044	4,486,377
20751 - US50C OVERLAY 4TH TO BAXTER RD IN PUEBLO	6,111,112			6,111,112
20753 - US 40 Craig East BPM	2,760,000	227,180		2,987,180
20754 - SH167 Fowler Overlay MP0 to MP4.9	4,232,022			4,232,022
20779 - US85: BRIGHTON GUARDRAIL PLACEMENT	3,206			3,206
20789 - SH96A ABRIENDO - ORMAN Signals Improv	2,038,200			2,038,200
20790 - I25C/SH160 Ped/Bike Improv (Walsenburg)	1,804,022			1,804,022
20799 - US 550 RIVERSIDE SNOW SHED LIGHTING	-			-
20805 - DOUGLAS COUNTY BRIDGE SCOUR REPAIR,	1,694,768			1,694,768
20809 - RAMP BPM I-25 AND ROCKRIMMON PKG#1	-			-
20813 - US 24 Minturn Resurfacing	7,032,290	110,945		7,143,235
20819 - CLEAR CREEK ECOLOGIC RESTORATION	57,500	27,500		85,000
20839 - US285:SH30 RESURFACING DAHLIA TO PARKER	9,600,000			9,600,000
20842 - US 40 Rabbit Ears West	-			-
20845 - US 85 Resurfacing Eaton to Ault	812,586			812,586
20846 - C-470 S. ROONEY RD TO KEN CARYL (FORMERL	-			-
20848 - GEOHAZARD CLEAR CREEK CANYON PHASE 4	472,191			472,191
20849 - GEOHAZARD SH 74 MORRISON TO EVERGREEN (F	1,490,000			1,490,000
20851 - US 6 LOVELAND PASS - I-70	4,890,339			4,890,339
20852 - US 285 DECK REHABILITATION (FY 17)	1,371,289			1,371,289
20854 - SH86 West Side of Elizabeth Int.	1,086,132	2,607,263		3,693,395
20855 - US 385 @ Cheyenne Wells 90 Degree Curve	2,266,223			2,266,223
20862 - SH 113 Structure Preventative Maint.	1,733,973			1,733,973
20869 - I-70 , I-76, & I-270 BRIDGE BEARING REP	1,668,481			1,668,481
20873 - R1 CRITICAL CULVERT REPAIR FY18	797,610			797,610
20885 - I-25: COUNTY LINE ROAD TO BELLEVIEW AVEN	-			-
20886 - REGION 1 FY17 US 040A BERTHOUD PASS WALL	3,888			3,888
20887 - I-225 Resurfacing From I-25 To Parker Rd	8,920,000			8,920,000
20892 - PACKAGE A1 (I-25 / I-70 / I-76) Bridge P	2,619,966			2,619,966
20894 - R5 SEC 3 & 7 CHAIN STATIONS	308,778			308,778
20904 - R1 FY18 CRACK SEAL	992,890			992,890
20908 - US 287 PASSING LANES SOUTH OF LAMAR	4,600,501			4,600,501
20917 - US 24 PASSING LANES NEAR PEYTON		4,000,000		4,000,000
20923 - I-70 Salt Wash Bridges Scour	1,077,650	1,598,236		2,675,886
20927 - Pueblo FY17/18 Signal Capital Replace	-			-
20940 - R4 FY18 Cab/Controller Replacements	178,396			178,396
20942 - R4 FY18 Signal Pole Replacements	1,040,972			1,040,972
20949 - US285 Passing Lanes and Overlay	11,888,448			11,888,448
20978 - SH 119: Nederland - East	9,124,909	5,934,104		15,059,013
20982 - ETHERNET & CCTV UPGRADE (Denver & Pueblo	2,250,000	167,423		2,417,423
20984 - VMS AND LUS UPGRADE FY 17	-			-
20997 - I-70 EBND MSE WALL/GUARDRAIL: MP252-253	1,000			1,000
20999 - I25 at Vine Drive Bridge Replacement	6,589,884			6,589,884
21010 - US 34 Over North Fork Co River	4,219,565			4,219,565
21011 - STRUCTURE K-17-F FASTER BRIDGE ON SH 96	-			-
21012 - SH 71 ARKANSAS RIVER FASTER BRIDGE	5,775,668			5,775,668

21020 - Replace M-22-Z on SH 10 MP 69.68	2,585,546					2,585,546
21088 - PR SH-7 Flood (PH II),EP - Jct SH-72	4,742,207					4,742,207
21089 - SH-7 Non Flood, SHO (PH II),EP-Jct SH-72	4,952,950					4,952,950
21091 - R5 SH151 mp13.36 PRIORITY CULVERT	-					-
21146 - SH 60 Over the South Platte River	4,681,000					4,681,000
21193 - SH 141 Clifton Signal Replacement	1,424,497					1,424,497
21200 - SH 82 Glenwood Springs to Carbondale	8,223,333					8,223,333
21201 - I-70 Parachute West	-					-
21216 - R4 FY19 Signal Pole Replacement Project	1,388,561	563,997				1,952,558
21223 - EJMT 480V MOTOR CONTROL CENTERS	3,034,120	3,965,881				7,000,001
21224 - EJMT PLENUM WATERPROOFING MEMBRANE	856,261					856,261
21225 - I-70: 32ND TO 44TH RESURFACING	69,990					69,990
21229 - SH-67 Sedalia Resurfacing	1,397,066					1,397,066
21232 - SH 119 WALL REPAIR @ MP 6.8	350,000					350,000
21235 - US160 Pagosa Signals Pinon_Hot Springs_L	686,501	724,872				1,411,373
21245 - I-70 Avon to Vail	10,677,422					10,677,422
21256 - US24 - 8TH ST TO WEST OF MANITOU SPRINGS	10,116,904					10,116,904
21258 - FY19 PIKES PEAK AREA SIGNAL REPLACEMENT	398,034	1,813,267				2,211,301
21289 - PR SH 55 Flood Repair 2015	166,634					166,634
21290 - US 40 Elk Springs	2,474,351					2,474,351
21317 - SH 112 FROM US 285 TO SH 17	3,899,140					3,899,140
21327 - PR US 34 Big Thompson Canyon Package 4	1,929,033					1,929,033
21364 - SMART 25 MANAGED MOTORWAYS DEMONSTRATION	5,490,439					5,490,439
21416 - R5 SIGNAL REPLACEMENT CHAFFEE & RIO GRAN	-					-
21430 - CENTRAL 70	52,704,548	11,374,198	3,477,276	4,764,123	80,306	72,400,451
21450 - US 24 Rockfall Mitigation	-					-
21463 - SH 141 South of Divide Road Resurface	7,071,687					7,071,687
21471 - US 50 and SH 92 Delta Intersection	300,250	1,968,502				2,268,752
21506 - I-25 North: SH 402 to SH 14	68,062,928	87,841,180	42,880,127	525,621		199,309,856
21519 - I-25 COLORADO SPRINGS RAMP METERING	1,297,970	1,151,030				2,449,000
21543 - HWY 94 & PEYTON HWY		1,900,000				1,900,000
21559 - SH 159 SAN LUIS TO FT GARLAND SURF TREAT	5,414,501					5,414,501
21566 - US 285 Antonito to Estrella Chipseal	1,847,702					1,847,702
21571 - I-25 MEDIAN CABLERAIL PHS II	353,395					353,395
21593 - ITS FIBER OPTICS ON I76 DENVER TO HUDSON	-					-
21596 - ITS WEATHER STATION UPGRADES FY17	86,244					86,244
21686 - Avalanche Control System: EJMT & US 40	58,930					58,930
21696 - I-70 GWC Longitudinal Joint Repair	-					-
21706 - PR SH72A FLOOD PERMANENT REPAIR-R1	1,295,000	50,200	300	100		1,345,600
21743 - US550 STRIPING & RUMBLE STRIPS MP105-115	-					-
21744 - US 160 WOLF CREEK PASS RSA	134,659					134,659
21748 - Various Chip Seals Montrose RE	2,573,683					2,573,683
21774 - US 85 Platteville NB & WCR 18 Signal	482,258					482,258
21785 - I-70 SILVERPLUME SOUNDWALL AND DRAINAGE	3,000,000					3,000,000
21787 - CRITICAL CULVERTS SH101,SH109	77,341					77,341
21789 - FY20 HMA PREVENTATIVE MAINTENANCE CHIP S	2,410,000					2,410,000
21792 - SIGNAL CABINET UPGRADE PHASE III	1,400,970					1,400,970
21796 - SH 74: I-70 TO CR 65 Resurfacing	4,000,000					4,000,000

21806 - SH95:52ND TO 58TH/RALSTON(MM9.5-MM10.1)	-				-
21807 - Traffic Signal Controller Rep. Phase 2	-				-
21831 - I-25 Resurfacing MP 79.6 to 92.0	7,990,124				7,990,124
21847 - Signalization of SH1 & I-25 SB Ramps	148,990				148,990
21848 - US 40 Grand County Signal Replacement	35,000	800,000			835,000
21852 - SH 52B New Raymer South	6,966,786				6,966,786
21856 - SH52 WCR 13 Intersection	2,807,293				2,807,293
21863 - I-25: SH 14 North Cable Rail		4,173,691			4,173,691
21865 - US 287 and Foothills Parkway	544,991				544,991
21866 - SH 14B Safety: Ted's Place West	768,805	1,102,397			1,871,202
21868 - SH 14 Rumblestrips: Ault to SH 71	176,436				176,436
21869 - SH 6: Sterling to Nebraska Rumblestrips	264,654				264,654
21876 - SH-60 and WCR-40 Intersection	1,339,934				1,339,934
21878 - I-70 Arriba: East and West	26,014,369	21,803,194			47,817,563
21881 - REGION WIDE EROSION CONTROL	125,000				125,000
21892 - FALL RIVER ROAD BRIDGE	2,885,591				2,885,591
21893 - I-70 WESTBOUND PEAK PERIOD SHOULDER LANE	20,000,000	32,000,000	3,900,000		55,900,000
21896 - I-70 Officers Gulch to Frisco	6,020,997				6,020,997
21897 - I-70 Vail Pass Various Wall Repairs	1,709,897				1,709,897
21906 - SH70A PECOS ROUNDABOUT IMPROVEMENTS	-				-
21923 - R2 NORTH PROGRAM WALL REPAIRS	2,690,000				2,690,000
21926 - US 6 Mack to Fruita	3,425,032				3,425,032
21927 - US50 West of Delta EB Lanes Resurfacing	6,358,500				6,358,500
21943 - FY19 NORTH SIGNAL PKG	1,400,000				1,400,000
21978 - R2 WRONG WAY PREVENTION	2,093,329				2,093,329
22010 - US 160 SH 172 to Bayfield Resurfacing	-				-
22014 - R1 CURB RAMPS-PH 1	10,000				10,000
22022 - R1 CURB RAMPS - PH 2	531,411				531,411
22023 - R1 CURB RAMPS - PH 3	1,350,000	50,000			1,400,000
22025 - SH40 & SH83 INTERSECTION SAFETY IMP	1,800,000				1,800,000
22027 - SH72:64TH/INDIANA SIGNAL REPLACEMENT	276,000				276,000
22031 - I-70 Truck Parking Garfield County	3,461,325				3,461,325
22044 - SH 13 CR 5 North and South	7,115,994	13,241,968			20,357,962
22058 - R2#2018 CRITICAL CULVERTS REPAIR	205,572				205,572
22073 - PR US 34 BTC Larimer County Structures	622,427				622,427
22079 - US50A Pueblo West Purcell Interchange	700,000	20,600,000	15,300,000	180,000	36,780,000
22086 - US 550/160 PEDESTRIAN SIDEWALK RAMPS	250,000				250,000
22120 - R5 GUARDRAIL REPLACEMENT/UPGRADES	675,626				675,626
22231 - I70 GENESEE MED BARRIER, MORRISON & I270	179,658				179,658
22248 - I-25 North: Prospect - Bridge Enterprise	2,933,429	8,536,970	4,617,831	65,000	16,153,230
22250 - I-70 BRIDGE REPAIRS MP 244.2 & MP 249.0	656,653				656,653
22261 - SH 14 & WCR 33 Intersection Improvements	179,377				179,377
22289 - REPLACEMENT OF STRUCTURE L-22-J ON SH 71	1,200,000	28,500			1,228,500
22312 - PR South Douglas Creek	1,503,138				1,503,138
22318 - I-70 Exit 26 DDI Modifications	1,146,000				1,146,000
22320 - REPLACEMENT OF STR. M-16-P ON SH 69	255,461				255,461
22348 - PR US 34 Big Thompson Canyon Package 5	872,378				872,378
22359 - I-70 F-05-L CO River Bridge Near Rifle	-				-

22363 - I-25 AND PLUM CREEK IMPROVEMENTS	1,500,000					1,500,000
22366 - RAMP METERING	2,797,303					2,797,303
22377 - SH 13 County Road 3 South	11,521,690	356,342				11,878,032
22383 - R2 ADA RAMPS I-25 INT S NEV- N ACAD	856,498					856,498
22385 - ITS FIBER AND CAMERAS ON I-76 KEENESBURG	760,969	3,947,526	47,565			4,756,060
22388 - SOUTH FEDERAL BLVD SAFETY IMPROVEMENTS	2,800,000					2,800,000
22389 - SIGNAL CONST PACKAGE A FOR 21793	3,000,000					3,000,000
22392 - AURORA SIGNAL IMPROVEMENT FY 18	2,600,000					2,600,000
22415 - US 50 S. Delta Phase 2 ADA Ramps (ESB)	253,718					253,718
22416 - SB I-225 PARKER RD RAMP SAFETY PROJ	2,200,000					2,200,000
22420 - US 550/160 CONNECTION SOUTH DESIGN-BUILD		43,592,484	26,531,691	1,875,825		72,000,000
22436 - US 50, K-11-G STRUCTURE REPLACEMENT BE	-					-
22442 - Loveland ADA Curb Ramps Phase 1	493,041					493,041
22449 - SH225 AND 17TH PLACE IMPROVEMENTS	98,063					98,063
22451 - US 6: I-25 TO PERRY WB OPS IMPROVEMENT	477,794					477,794
22473 - US 287 and Pike Rd Intersection Impv		3,091,551				3,091,551
22474 - US 287 and Grand Ave. Intsec. Impv.		406,782				406,782
22482 - I-25 North: Hillsboro-Bridge Enterprise	2,314,274	192,098				2,506,372
22484 - I-70B & Z Grand Jct Phase 1 ADA Ramps	190,000					190,000
22503 - FIBER OPTIC ON US 24 (I25 TO WOODLAND)	2,793,115					2,793,115
22528 - SH 30 & TOWER RD IMPROVEMENTS	800,000	200,000				1,000,000
22553 - US 6 TUNNELS LIGHTING AND LINER	1,000,000	7,000,000				8,000,000
22569 - I-25 CABLE BARRIER PHASE III	2,784,252					2,784,252
22576 - US-6 F-09-K Bridge Over Castle Creek	2,541,890					2,541,890
22580 - R1 CURB RAMPS PHASE 4	1,550,000	50,000				1,600,000
22581 - R1 ESB ADA CURB RAMPS PH 5	1,245,000					1,245,000
22589 - I-25 SOUTH GAP PACKAGE 1	27,991,110	17,318,527				45,309,637
22590 - I-25 SOUTH GAP PACKAGE 2	53,300,000	53,850,000				107,150,000
22591 - I-25 SOUTH GAP PACKAGE 3	36,000,000	68,050,000	14,650,000			118,700,000
22620 - I-25 & Erie Pkwy Ramp Signals	406,783					406,783
22623 - SH2&SH95 SIGNALS CONSTRUCTION (FY 19)	1,080,000					1,080,000
22630 - EB I-70 AUX LANE WARD TO KIPLING	2,000,000					2,000,000
22703 - I-25 SEG3A RE-PKG 120TH TO E470	21,777,400	788,000				22,565,400
22704 - I-76: VMS Boards East and West	2,033,914					2,033,914
22715 - US 287 & 17th Ave Intersec Improvement		488,141				488,141
22746 - US85 & WCR98 Intersection Improvement	2,196,628					2,196,628
22760 - Centerline Skip Striping I-76	1,138,992					1,138,992
22768 - Craig Residency ADA Ramps	1,030,456					1,030,456
22771 - R4 Longmont ADA Curb Ramps	859,521	150,085				1,009,606
22776 - SH13 Fortification Creek North			8,925,657	7,678,744		16,604,401
22786 - I-25 RAMP METER INSTALLATION	2,647,665	999,246				3,646,911
22795 - US550 Montrose Phase 1 ADA Ramps	643,960	153,050				797,010
22831 - I-25 Express Lanes SH7 to SH1	16,967,821	66,239,842	58,647,348	24,136,851	41,339	166,033,201
22901 - SH257 & 392:Windsor Curb Ramps	732,209					732,209
<b>Grand Total</b>	<b>847,612,068</b>	<b>546,771,107</b>	<b>190,501,100</b>	<b>39,730,598</b>	<b>121,645</b>	<b>1,624,736,518</b>

Forecast Totals						
Group	Region	PCN+Desc	Forecast Total	Year	Date	