

Project List for New Revenue Sources- Adopted July 19, 2018

Project ID	Region	TPR	County	Project Name	Project Description	Phasing and Cost Estimate Details	Total Project Cost (P70) (Escalated to construction midpoint)	Other Funding Expected to be Available	Other Funding Assumptions	SB1 (Year 1) SB 267 (Years 1&2)	Init. #153 SB 1 (Year 2) SB 267 (Years 3&4)
B-1	1	Greater Denver Area, Pikes Peak Area	Douglas and El Paso	I-25: Colorado Springs Denver South Connection	Corridor mobility and safety improvements from Monument to C-470 as outlined in the EA/FONSI. Construction of one new managed lane (TEL) in each direction from Monument to Plum Creek Parkway.	Cost reflects minimum costs utilizing existing infrastructure but may not meet desired geometrics. Design to Budget of \$350m. Subsequent phase includes additional work needed to improve geometrics and reconstruct roadway, and full PEL improvements north of Plum Creek Parkway to C-470.	\$ 350,000,000	\$100,000,000	Local funding \$35m, INFRA Grant \$65m. Potential toll revenue but not assumed in other funding.	\$250,000,000	\$0
B-2	1	Greater Denver Area	Denver	I-25: Speer and 23rd Bridges	Replacement of bridges at 23rd and Speer, and construction of northbound connector road. These bridges were repaired in 2015 to extend their lifetime and provide better clearance.	Subsequent phase (not reflected in costs) includes second phase roadway widening, and other safety and mobility improvements to be identified in planned PEL.	\$57,140,000	\$10,000,000	Freight fund match	\$0	\$47,140,000
B-3	1	Greater Denver Area	Adams	I-25 North: 84th Ave to Thornton Pkwy widening	Improvements on I-25 between US 36 and 120th including addition of one General Purpose lane in each direction from 84th Ave. to Thornton Pkwy. and reconstruction of 88th Ave. bridge including a center loading median station for the Thornton Park-n-Ride. A Road Safety Audit was also conducted on this area and smaller interim safety improvements are taking place until funding is available for the larger project.	Subsequent phase (not reflected in costs) includes second phase auxiliary lanes and other improvements.	\$85,285,000	\$0		\$0	\$85,285,000
B-4	1	Greater Denver Area	Adams, Broomfield	I-25 North: TEL Expansion	Expansion of Tolled Express Lanes (TELS) from current planned end at E-470 to Weld County Line. Project would need to be combined with local funds to rebuild I-25 / SH 7 Interchange.		\$101,750,000	\$25,000,000	Potential toll revenue assumed in other funding.	\$0	\$76,750,000
B-5	1	Greater Denver Area	Clear Creek	I-70 West: Westbound Peak Period Shoulder Lanes (PPSL)	Construction of a Peak Period Shoulder Lane (PPSL) on westbound I-70 from the Veterans Memorial Tunnels to Empire, similar to the eastbound I-70 Mountain Express Lane. The project will also include CO 103 interchange improvements, a Fall River Road Bridge, Greenway Trail improvements and County Road 314 Reconstruction.	Design to Budget	\$105,000,000	\$25,000,000	\$25m INFRA grant, Potential toll revenue but not assumed in other funding.	\$70,000,000	\$10,000,000
B-6	1	Greater Denver Area	Clear Creek	I-70 West: Floyd Hill	Westbound I-70 will be widened from two lanes to three at Floyd Hill to accommodate more travelers. I-70 will be reconfigured with simplified curves, bridges and walls to improve line of sight and improve driver safety. The new westbound I-70 alignment would also be placed in a tunnel at the bottom of Floyd Hill. Additionally, the project proposes completing a key link of the shared-use trail from the Clear Creek Greenway toward the Peaks to Plains Trail.	Design to Budget. Final alternative is unknown and the alignment may vary.	\$550,000,000	\$70,000,000	Bridge Enterprise Potential toll revenue but not assumed in other funding.	\$0	\$480,000,000
B-7	1	Greater Denver Area	Jefferson	I-70: Kipling Interchange	The Diverging Diamond Interchange (DDI) configuration was confirmed as the Preferred Alternative during the planning process. A DDI, similar to what was constructed at the US 36 and McCaslin Boulevard interchange in Louisville/Superior, is expected to provide improved operations and substantial safety benefits for all modes of travel.		\$63,816,000	\$0		\$0	\$63,816,000

B-8	1	Greater Denver Area	Denver	I-225: I-25 to Yosemite	Final alternative pending results of pilot. Remove bottleneck at Yosemite by splitting traffic going to northbound and southbound I-25 with two lanes for each direction. Includes replacement of Ulster bridge.	Design to Budget	\$61,394,000	\$0		\$0	\$61,394,000
B-9	1	Greater Denver Area	Adams	I-270: Widening from I-76 to I-70	Reconstruction of concrete pavement and replacement of bridges to improve capacity, safety, and economic competitiveness.		\$398,774,000	\$165,000,000	Potential toll revenue assumed in other funding & Potential Local Match	\$0	\$233,774,000
B-10	1	Greater Denver Area	Jefferson	US 6: Wadsworth Interchange	Reconstruction of the interchange at US 6 and Wadsworth.		\$68,151,000	\$0		\$0	\$68,151,000
B-11	1	Greater Denver Area	Douglas	US 85: Sedalia to Meadows Widening	Reconstruction of two lane roadway to four lanes with a divided median and acceleration/ deceleration lanes. Includes a 10 foot trail. Improvements are in accordance with an Environmental Impact Statement (EIS) that was completed in 2002.	Project could be divided into phases: US 85 Sedalia to Daniels Park; US 85 Daniels Park to Meadows	\$49,500,000	\$16,000,000	Local match	\$0	\$33,500,000
B-12	1	Greater Denver Area	Adams	US 85/Vasquez: I-270 to 62nd Ave. Interchange	The US 85: I-270 to 62nd Avenue interchange experiences high levels of congestion and crash rates. This project will improve safety and capacity by making the geometric configuration of the interchange more intuitive for drivers, adding grade separation, and improving access points.	Design to Budget. Phasing and early implementation alternatives are being investigated as part of the PEL. Interim improvements will not preclude PEL alternatives.	\$81,860,000	\$0		\$0	\$81,860,000
B-13	1	Greater Denver Area	Jefferson	US 285: Richmond Hill to Shaffer's Crossing	The preferred alternative, as identified during the planning phase, includes widening US 285 to four lanes and building a depressed median, as well as acceleration and deceleration lanes at interchanges between Richmond Hill and Shaffers Crossing.		\$70,576,000	\$0		\$0	\$70,576,000
B-14	1	Greater Denver Area	Adams	US 85: 120th Grade Separation	Construction of a grade separated interchange at 120th & US 85. The project will also grade separate 120th at the UPRR Crossing just east of US 85.		\$76,234,000	\$17,000,000	Local match	\$0	\$59,234,000
B-15	1	Greater Denver Area	Boulder, Weld, Broomfield, Adams	CO 7 Corridor Improvements	BRT, commuter bikeways, managed/express lanes, highway and other multimodal improvements to be determined from Boulder to Brighton.	Design to Budget	\$112,000,000	\$12,000,000	\$12M Region 4 Surface Treatment funds. See MMOF SH 7 project for further details on additional transit matching funds.	\$0	\$100,000,000
B-16	1	Greater Denver Area	Denver	I-25: Valley Highway Phase 3.0	Widening of I-25 from Alameda to 6th Ave.		\$134,062,000	\$0	Potential toll revenue but not assumed in other funding.	\$0	\$134,062,000
B-17	1	Greater Denver Area	Jefferson	C-470: 285 and Morrison Road	Reconstruction of 285 Interchange, with Flyover ramps, approximately 1.5 miles of additional GP lane in each direction, widening or replacement of Morrison Road Bridge, and relocation of the WB auxiliary access to Soda Lakes/Bear Creek to US 285, rather than immediately north of 285 on ramp.		\$136,687,000	\$0		\$0	\$136,687,000
B-18	1	Greater Denver Area	Arapahoe	I-25/Bellevue	Interchange Improvements	Design to Build	\$90,000,000	\$0	Potential for local partnership to expand scope	\$0	\$90,000,000
B-19	1	Greater Denver Area	Arapahoe	CO 30 Improvements	Roadway widening and operational/safety improvements from Quincy to Airport.	Design to Budget	\$45,000,000	\$0		\$0	\$45,000,000
B-20	1	Greater Denver Area	Jefferson/Adams	SH 95/Sheridan Boulevard	Lane balancing/multimodal grade separation of US 36 bikeway		\$8,800,000	\$2,200,000	Local funds match	\$0	\$6,600,000

B-21	1	Greater Denver Area	Denver	Federal: Hampden to 52nd Ave	Roadway and pedestrian safety improvements.	Design to Budget	\$30,000,000	\$0			\$30,000,000
B-22	1	Greater Denver Area	Denver	Colfax: I-25 to Yosemite	Roadway and pedestrian operational and safety improvements.	Design to Budget	\$20,000,000	\$0		\$0	\$20,000,000
B-23	1	Greater Denver Area	Jefferson	US6/Heritage Road Interchange	Construct a new, grade separated interchange at US6 and Heritage Road in Golden.		\$41,487,000	\$1,000,000	Locals may seek funds for preliminary environmental and design.	\$0	\$41,487,000
B-24	1	Greater Denver Area	Gilpin	SH119 Shoulders	Widen/improve shoulders and make other safety improvements within the corridor.	Scalable	\$13,359,000	\$0		\$0	\$13,359,000
B-25	1	Greater Denver Area	Multiple	Bottleneck Reduction	Targeted improvements to relieve known bottlenecks in the Metro Area to improve operations and safety.	Highly scalable	\$92,388,000	\$0		\$0	\$92,388,000
B-26	1	Greater Denver Area	Adams	104th Ave: Colorado to US85	Capacity, operational and safety improvements on SH44 (104th Ave) from Colorado Blvd to approximately US85.	Design to Budget	\$20,000,000			\$0	\$20,000,000
B-27	1	Greater Denver Area	Douglas	I-25: Greenland to County Line	Addition of climbing lanes on SB I-25 between Greenland and County Line Rd.	Could be added to Gap segments 2/3	\$17,541,000	\$0		\$0	\$17,541,000
B-28	1	Greater Denver Area	Jefferson	SH121 (Wadsworth): 38th Ave to I-70	Add a lane in each direction and make bike and pedestrian improvements throughout the corridor.	Design to Budget	\$50,000,000	\$45,000,000	Local project has already received DRCOG funding. This would supplement the other funding to complete the project.	\$0	\$5,000,000
B-29	1	Greater Denver Area	Adams/Broomfield	I-25/SH7 Interchange Replacement (Mobility Hub)	Replace the interchange at I-25 and SH7 with a diverging diamond mobility hub that will enhance potential transit service with center loading stations and pedestrian walkways. Project may be phased as improvements become necessary.	This estimate assumes it is combined with the I-25 TEL widening and costs go up if done separately.	\$122,000,000	\$45,000,000.00	Match includes \$30m of local funding, and \$15 million CDOT transit funds. Additional project costs and funding sources to be determined based on initial project scope of this and other I-25/SH 7 projects on list, as well as potential federal grants.	\$0	\$70,000,000
B-30	2	Pueblo Area	Pueblo	1-25: City Center Drive to 13th St. (Phase of the New Pueblo Freeway)	Complete reconstruction and widening, construction of a split-diamond interchange between City Center Drive and 13th St. with additional exit ramps near 6th St., and construction of one-way frontage roads between the ramps. (MP 98 - 100)		\$228,635,000	\$0		\$0	\$228,635,000
B-31	2	Pikes Peak Area	El Paso	I-25: Colorado Springs Congestion Relief (SH 16 to Baptist Rd)	The proposed project will include work at multiple locations along I-25 in Colorado Springs including capacity and safety improvements from South Academy to CO 16; widening I-25 to six lanes from Circle to South Academy; add auxiliary lanes between Fillmore and Garden of the Gods; add a fourth lane in each direction of I-25 between Cimarron and Briargate; fix the functionally deficient I-25 bridge at Northgate and widen the shoulder from Northgate to Baptist Road.	Project could be divided into 5 phases of construction.	\$369,804,000	\$15,000,000	Surface Treatment	\$0	\$354,804,000

B-32	2	Pikes Peak Area	El Paso	US 24 West: Divide to 1-25	Add capacity and intersection/interchange improvements on US 24 between I-25 and Manitou Springs (MP 299-304). Drainage and intersection improvements on US 24 from I-25 to Divide (MP 304-278).	Design to budget. Project could be built in 2 independent phases. Phase one for Drainage and intersection improvements, and Phase two for capacity and intersection improvements on US 24 between I-25 and Manitou Springs.	\$70,000,000	\$0		\$0	\$70,000,000
B-33	2	Pikes Peak Area	El Paso	US 24 East: Widening Garret/Dodge to Stapleton Rd.	Widening of roadway to four lanes from Garrett Rd. to Stapleton Rd. (MP 318 - 324)		\$64,242,000	\$0		\$0	\$64,242,000
B-34	2	Pueblo Area	Pueblo	US 50: West of Pueblo	This project will add a third westbound lane on US 50 from just west of Pueblo Boulevard to Purcell Boulevard and will construct the US 50 and Purcell interchange to include pedestrian and bicycle facility improvements.		\$45,895,000	\$6,000,000	RPP	\$35,520,000	\$4,375,000
B-35	2	Pueblo Area/Southeast	Pueblo/Otero/Bent/Prowers	US 50: East Widening	Implement Tier II project along the US 50 Corridor from Pueblo to Holly (MP 318 - 467) per the Tier I FEIS/ROD. Likely project includes widening US 50 to four lanes. Location and length of project TBD.	Design to budget	\$50,000,000	\$0		\$0	\$50,000,000
B-36	2	Southeast	Prowers	US 287: Lamar Reliever Route	As the last remaining major improvement on the Ports to Plains corridor in Colorado, this project involves the phased construction of a new, two-lane roadway on US 287 and the realignment of US 50 in Lamar.	Project can be divided into two phases. Phase 1: US 50 Realignment (\$30M); Phase II US 287 Reliever Route (\$185M)	\$211,071,000	\$0		\$0	\$211,071,000
B-37	2	Pikes Peak Area	El Paso	SH 21: Research Pkwy. Interchange	Construction of new grade-separated interchange at SH 21 and Research Pkwy (MP 149-151).		\$39,896,000	\$0		\$0	\$39,896,000
B-38	2	Central Front Range	Teller	SH 67: Victor to Divide & North of Woodland Park	Shoulder widening and safety improvements. Victor to Divide and Woodland Park to Deckers.	Revised project limits. Design to budget.	\$25,000,000	\$0		\$0	\$25,000,000
B-39	2	South Central	Huerfano	US 160: Mobility Improvements	Addition of passing lanes, shoulder widening and safety improvements. (La Veta Pass to I-25)(MP 278-304)	Design to budget.	\$15,000,000	\$0		\$0	\$15,000,000
B-40	2	Central Front Range	Park	US 285: Fairplay to Richmond Hill	Addition of passing lanes, shoulder widening, and safety improvements to US285 in Park County	Design to budget.	\$15,000,000	\$0		\$0	\$15,000,000
B-41	2	Central Front Range	El Paso & Fremont	SH 115: Penrose to South Rock Creek full depth pavement reconstruction	Reconstruct concrete pavement with full depth concrete pavement (MP 26-34).	Design to budget	\$25,000,000	\$0		\$0	\$25,000,000
B-42	2	Pikes Peak Area	El Paso	SH 94: Safety Improvements	Safety Improvements on SH 94 from US 24 to Enoch Rd.	Design to budget.	\$11,000,000	\$0		\$0	\$11,000,000
B-43	2	Central Front Range	El Paso	SH 115: Rock Creek Bridge Replacement and Widening	Bridge replacement on SH 115 over Rock Creek and widening for approximately 1.5 miles south. (MP 37-39)		\$15,100,000	\$0		\$0	\$15,100,000
B-44	2	South Central	Huerfano / Las Animas	SH 69 and SH 12 Improvements	Shoulder widening, safety improvements, and passing lanes on SH 69 (MP 0-59) and SH 12 (MP 0-73.9)	Design to Budget	\$21,000,000	\$6,000,000	HSIP, RPP, FASTER	\$0	\$15,000,000

B-45	2	Pueblo Area	Pueblo	I-25 and Drew Dix/Dillon Interchange	Interchange, intersection and frontage road improvements at the Drew Dix and I-25 Interchange (MP 104). This area is being developed and conflicts with trucks and passenger vehicles is a safety issue that will continue to get worse.	1.5 Million from NHFP and 5.0 Million from Ballot.	\$6,500,000	\$1,500,000-	NHFP		\$5,000,000
B-46	3	Grand Valley	Mesa	I-70: Business Loop	Reconstruction of First and Grand intersection to improve operations and safety, meet current geometric design standards, and improve pedestrian safety.		\$32,549,000	\$0		\$0	\$32,549,000
B-47	3	Grand Valley	Mesa	I-70: Palisade to Debeque	This project corrects a sharp curve and narrow shoulders at the western entrance to DeBeque Canyon near Palisade that's resulted in numerous crashes involving commercial vehicles. It requires reconstruction of I-70, realigning curves and improving the elevation of the roadway. The project will also include construction of a connection to a bike and pedestrian trail in Mesa County. Initial phase includes identification of a preferred alternative, complete design and land acquisition.	Project can be phased.	\$71,014,000	\$0		\$0	\$71,014,000
B-48	3	Intermountain	Eagle	I-70 West: Dowd Canyon Interchange	Reconstruction and upgrade of I-70 Dowd Canyon Interchange for safety and operations in an area where curves and winter driving conditions create one of the highest crash rates on the I-70 corridor.		\$14,450,000	\$0		\$0	\$14,450,000
B-49	3	Intermountain	Eagle / Summit	I-70 West: Vail Pass	This project is a complete Environmental Assessment identifying a preferred alternative that includes eastbound and westbound auxiliary lanes and defining improvements including potential project phasing. Crash data indicates the west side of Vail Pass experiences higher-than-expected crashes due to differential speeds and steep grades, and the highest potential for crash reduction. According to 2016 data, I-70 over Vail Pass experienced closures for more than 177 hours, primarily due to crashes and weather.	Total Escalated Project Cost fixed to \$225 M will complete phase I, with a total project cost of \$400 M.	\$225,000,000	\$0		\$0	\$225,000,000
B-50	3	Intermountain	Summit	I-70 West: Exit 203 Interchange Improvements	This project will improve the capacity of the interchange by improving the westbound ramp and I-70 bridge. It will also improve the eastbound ramps and adjacent intersection that affects the operation of this interchange.	Project can be phased. \$2 M for preconstruction.	\$30,344,000	\$0		\$0	\$30,344,000
B-51	3	Intermountain	Summit	I-70 West: Frisco to Silverthorne Auxiliary Lane	This project will build an auxiliary lane along eastbound I-70 from Frisco to Silverthorne, as identified in the Silverthorne Planning and Environmental Linkages (PEL) study. This project is a safety and mobility improvement for eastbound I-70 that will require minimal widening.		\$16,924,000	\$0		\$0	\$16,924,000
B-52	3	Intermountain	Summit	I-70 West: Silverthorne Interchange	This project will replace the Silverthorne interchange with a Diverging Diamond Interchange (DDI) similar to the US 36 and McCaslin interchange in Louisville/Superior. The project includes paving, curb and drainage. All four ramps will be affected and additional capacity will be added to the on-ramp to westbound I-70.		\$24,701,000	\$0		\$0	\$24,701,000

B-53	3	Grand Valley	Mesa	US 6: Improvements Mesa County	This project will improve sections of US 6 in Fruita, Clifton and Palisade. The Fruita section includes intersection improvements and widening to the west of 22 Road. The Clifton section includes safety and mobility improvements along with access control and multi-modal facilities. The Palisade section includes intersection improvements from Clifton to Palisade including acceleration, deceleration and turn lanes.	Project can be phased.		\$47,651,000	\$4,000,000	Mesa County/ Grand Junction local match expected. See MMOF US 6 project for further details on additional transit matching funds not included in this row.	\$0	\$43,651,000
B-54	3	Northwest	Grand	US 40: Fraser to Winter Park	Construction of capacity improvements on US 40 between Fraser and Winter Park, likely widening to a four lane facility and adding a roundabout.		\$13,592,000	\$0		\$0	\$13,592,000	
B-55	3	Gunnison Valley	Gunnison	US 50: Little Blue Canyon	US 50 through Blue Creek Canyon is a steep, curvy and very narrow section of roadway between Montrose and Gunnison. This project will reconstruct and widen the existing roadway, improve drainage and access, and add a minimum of 4-foot paved shoulders to meet current design standards and improve roadside safety. The project also includes rock fall mitigation work within the project limits to further improve public safety	Design to Budget.	\$29,500,000	\$20,000,000	Federal Lands Access Program - \$18 M NHFP - \$2 M	\$9,500,000	\$0	
B-56	3	Intermountain	Summit	SH 9: Frisco North	Completion of corridor including minimal widening, water quality and drainage improvements, and improvements to two intersections including the potential for the replacement of a signal with a roundabout.	SB 267 funds are fixed.	\$13,817,000	\$0		\$10,250,000	\$3,567,000	
B-57	3	Intermountain	Garfield	SH 13: Rifle North	This project addresses critical safety issues in four distinct segments that can be implemented in phases. Identified improvements will address safety, aging infrastructure and mobility by implementing pavement rehabilitation, adding paved shoulders, straightening curves, addressing substandard sections to meet the 65 mph speed limit, and wildlife mitigation.	Project cost pending additional review. Project can be phased. SB 267 funding is fixed at \$60m maximum and remainder must be from ballot. Design to Budget.	\$60,000,000	\$25,000,000	Potential BUILD Grant	\$0	\$35,000,000	
B-58	3	Northwest	Rio Blanco	SH 13: Rio Blanco South to County Line Shoulders and Passing Lanes	This project will reconstruct CO 13 between Rio Blanco South and County Line to straighten out curves, add 8-foot-wide shoulders and construct uphill passing lanes between mile markers 16.5 and 17.2.	Project is scalable. Any savings may be used to help the unfunded portion of SH 13, Rifle North	\$24,700,000	\$0		\$21,300,000	\$3,400,000	
B-59	3	Northwest	Moffat	SH 13: Wyoming South	This project will reconstruct CO 13 to straighten out curves, add 8-foot-wide shoulders, and add wildlife fencing and underpasses	Project is scalable. Any savings may be used to help the unfunded portion of SH 13, Rifle North	\$48,300,000	\$0		\$40,000,000	\$8,300,000	
B-60	3	Gunnison Valley	Delta	SH 92: Safety Improvements	This project will reconstruct and widen the existing roadway to meet current design standards. It will also improve safety by reducing vertical curves to improve sight distance, adding 6- to 8-foot shoulders, consolidating or eliminating access points, and completing intersection improvements at three county roads to, at a minimum, add left turn lanes.	Project is scalable. Design to Budget.	\$32,915,000	\$0		\$0	\$32,915,000	
B-61	3	Northwest	Rio Blanco	SH 139: Little Horse South	Safety improvements to CO 139 near Little Horse South will include surface reconstruction and the addition of 6-foot-wide paved shoulders. This project will begin at the south end of the Canyon Pintado National Historic District.		\$22,789,000	\$0		\$0	\$22,789,000	

B-62	3	Grand Valley	Mesa	SH 340: Safety and Capacity improvements	Construction of safety improvements including adding/widening paved shoulders and intersection improvements.	Project could be divided into phases of approximately \$11 M, \$4 M, and \$7.5 M. The remainder of the corridor is scalable.	\$16,992,000	\$0		\$0	\$16,992,000
B-63	3	Intermountain	Garfield	I-70: Garfield County Interchange Improvements (New Castle)	This project will improve the New Castle I-70 interchange. Improvements include better acceleration and deceleration lanes, operational improvements for the spur road into New Castle and scour mitigation at the Colorado River bridge. This interchange has significant congestion at peak travel times.		\$15,072,000	\$0		\$0	\$15,072,000
B-64	3	Intermountain	Garfield	I-70: Glenwood Canyon Bridge Rail & Pavement	Address critical safety needs by removing old deficient guardrail and replacing with Type 8 Special. New bridge rail will be MASH rated and will require redesign. Additional safety needs will be addressed by rehabilitating the pavement with concrete and doing safety rock work and bridge joints. Phase one of two phases of improvements.	Design to Budget. Project can be phased.	\$50,000,000	\$0		\$0	\$50,000,000
B-65	3	Northwest	Grand	US 40: Kremmling East and West Phase I	Reconstruction and additional paved shoulder widening with passing lanes East and West of Kremmling.	Subsequent phase (not reflected in costs) includes additional improvements around Kremmling and improvements to Byers Canyon estimated at roughly \$40 M.	\$21,002,000	\$0		\$0	\$21,002,000
B-66	3	Grand Valley	Mesa	SH 141B: Mesa County	Upgrade to roadway template and additional lanes from D Rd. to B 1/2 RD for safety and congestion reduction.		\$21,378,000	\$0		\$0	\$21,378,000
B-67	3	Gunnison Valley	Montrose	US 550: Safety Improvements	This project will improve intersections by restriping lanes, installing left and right turn lanes and realigning side roads to increase sight distance for drivers turning onto the highway. It will also install deer fence and guards to increase wildlife safety and use CDOT's RoadX program and technology to increase wildlife-vehicle safety in the corridor. This project will also consolidate or eliminate access points and construct a 1-mile-long passing lane in each direction.		\$22,475,000	\$0		\$0	\$22,475,000
B-68	3	Grand Valley	Mesa	I-70 and 29 Rd Interchange	Design and prepare for the construct of a new interchange on Interstate 70 to connect to 29 Rd. Total Project Cost column only reflects cost to design project. Local funds are necessary for project construction.		\$10,000,000	\$5,000,000	Local city/county match	\$0	\$5,000,000
B-69	4	North Front Range, Greater Denver Area	Adams / Broomfield / Weld / Larimer	I-25 North: SH 66 to SH 402 (Segments 5 & 6)	Expanding I-25 with an Express Lane in each direction and improving the CO 56 on-ramps to I-25, this project will provide trip reliability, safety improvements and more for northern Colorado, and will do it about 14 years earlier than originally expected. Phase 5 and 6	Design to Budget. Cost includes segment 5 (SH 66 to 56) and Segment 6 (SH 56 to 402). Subsequent phase (not reflected in updated costs) includes: SH 7 to SH 66 (Express Lane) ~\$127 M SH 402 to SH 14 (replace interchanges and infrastructure) ~\$300 M US 34 and Centerra Interchanges ~\$180 M SH 14 Interchange ~\$55 M SH 14 to Wellington ~\$238 M SH66 to SH14 (GP Lanes 3+1) ~\$172M	\$653,000,000	\$100,000,000	Potential toll revenue assumed in other funding as well as potential grants or other funding sources.	\$200,000,000	\$353,000,000

B-70	4	North Front Range, Greater Denver Area	Weld/ Larimer	I-25 North SH 402 to SH 14 (Segments 7 & 8)	Project includes construction of bridges, other structures, and placement of 2 GP and 1 Express Lane on ultimate alignment to allow for simple widening to the ultimate 3 GP + 1 EL configuration. Includes all ROW to accommodate ultimate configuration. Construction elements are in addition to items planned in existing project.	Project cost under review and refinement, which may cause the \$80 million "other funding" need to fluctuate a bit.	\$330,000,000	\$80,000,000	Anticipated new federal grants and/or other funding sources	\$0	\$250,000,000
B-71	4	Eastern	Kit Carson	I-70: Replace Failing Pavement	Replacement of ASR and HMA pavement and associated safety improvements for four segments between Limon and Burlington.	Design to Budget. Project could be divided into phases: MP 368-380 HMA Rutting / Cracking ~\$65 M; MP 380-395.1 Failing SMA ~\$85 M; MP 402 - 407 Failing ASR ~\$25 M; MP 427-436.3 Failing HMA ~\$50 M	\$205,000,000	\$0		\$58,000,000	\$147,000,000
B-72	4	Upper Front Range	Morgan	I-76: Fort Morgan to Brush: Phase 4	This project will reconstruct I-76 east of Brush in Morgan County with the reconstruction of both lanes of eastbound and westbound I-76, the interchange at US 6 and two I-76 bridges (spanning the BNSF Railroad and Bijou Creek), that are functionally obsolete.		\$41,200,000	\$0		\$0	\$41,200,000
B-73	4	North Front Range	Larimer / Weld	US 34: Widening	US 34 from Loveland to east of Greeley is currently being studied under a Planning and Environmental Linkages (PEL) study, and the changes outlined in that study are vital to the future transportation needs of the region, including interchanges, safety and access improvements.	Design to Budget. Project could be divided into phases: MP 93.5 - 97.8 Widening ~\$25 M MP 97.8 - 113.65 Widening ~\$170 M	\$90,000,000	\$0		\$0	\$90,000,000
B-74	4	North Front Range	Weld	US 34 / US 85 Interchange Reconfiguration	Improvements to the safety and capacity of "Spaghetti Junction" interchange by making the geometric configuration more intuitive, adding grade separations, and improving access points.	Design to Budget. Project could be divided into phases- Phase 1: Replace aging infrastructure ~\$113M Phase 2: System to System connections ~\$50M	\$113,000,000	\$0		\$0	\$113,000,000
B-75	4	Upper Front Range, North Front Range, Greater Denver Area	Weld	US 85: Corridor Improvements	Project includes construction of new Peckham grade-separated intersection, railroad siding extensions, closure of railroad crossings at key county roads to limit number of trains blocking the road and construction of alternative routes. The US 85 Planning and Environmental Linkages (PEL) study, completed in 2018, outlines these components plus future corridor needs.	Design to Budget. Project includes: US 85/WCR44 in Peckham ~\$35.8 M; UPRR Sidings ~\$66.8 M Construction of new Peckham interchange, railroad siding extensions, and closure of county roads to reduce access points and construction of alternative routes as outlined in the US85 PEL	\$101,840,000	\$58,400,000	\$58.4m TC Program Reserve: \$34.9M UP ROW and \$24M+/- Peckham interchange	\$0	\$43,440,000
B-76	4	Eastern	Cheyenne	US 385	Intersection, shoulders, and other safety improvements at problem locations from Cheyenne / Kiowa County line northerly to I70	Design to Budget. Subsequent phase (not reflected in costs) includes additional reconstruction, intersection improvements, shoulders, and other safety improvements: Cheyenne County ~\$128 M; Kit Carson ~\$195 M; Yuma ~\$330 M; Phillips County ~\$155 M; Sedgwick ~\$135 M	\$40,000,000	\$0		\$0	\$40,000,000
B-77	4	Upper Front Range	Weld	SH 52 Interchange in Hudson	The I-76 and CO 52 interchange is located in the Town of Hudson in Weld County. CO 52 is a key corridor which carries traffic between the growing communities of Fort Lupton and Hudson. Upper Front Range 2040 Transportation Plan (2015) identifies this project as the No. 1 priority for Larimer, Morgan and Weld counties.	Design to Budget.	\$14,000,000	\$0		\$0	\$14,000,000

B-78	4	Upper Front Range, Eastern	Lincoln / Morgan / Weld	SH 71 Super 2	CDOT's vision includes reconstructing the corridor in a "Super 2" configuration. This would involve adding shoulders, passing and climbing lanes, intersection improvements, and additional lanes where applicable. The highway—defined by its rural character, rolling farmland, and bisecting interstate highways—can be split into three logical segments: Limon to Brush (including Last Chance and Woodrow), Brush to CO 14 (including Snyder), and CO 14 north to the Colorado-Nebraska state line (traveling through the Pawnee National Grasslands).	Design to Budget. Project could be divided into two phases of roughly equal value: Limon to Brush Brush to Nebraska	\$40,000,000	\$0		\$0	\$40,000,000
B-79	4	Greater Denver Area	Boulder	SH 119: Downtown Boulder to Downtown Longmont	Expected improvements include regional arterial Bus Rapid Transit (BRT), commuter bikeways, managed/express lanes, and other multi-modal improvements		\$509,000,000	\$9,000,000	\$9M CDOT RPP. See MMOF SH 119 project for further details on additional transit matching funds not included in this row. Potential toll revenue but not assumed in other funding.	\$0	\$130,000,000
B-80	4	North Front Range	Larimer	SH 402: Widening, Intersection and Safety Improvements	Widening, safety, and intersection improvements for Devolution.	Design to Budget	\$20,000,000	\$0		\$0	\$20,000,000
B-81	4	Upper Front Range	Morgan	I-76: Fort Morgan to Brush Phase 5	Project provides for the reconstruction of I-76 through Fort Morgan in Morgan County. The project will reconstruct both lanes of the interstate in the eastbound and westbound directions, reconstruct interchanges at CO 144, CO 52 (Main Street in Fort Morgan) and the Barlow Road interchange with new structures.	Design to Budget	\$65,000,000	\$0		\$0	\$65,000,000
B-82	4	Greater Denver Area	Boulder	SH 42: Safety and Intersection improvements including 95th St.	BRT, commuter bikeways, pedestrian and other highway and multimodal improvements in Louisville and Lafayette with potential devolution.	Design to Budget	\$27,400,000	\$500,000	\$500k in FASTER funds. See also transit MMOF SH 42 project for further details on additional transit matching funds not included in this row.	\$0	\$12,300,000
B-83	4	Greater Denver Area	Boulder/ Broomfield	US 287- from SH 66 to US 36	Full scope to be determined but may include BRT, commuter bikeways, managed/express lanes and other multimodal and highway improvements	Design to Budget. Project cost is an estimate to be refined.	\$57,000,000	\$0	See MMOF SH 287 project for further details on additional transit matching funds not included in this row.	\$0	\$45,000,000
B-84	4	Greater Denver Area	Boulder	US 36/28th Street and SH 93/Broadway	Operation improvements for multiple regional BRT routes	Design to Budget	\$26,000,000	\$0	See transit MMOF US 36/SH 93 project for further details on additional transit matching funds not included in this row.	\$0	\$10,000,000
B-85	5	San Luis Valley	Chaffee / Park	US 24: Safety and Mobility Improvements on Trout Creek Pass-	Shoulder widening/bike facilities and addition of passing lanes and bike facilities on Trout Creek Pass.	Not scalable.	\$7,742,000	\$0		\$0	\$7,742,000
B-86	5	Southwest	Montezuma	US 160: Reconstruction and Shoulder Widening MP 0 to MP 8	Full depth reconstruction of the existing paved surface and shoulder widening.		\$25,646,000	\$6,000,000	Surface Treatment	\$0	\$19,646,000
B-87	5	Southwest	Montezuma	US 160: Towaoc Passing Lanes	Addition of passing lanes and vehicle turnouts.	Design to Budget.	\$11,200,000	\$2,200,000	TIGER Grant for \$2m, and \$200k of already budgeted design funds.	\$9,000,000	\$0

B-88	5	Southwest	La Plata	US 160: Dry Creek Passing and Mobility Improvements	Addition of two eastbound lanes making it a divided 4-lane highway, with two new structures on mainline in each direction and realignment of CR 223. The project also includes shoulder widening and access consolidation.	Scalable, smaller projects could be completed over time.	\$36,000,000	\$0		\$0	\$36,000,000
B-89	5	Southwest	Archuleta	US 160: Pagosa Reconstruction and Multi-Modal Improvements	This project will reconstruct the surface of US 160 and provide multimodal improvements along the highway corridor in Pagosa Springs.	Scalable with 2 distinct projects; bridge and roadway.	\$23,670,000	\$3,000,000	Surface Treatment	\$0	\$20,670,000
B-90	5	San Luis Valley	Alamosa	US 160: Rio Grande River Bridge to SH 17	Improvements to Rio Grande bridge, realignment of roadway, and addition of bike and pedestrian facilities in Alamosa (4th Street to SH 17).	Scalable.	\$8,735,000	\$0		\$0	\$8,735,000
B-91	5	San Luis Valley	Saguache	US 285: Safety and Mobility Improvements between Center to Saguache (Widen Shoulders)	This project will widen the shoulders of US 285 from Center to Saguache.	This project is highly scalable.	\$33,680,000	\$2,800,000	Surface Treatment	\$0	\$30,880,000
B-92	5	Southwest	La Plata	US 550 South: Gap	Reconstruction to four lanes, including drainage, utilities, large and small mammal crossings, and intersection improvements.	Project is scalable to a two lane roadway.	\$31,992,000	\$0		\$0	\$31,992,000
B-93	5	Southwest	La Plata	US 550/US 160 Connection	This project is focused on the US 550 connection to US 160 as part of a long-range plan to enhance transportation for southwest Colorado. The connection is a key component for future growth and provides enhanced mobility and safety, economic vitality and connectivity for the entire Four Corners area and the growing communities within this region.	Design to Budget	\$99,600,000	\$45,200,000	FASTLANE - \$12.3 M; RPP; FASTER Safety; Surface Treatment	\$54,400,000	\$0
B-94	5	Gunnison Valley	Ouray	US 550: Ridgway to Ouray Shoulder Widening	Shoulder widening between Ridgway and Ouray.	The project is scalable.	\$17,597,000	\$7,050,000	Surface Treatment- \$5.9M; FASTER Safety- \$1.15M	\$0	\$10,547,000
B-95	5	Gunnison Valley	Ouray	US 550: Shoulder Improvements, Deer Fencing and Animal Underpasses between Uncompahgre River and Colona (Billy	This project will improve three miles of the shoulders along US 550 between the Uncompahgre River and Colona at Billy Creek. An animal underpass will be constructed, as well as deer fencing and animal escape ramps.	Not scalable.	\$30,537,000	\$0		\$0	\$30,537,000
B-96	5	San Luis Valley	Saguache	SH 17: Safety and Mobility Improvements North of Mosca (Widen shoulders)	This project will widen the shoulders of CO 17 just north of the community of Mosca.	Scalable, multiple projects (3-4) could be completed.	\$37,498,000	\$8,500,000	Surface Treatment	\$0	\$28,998,000
B-97	5	Gunnison Valley	San Miguel	SH 145: Safety and Mobility Improvements between Sawpit and Keystone Hill (Shoulder Widening and/or Passing Lanes)	This project will construct a passing lane and wider shoulder on CO 145 between Sawpit and Keystone Hill for safety and mobility improvements.		\$15,204,000	\$6,195,000	Surface Treatment - \$.5 M RPP - \$5 M FASTER SAFETY - \$695K	\$0	\$9,009,000

B-98	5	Southwest	La Plata	US 160: Elmore's East	This project will complete the improvements consistent with the Environmental Impact Statement and Record of Decision, which includes widening, access improvements and wildlife mitigation.		\$34,528,000	\$0		\$0	\$34,528,000
B-99	5	Southwest	Montezuma	US 491 Ute Farms Ditch	This project, in partnership with the Ute Mountain Tribe, will extend irrigation culverts on both sides of US160 in the southern part of the tribal property.	Not scalable due to size. Note: CDOT not constructing, only design & const. reimbursement to UMUT.	\$422,000	\$0		\$0	\$422,000
B-100	5	Southwest	Archuleta	US 160/SH151 Safety Mitigation	Extension of the westbound passing lane in both directions and the installation of two wildlife crossing structures along with wildlife fencing.	Phasing possible. Wildlife crossing structures could be phased.	\$8,831,000	\$0	Potential partnership with Southern Ute Tribe, CPW	\$0	\$8,831,000
B-101	5	San Luis Valley	Costilla	US160 Trinchera Safety Mitigation	Construction of an alternating passing lane in both directions and the installation of two wildlife crossing structures along with wildlife fencing.	Phasing possible. Wildlife crossing structures could be phased.	\$15,602,000	\$0	\$ -	\$0	\$15,602,000
B-102	5	San Luis Valley	Chaffee	US50/285 Intersection	RAB at intersection	Not scalable.	\$7,400,000	\$0		\$0	\$7,400,000
B-103	5	San Luis Valley	Chaffee/ Fremont	US 50 Passing Lanes	This project will construct wider shoulders, correct tight curves and mitigate potential rockslide areas on US 50 east of Salida.		\$8,432,000	\$0		\$0	\$8,432,000
B-104	5	San Luis Valley	Alamosa	SH 112 Asset Management	This project will resurface the existing pavement of CO 112 between US 285 and CO 17.	Design to Budget	\$15,000,000	\$0		\$0	\$15,000,000
B-105	5	Southwest	Montezuma	US 160 Improvements Cortez Partnership	Improvements to US 160 in Cortez that may include medians, access improvements, mobility improvements and surface treatment	fixed CDOT contribution, design to budget	\$4,000,000	\$2,000,000	Cortez expected match	\$0	\$2,000,000
B-106	5	Southwest	La Plata	US 550 Underpass Durango Partnership	Provide pedestrian underpass	fixed CDOT contribution, design to budget	\$4,000,000	\$2,000,000	Durango expected match	\$0	\$2,000,000
B-107	5	Southwest	La Plata	US 160 Safety and Mobility Improvements CR 225 to Dry Creek	Project scope includes the addition of passing opportunity or other mobility improvements such as turn lanes between approximate mile markers 94 to 97, approximately from County Road 225 to Dry Creek (CR223). Proposed project will work to fill the gap between two other proposed improvement projects on the corridor (Elmore's East and Dry Creek). Project would also include safety improvements such as shoulder widening, and wildlife-vehicle collision reduction improvements that may include large mammal underpass, deer fencing, jump outs and deer guards.	Scalable, smaller projects could be completed over time.	\$21,000,000	\$0		\$0	\$21,000,000

\$ 757,970,000 \$5,836,753,000

Statewide Programs

B-108	State-wide	Multiple	Multiple	Fiber & Technology	Provide funds for fiber and technology improvements to corridors already on the list. Provide funds for stand-alone fiber and technology projects. Support the RoadX program to prepare Colorado for new transportation technologies	Design Projects to Budget	\$120,000,000	\$0	Potential P3s, not quantified	\$0	\$120,000,000
B-109	State-wide	Multiple	Multiple	ADA Sidewalks & Bicycle/Pedestrian	Colorado has a list of pedestrian sidewalks along state highways that are not in compliance with federal standards. These funds will complete the projects that it will take for Colorado to come into federal compliance.	Specific one-time need	\$120,000,000	\$0		\$25,000,000	\$95,000,000

B-110	State-wide	Multiple	Multiple	Statewide Programs	Safety Shoulders, Rest Area Restoration, Small Freight Projects & Truck Parking, Wildlife Crash Mitigation	Design Projects to Budget	\$220,000,000	\$0		\$0	\$220,000,000
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\$25,000,000	\$435,000,000
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B-111	State-wide	Multiple	Multiple	Pavement Improvement Program	Highway Surface Treatment/Pavement Preservation & Reconstruction. Emphasis on including shoulder and other minor corridor safety and asset improvements when the highway is receiving pavement improvements to allow for a holistic approach to the corridor.	Design Projects to Budget. Delivery of the PIP will be over 20 years, and annual allocation will vary based on available revenue each year. Emphasis for initial projects may include counties with no other projects on the need list.	\$1,500,000,000	Variable. Some projects may be enhanced by utilizing a combination of sales tax funds and CDOT's base asset management program.	Variable	\$0	\$1,500,000,000
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\$0	\$1,500,000,000
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Project ID	Region	TPR	County	Project Name	Project Description	Phasing and Cost Estimate Details	Total Project Cost (P70)	Other Funding Expected to be Available	Other Funding Assumptions	Tentative Commitment, 1st 2 Years of SB 267	Commitment of the "up to \$30 m" per year bonding of Multimodal Options Fund
B-MM-1	1	Greater Denver Area	Denver	East Colfax BRT	Bus Rapid Transit from I-25 to I-225 with dedicated transit lanes from Broadway Ave to Yosemite Ave	All MMOF Design to Budget	\$184M	\$0.00	\$55M Denver GO Bonds leverages \$55M MMOF match. City will pursue FTA Small Starts for remainder of funds	\$0	\$110,000,000
B-MM-2	1	Greater Denver Area	Clear Creek	Idaho Springs Parking and Transit Center	Construct a parking garage and transit transfer center	All MMOF Design to Budget	\$15M	\$0.00	\$7.5M local funds leverages \$7.5M MMOF match. Local sources include downtown improvement district funds, local transportation ballot funds, and private funds.	\$0	\$15,000,000
B-MM-3	1	Greater Denver Area	Boulder/Weld/Broomfield/Adams	SH 7, Downtown Boulder to Downtown Brighton	BRT, commuter bikeways, managed/express lanes, highway and other multimodal improvements to be determined from Boulder to Brighton.	All MMOF Design to Budget	\$352M	\$112,000,000	See Project 143 for \$100 CDOT hwy funds that will leverage \$50M MMOF match. Project 143 also includes \$12M surface treatment funds. \$5M Local Funds leverages \$5M MMOF match.	\$0	\$60,000,000

B-MM-4	1	Greater Denver Area	Jefferson	US 6 Peaks to Plains Trail	The project of approximately 3-mile segment of trail, including bridges, creek access points and a series of parking lots, will provide a currently non-existent bicycle and pedestrian facility separated from vehicles on US Highway 6 through Clear Creek Canyon in support of safety for all. This is a fundamental project goal for the roughly 16 miles of the P2P through the Canyon, of which approximately eight miles are either constructed or in the planning/design phase.	All MMOF Design to Budget	\$30M	\$10,000,000	\$20M local funds leverages \$10M MMOF match.	\$0	\$20,000,000
B-MM-5	2	Pikes Peak Area	El Paso	Colorado Springs Downtown Transit Center	Purchase land, design, and construct a transit center in the downtown	All MMOF Design to Budget	\$20M	\$0.00	\$10M local funds leverages \$10M MMOF match. Local sources include federal formula transit funds and local transportation authority funds	\$0	\$20,000,000
B-MM-6	2	Pueblo Area	Pueblo	Pueblo City Transit Maintenance and Administration Facility	Replace and relocate the existing transit maintenance and administration building	All MMOF Design to Budget	\$15M	\$0.00	\$7.5M local funds leverages \$7.5M MMOF match. Local sources include federal formula transit funds and local transportation ballot funds	\$0	\$15,000,000
B-MM-7	2	Pikes Peak Area	El Paso	Manitou Springs Transit Hub	Reconstruct a transit center and facility that will provide parking and multi-modal transportation services.	All MMOF Design to Budget	\$17M	\$0	\$8.5M local funds leverages \$8.5M MMOF match. Local sources include city fund, parking fees, and private contributions, and regional transportation funds	\$0	\$17,000,000
B-MM-8	3	Grand Valley	Mesa	North Avenue (US 6) Corridor Improvements (Grand Junction)	A series of transit accessibility/pedestrian improvements	All MMOF Design to Budget	\$14M	\$0.00	\$7M local funds leverages \$7M MMOF match. Local sources include City sales tax, transportation impact fees, energy impact fees. Other local entities may also participate. The City intends to pursue federal competitive BUILD grant.	\$0	\$14,000,000
B-MM-9	3	Intermountain	Garfield	RFTA Glenwood Maintenance Facility Expansion	Expansion of existing maintenance and administration facility	All MMOF Design to Budget	\$30M	\$0.00	\$15M local funds leverages \$15M MMOF match. Local sources include remaining local bonding authority and/or agency reserves	\$0	\$30,000,000
B-MM-10	3	Intermountain	Summit	Breckenridge Transit Station Rebuild	Rebuild the Town's intermodal transit center	All MMOF Design to Budget	\$10M	\$0.00	\$5M local funds leverages \$5M MMOF match. Local sources include general fund revenues from the City and other partner transit agencies	\$0	\$10,000,000
B-MM-11	3	Northwest	Routt	Steamboat Springs Transit Center Renovation	Reconstruct a major transit center	All MMOF Design to Budget	\$18M	\$0.00	\$9M local funds leverages \$9M MMOF match. Local sources include the Urban Redevelopment Authority, city transit funds, and private contributions	\$0	\$18,000,000

B-MM-12	3	Grand Valley	Mesa	US 6 Corridor Transit Improvements (Mesa County)	Corridor improvements (Clifton to Fruita) to include transit signal priority, stop improvements, lighting, ADA, and other access improvements		\$11.30	\$47,651,000	See project 39 for \$43M CDOT hwy funds that will leverage \$11.3M MMOF match	\$0	\$11,300,000
B-MM-83	4	Greater Denver Area	Boulder/Broomfield	US 287- from SH 66 to US 36	BRT, commuter bikeways, managed/express lanes and other multimodal improvements	All MMOF Design to Budget	\$90M	\$45,000,000	See new R4 project # 170 for \$45M CDOT funds. \$6M Local Funds leverages \$6M MMOF match	\$0	\$12,000,000
B-MM-82	4	Greater Denver Area	Boulder	SH 42/95th Street	Potential devolution, safety and pedestrian improvements, BRT, commuter bikeways, and other multimodal improvements in Louisville and Lafayette.	All MMOF Design to Budget	\$27.4M	\$12,800,000	See Project 141 for \$12.3M in CDOT hwy funds, and .5M FASTER funds. Additionally, \$7.3M local funds leverages \$7.3M MMOF match.	\$0	\$14,600,000
B-MM-84	4	Greater Denver Area	Boulder	US 36/28th Street and SH 93/Broadway	Operation improvements for multiple regional BRT routes	All MMOF Design to Budget	\$26M	\$10,000,000.00	See new R4 project #171 for \$10M CDOT sales tax+\$10M MMOF match \$3M Local Funds + \$3M MMOF match	\$0	\$16,000,000
B-MM-79	4	Greater Denver Area	Boulder	SH 119- Downtown Boulder to Downtown Longmont	Expected improvements include regional arterial Bus Rapid Transit (BRT), commuter bikeways, managed/express lanes, and other multi-modal improvements	All MMOF Design to Budget	\$230-\$600M	\$139,000,000	See Project 74 for \$130M CDOT hwy funds that will leverage \$100M MMOF match. Project 74 also includes \$9M RPP funds. \$30M RTD leverages \$30M MMOF match. \$5M Local Funds leverages \$5M MMOF match. \$100M potential FTA Small Starts (competitive) could leverage an additional \$100M MMOF match.	\$0	\$370,000,000
B-MM-17	4	North Front Range	Larimer	Fort Collins West Elizabeth BRT	A series of capital and operating improvements along the West Elizabeth corridor	All MMOF Design to Budget	\$20M	\$0.00	\$10M local funds leverages \$10M MMOF match. Local sources include federal formula transit funds and local funds. The City plans to pursue competitive FTA Small Starts.	\$0	\$20,000,000
B-MM-18	5	Gunnison Valley	San Miguel	Transit System Replacement between Mountain Village and Telluride		All MMOF Design to Budget	\$10M	\$0.00	\$5M local funds leverages \$5M MMOF match.	\$0	\$10,000,000
B-MM-19	5	Southwest	La Plata	Transit and ADA Accessibility Upgrades (Durango)	A series of transit accessibility improvements around the city such as improved bus stops and access to bus stops.	All MMOF Design to Budget	\$20M	\$0.00	\$10M local funds leverages \$10M MMOF match. Local source is existing, dedicated .05 sales tax.	\$0	\$20,000,000

MMOF Fund \$802,900,000
\$401,450,000