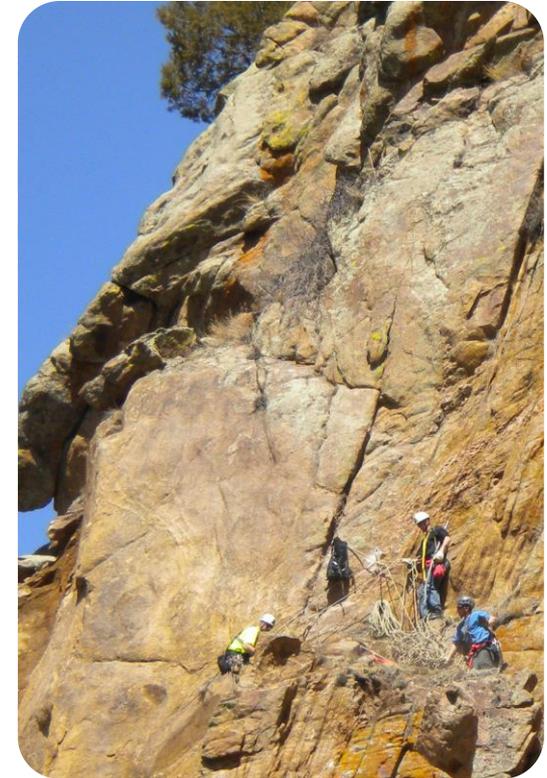
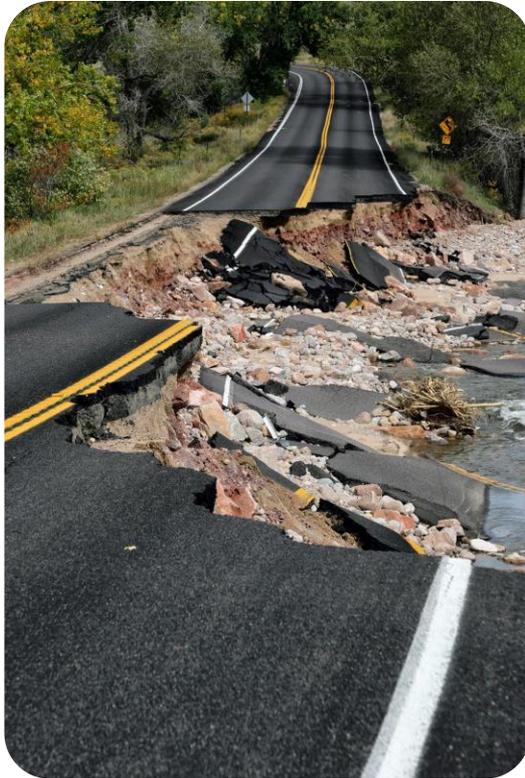




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Transportation



CDOT Transportation Bond Package
April 19, 2017



Agenda

- Understanding the legislation's finance and bonding components
- Development Program background
- Ballot List Development
- Schedule
- Other issues to consider



Bond Scenarios

CDOT TRANs Bonding Scenarios

| Term | 20 Years | | |
|------------------------|-----------------|-----------------|-----------------|
| Interest Rate | 4.00% | 5.00% | 6.00% |
| Annual Debt Service | \$250,000,000 | \$250,000,000 | \$250,000,000 |
| Total Project Proceeds | \$3,380,552,300 | \$3,099,947,375 | \$2,853,112,750 |
| Total Repayment Cost | \$4,499,938,800 | \$4,999,956,750 | \$4,999,945,400 |

Assumption: \$350 million in annual revenue to cover up to \$3.5 billion in bond proceeds with a maximum repayment of \$5.5 billion. Potential exists to expand the list of projects to include “pay-as-you-go” projects.

Target: \$3.5-\$4.0 billion in projects for ballot list, for a combination of bonding and pay-as-you-go projects (subject to Commission direction).

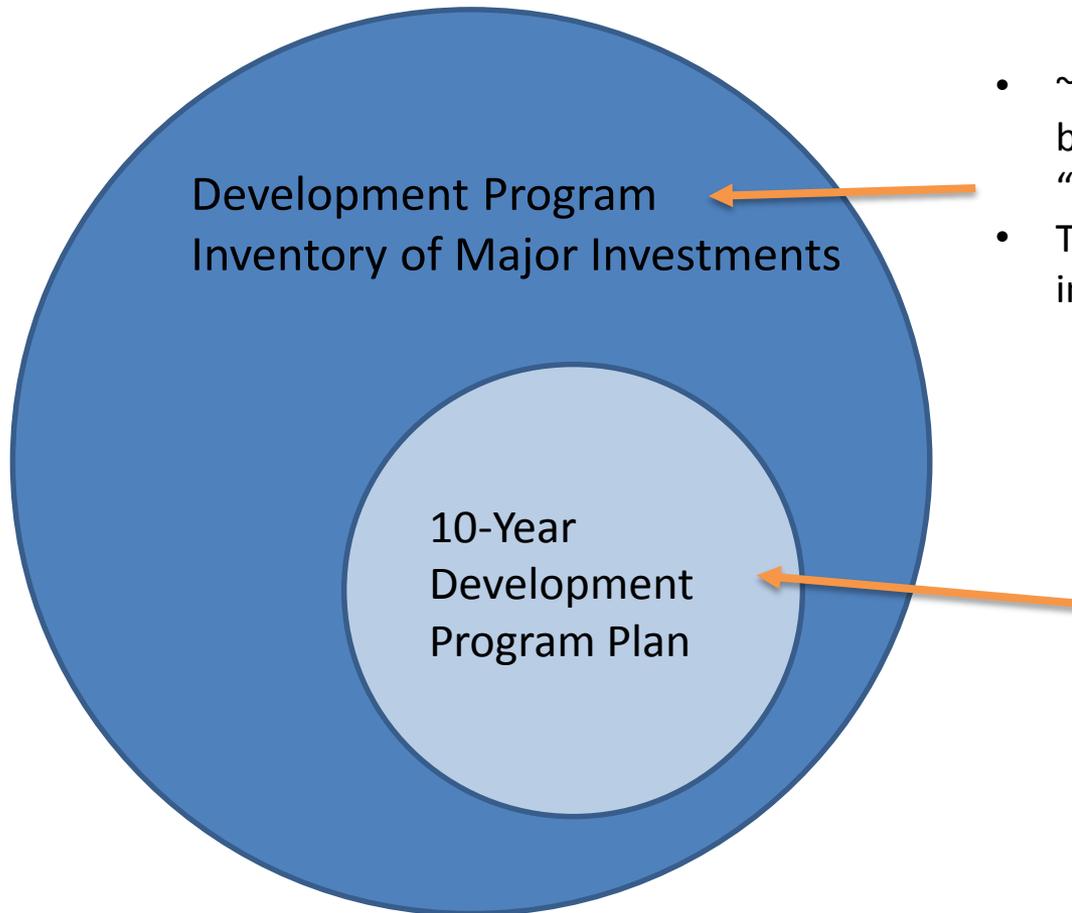


Development Program Background

- Developed in 2015/2016
- Part of the transportation planning process – builds on Regional Transportation Plans, identifies **major investment needs** and establishes priorities with planning partner input
- Consolidates multiple “project lists,” including information from 15 Regional Transportation Plans
- Tool to track needs and support planning and project selection processes, including development of the 4- Year Statewide Transportation Improvement Program (STIP), and identification of priorities for different funding opportunities.
- Planning level document – various levels of project readiness, scope definition, and cost estimation



Development Program Background



- ~130 major highway projects – over \$9 billion in funding need (i.e. “Tier 1” and “Tier 2” projects)
- Transit, operations, and bike/ped projects in development

- ~74 high priority major highway projects and phases – \$2.5 billion in funding need (i.e. “Tier 1” projects), \$3.1 billion total project cost



Ballot List Development

1. Initial Project List (complete)
 - a. Identify any Tier 1 projects that should be removed and any Tier 2 projects that should be added
2. Scope Refinement (in process)
 - a. Review and refine/update project scopes as initially identified in 10-Year Development Plan
 - b. Update scope to add construction phase where previously design-only
3. Cost Refinement (in process)
 - a. Develop updated, risk-based cost estimates for each project reflecting revised scope (where applicable)
 - b. Escalate project cost estimates based on estimated delivery schedule
4. Schedule Refinement (in process)
 - a. Develop risk-based estimated delivery schedule for each project



Ballot List Development

5. Review of Other Available Funds (in process)
 - a. Review and verify assumptions for other available funds
6. Initial Outreach to Construction Contracting and Engineering Consulting Community
7. Continued Work with Our Planning Partners
8. Final Draft Project List
 - a. Propose adjustments to project list based on funds available, updated cost and schedule information, and region/planning partner priority.
 - b. Review changes/priorities with TC and STAC



Initial Project List

- Per 3/22 Chief Engineer memo , Regions have been asked to develop prioritized project list utilizing Tier 1 and Tier 2 list from 10-Year Development Program as a starting point
- In general the list should include: Tier 1 projects, Tier 1 projects with smallest logical construction component, and Tier 2 projects with compelling rationale
- The memo also requested that regions identify signature projects which will be subject to a higher level of cost and schedule refinement





Project Scope Refinement

A data intake worksheet will be completed for each project detailing:

1. Basic project information
2. Level of design development
3. Scope definition
4. Major components
5. Specialty risks
6. Project delivery method
7. Current total cost estimate

Risk Workshops are also planned for identified signatures projects

The screenshot shows a detailed project data intake worksheet. It is organized into several sections, each with a title bar and a grid of data points. The sections include:

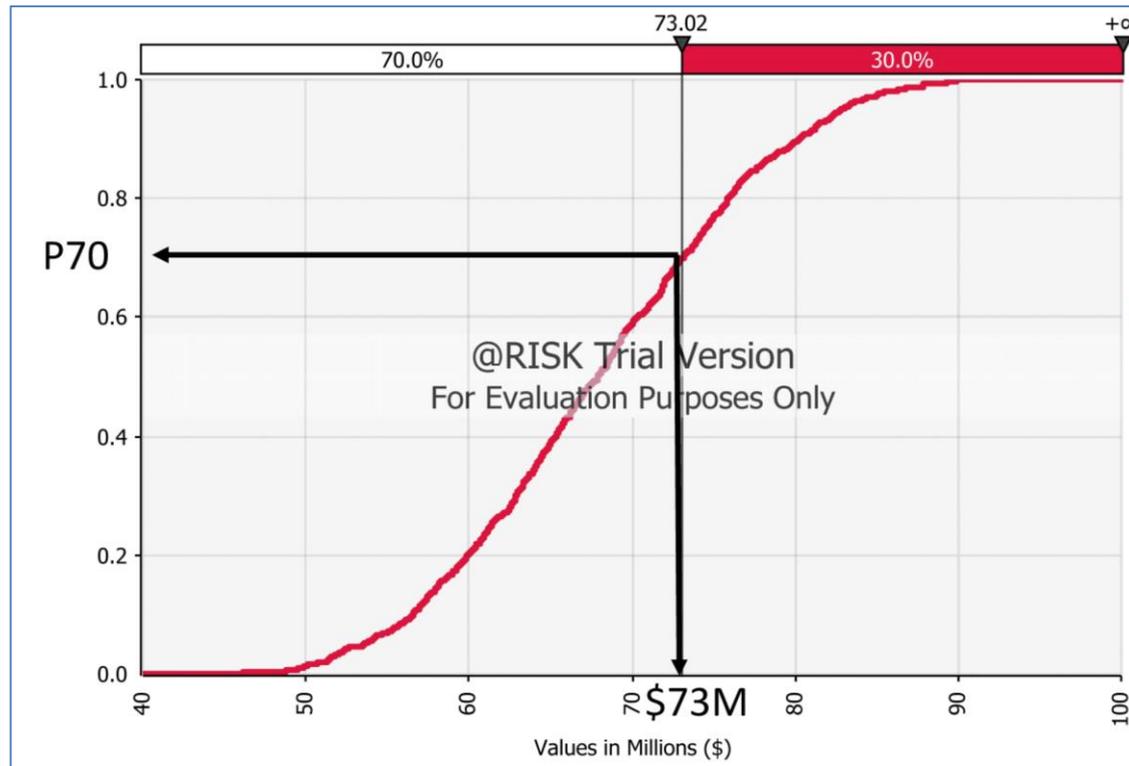
- Project Information:** Fields for Project Name, Project Number, Project Location, Project Description, and Project Status.
- Design Development:** Fields for Design Phase, Design Progress, and Design Risks.
- Scope Definition:** Fields for Scope Description, Scope Risks, and Scope Changes.
- Major Components:** A table listing major components with columns for Component Name, Component Description, and Component Status.
- Specialty Risks:** A table listing specialty risks with columns for Risk Name, Risk Description, and Risk Status.
- Project Delivery Method:** Fields for Delivery Method, Delivery Risks, and Delivery Changes.
- Current Total Cost Estimate:** A table listing cost estimates with columns for Cost Category, Current Estimate, and Estimated Risk.

The worksheet includes various instructions and notes, such as "PLEASE VERIFY THE PROJECT ID # IS CORRECT THE NETWORK INFORMATION BASED ON P19-W-2" and "PLEASE PROVIDE SIGNED AND DATED SIGNATURES FOR ALL PROJECTS".



Cost Estimate Refinement

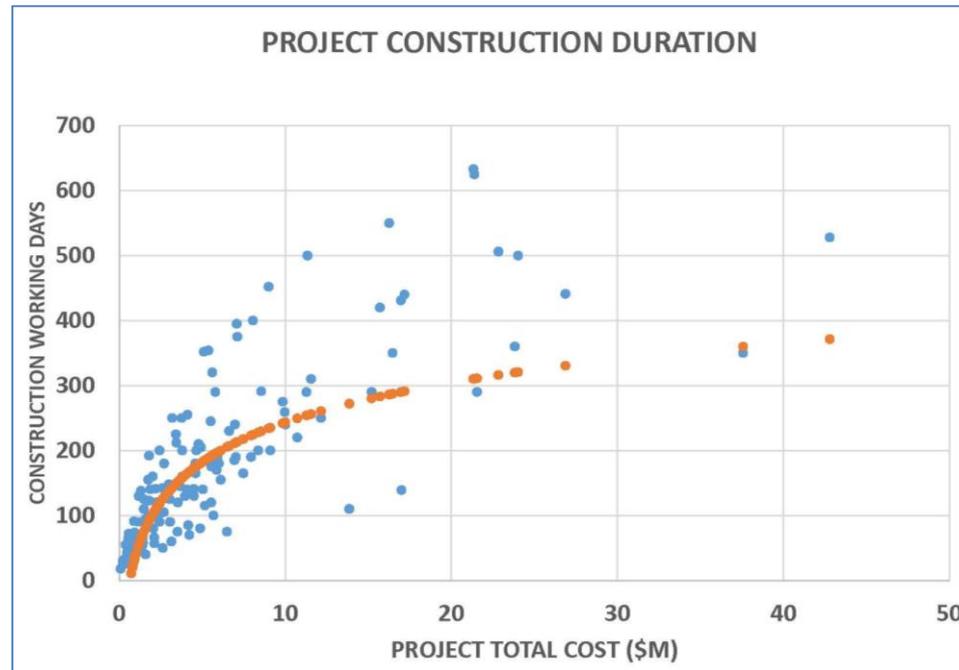
1. Cost probability curve will be estimated for each project
2. Rationale for establishing probability at the project and program level is still being evaluated (could be based on level of project development, magnitude or complexity, other factors, etc.)
3. Risk workshops will also be conducted for signature projects to further refine cost probability distribution





Schedule Refinement

1. Schedule probability distribution will be estimated (similar to cost probability approach)
2. Risk workshops will also be conducted for signature projects to further refine schedule probability distribution





Market Considerations



- Based on lessons learned from the RAMP program it is recognized a potential increase of this magnitude will impact the market
- So what activities do we have planned to mitigate the impacts?
 - Close coordination with CCA as the project list and associated timing is finalized
 - Close coordination with ACEC to ensure consultant capacity limitations are considered
 - Assessing CDOT design and construction management workload and making provisions to have needed contracting capacity in place
 - Identifying magnitude and timing of various regulatory approvals and associated resource requirements to prepare and process related materials



Schedule

1. Finalize initial project list and identify Signature Projects for Risk Workshops: 3/31
2. Conduct Signature Project Risk Workshops: 4/5 – 4/24
3. Receive Data Intake Forms from Regions: 4/6
4. Complete draft risk based cost estimates and schedules: 4/7 – 4/28
5. Review draft project cost estimates and schedules with Regions and reconcile comments: 5/1 – 5/5
6. Make adjustments to project list based on funds available, updated cost and schedule information, and region/planning partner priority: 5/1 – 5/12
7. Present draft time-phased project list to TC: 5/17
8. Incorporate TC comments and present final time-phased project summary (suitable for attachment to ballot initiative): 6/14



Other Issues to Consider

1. Include More Projects or Project Scope on Final Ballot List
2. Maintenance of the System
 - Adding significant asset management projects to ballot list
 - Using pay-as-you-go funds to sustain existing system
 - Analysis of impacts of expenditures on system
3. FASTER Safety
 - Funding existing STIPed projects that have FASTER Safety funds
 - Consider future of FASTER Safety program
4. North I-25 project funding
 - Understand impact to TC match commitment for Segments 7 and 8



Questions/Comments?





Advanced Transportation and Congestion Management Grant-ATCMTD

Authorized under Section 503(c)(4) of Title 23 of United States Code to establish grants for model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance and infrastructure return on investment.

- \$60 million available per year nationally
- Individual grant award up to \$12 million
- Match 50:50 (non federal funds must be used as a match)
- Pre-application due May 12, 2017
- Final-application due **June 12, 2017** on Grants.gov website
- Award notification September 2017
- Eligible applicants: state DOTs', cities, counties, MPO's, transit agencies, consortium of research institutions and/or academic institutions
- Public private partnerships are encouraged.



Demonstrate the following benefits with a model deployment:

1. Reduce traffic related fatalities and injuries
2. Reduce traffic congestion and improved travel time reliability
3. Reduce transportation-related emissions
4. Optimize multi-modal system performance
5. Improve access to transportation alternatives, including underserved populations
6. Public access to real time integrated traffic, transit, and multimodal transportation information to make informed travel decisions
7. Cost savings to transportation agencies, business, and the travel public;
or
8. Other benefits to transportation users and the general public.



Types of projects:

1. Advanced traveler information systems
2. Advanced transportation management technologies: signals/lane mgt.
3. Infrastructure maintenance, monitoring and condition assessment of infrastructure
4. Advanced public transportation systems-eg. Remote fleet monitoring
5. Transportation system performance data collection, analysis and dissemination systems
6. Advanced safety systems: V2V, V2I, autonomous vehicle support, collision avoidance technologies
7. Integrate ITS with energy distribution and charging systems
8. Electronic pricing and payment systems
9. Advanced mobility and access technologies such as dynamic ridesharing and information systems to support human services for elderly and disabled individuals



Application and Award

- Notice of Funding Opportunity (NOFO) available on the website
<https://www.grants.gov/web/grants/view-opportunity.html?oppld=293139>
- Application: 30-pgs: scope, schedule and narrative
- secondary budget submittal
- resumes of staff to work on the project.
- Agencies must have kick off meeting within 4 weeks of award (Sept. 2017)
- Agencies will work with FHWA to develop and implement a plan to collect information and report on the project's performance
- Agencies shall annually report on the project status:
 - a) Deployment and operations costs compared to benefits and cost savings provided by the project.
 - a) How project has met original expectations: data, performance, effectiveness to public, and lessons learned



If you are interested:

Please contact CDOT no later than May 5th.

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CO L O R A D O

Department of Transportation

Division of Transit & Rail

5311 Funding Distribution
April 28, 2017



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Department of Transportation

Division of Transit & Rail

Activity Since March Workshop

- March 15th TC Workshop
 - Identified need to clarify recommendations and provide additional information
- STAC endorsement on March 24th
- Held TRAC Subcommittee meeting April 5th
 - Considered recent input
 - Modified and enhanced recommendation
 - TRAC endorsement on April 14th
- Transportation Commission approved on April 20th



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Additional Policy Guidance

- Consideration of balanced equity
 - Very rural “essential services”
 - Larger mountain communities w/ recreation based economies
 - Resorts
- Multi-county agencies
 - More comprehensive service
 - Economies of scale: coverage, fleet, funding
 - Should encourage, not penalize
- Historical events affecting funding levels
 - Remedy for extenuating circumstances



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Modified Subcommittee Recommendation

- 5311 Distribution Methodology framework
 - Categorize by size (5 categories)
 - Apply operating budget factors
 - Very Small agencies have large (up to 50%) budget factors
 - Very Large agencies have small (as low as 3%) budget factors



Modified Subcommittee Recommendation (continued)

- “Hold Harmless” those that need assistance most
 - Low-income populations
 - Very low levels of service/large coverage area
 - Extenuating circumstances/historical funding events
 - ❖ Durango Mercy Hospital service/JARC grant
 - ✓ Subcommittee revised recommendation
 - Seven (7) agencies held harmless



Modified Subcommittee Recommendation (continued)

- Transition Plan to soften impact
 - Five (5) year transition
 - +/- 3% for 2018
 - +/- 3%, 5%, 6%, 7% in years 2-5 (pending)
- Tap 5311 capital pool to cover any funding gap created by the transition plan
 - \$61k for 2018
 - Represents 0.35% of \$17M annual capital program (including \$1M from 5311)



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Modified Subcommittee Recommendation (continued)

- Authorize one year (2018) of the transition plan for distribution
 - ✓ Subcommittee revised recommendation
- Subcommittee to monitor 2018 process and results
 - Further recommendations for 2019 & beyond
 - Report back to the TC
- Appoint a Transportation Commissioner to Subcommittee to bring TC perspective and provide TC guidance
 - ✓ Subcommittee revised recommendation



Modified Subcommittee Recommendation (continued)

- Subcommittee also to address provisions from additional policy guidance
 - Consideration for balanced equity
 - Multi-county agencies
 - Historical events affecting funding levels
 - ✓ Subcommittee revised recommendation
- Report back to the TC with additional provision recommendations
- Hold harmless NECALG for one year
 - Pending new multi-county agency provision
 - ✓ Subcommittee revised recommendation



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Division of Transit & Rail

ATTACHMENT B: METHODOLOGY RESULTS

Blue font are anticipated new systems.
Orange font are systems it is recommended the current funding levels at a minimum be maintained.

| | Organization | Operating Budget | 2017 Current Award | Proposed Methodology | | | |
|---|-------------------------------|------------------|--------------------|----------------------|----------------------|-----------------------|-------------------------------|
| | | | | Year 1 Award | Difference from 2017 | Proposed Year 6 Award | Proposed Difference from 2017 |
| Very Small (50%) \$320,000 | Dolores Co. Seniors | \$134,415 | \$35,580 | \$36,750 | \$1,270 | \$67,000 | \$31,220 |
| | Archuleta County | \$150,000 | \$0 | \$75,000 | \$75,000 | \$75,000 | \$75,000 |
| | City of La Junta | \$171,215 | \$68,950 | \$71,019 | \$2,069 | \$85,000 | \$17,050 |
| | Montezuma Co. Seniors | \$181,283 | \$54,190 | \$66,116 | \$1,226 | \$91,000 | \$26,810 |
| | | \$536,914 | \$158,620 | \$248,885 | \$80,265 | \$319,000 | \$150,180 |
| Small (45%) \$2,100,000 | Durango - Mercy Hospital | \$175,000 | \$87,500 | \$87,500 | \$0 | \$87,500 | \$0 |
| | Neighbor-to-Neighbor (Solida) | \$199,235 | \$100,000 | \$97,000 | -\$3,000 | \$90,000 | -\$10,000 |
| | Teller Senior Coalition | \$200,000 | \$100,000 | \$97,000 | -\$3,000 | \$91,000 | -\$9,000 |
| | East Central COG | \$249,991 | \$125,190 | \$120,100 | \$0 | \$120,100 | \$0 |
| | Lake County | \$264,000 | \$95,000 | \$97,850 | \$2,850 | \$120,000 | \$25,000 |
| | Clear Creek County | \$300,000 | \$90,000 | \$92,700 | \$2,700 | \$136,000 | \$46,000 |
| | Prowers County | \$331,120 | \$173,100 | \$173,100 | \$0 | \$173,100 | \$0 |
| | Upper Arkansas Area COG | \$384,000 | \$192,000 | \$198,687 | \$6,787 | \$230,000 | \$37,100 |
| | South Central COG | \$439,181 | \$223,630 | \$223,630 | \$0 | \$223,630 | \$0 |
| | Cripple Creek | \$445,324 | \$158,820 | \$163,379 | \$4,759 | \$202,000 | \$43,380 |
| | Via Mobility (Boulder) | \$540,913 | \$333,380 | \$323,379 | -\$10,011 | \$245,000 | -\$88,380 |
| | Seniors Resource Center | \$549,617 | \$291,880 | \$283,124 | -\$8,756 | \$248,000 | -\$42,880 |
| | SUCAP (Ignacio) | \$555,487 | \$193,222 | \$193,222 | \$0 | \$193,222 | \$0 |
| | | \$4,633,638 | \$2,281,422 | \$2,252,790 | -\$28,632 | \$2,292,642 | \$1,220 |
| Medium (21%) \$1,900,000 | SRDA (Pueblo) | \$588,205 | \$66,200 | \$70,245 | \$2,045 | \$122,000 | \$53,800 |
| | Black Hawk / Central City | \$99,000 | \$0 | \$134,000 | \$134,000 | \$134,000 | \$134,000 |
| | Durham Valley RTA | \$729,837 | \$187,100 | \$181,487 | -\$5,613 | \$151,000 | -\$36,100 |
| | Glenwood Springs | \$1,071,999 | \$246,170 | \$238,785 | -\$7,385 | \$222,000 | -\$24,170 |
| | All Points Transit (Montrose) | \$1,121,513 | \$238,000 | \$238,000 | \$0 | \$238,000 | \$0 |
| | Northeastern Co ALG | \$1,270,472 | \$487,200 | \$487,200 | \$0 | \$283,000 | -\$204,200 |
| | Crested Butte | \$1,332,854 | \$228,200 | \$235,048 | \$6,848 | \$276,000 | \$47,800 |
| | | \$5,790,691 | \$1,454,670 | \$1,584,764 | \$129,894 | \$1,406,000 | -\$48,670 |
| Large (14%) \$2,200,000 | San Miguel Co | \$1,020,214 | \$110,000 | \$113,300 | \$3,300 | \$142,000 | \$32,000 |
| | Delta | \$2,140,324 | \$29,300 | \$201,511 | -\$27,789 | \$299,000 | \$27,700 |
| | Windsor Park | \$2,400,000 | \$150,000 | \$154,500 | \$4,500 | \$335,000 | \$185,000 |
| | Beckenridge | \$2,458,003 | \$159,240 | \$164,017 | \$4,777 | \$343,000 | \$183,760 |
| | Snowmass | \$3,118,323 | \$238,450 | \$245,604 | \$7,154 | \$435,000 | \$196,550 |
| | Steamboat Springs | \$3,189,504 | \$537,290 | \$521,171 | -\$16,119 | \$445,000 | -\$92,290 |
| | | \$14,224,268 | \$2,223,280 | \$2,220,103 | -\$3,177 | \$1,529,000 | -\$622,280 |
| Very Large (3-4%) \$1,900,000 | Eagle County | \$2,049,025 | \$309,000 | \$318,270 | \$9,270 | \$392,000 | \$53,000 |
| | Summit County | \$9,405,640 | \$482,040 | \$487,579 | -\$14,461 | \$376,000 | -\$106,040 |
| | Mtn Village Tram & Bus | \$4,067,368 | \$150,100 | \$154,603 | \$4,503 | \$163,000 | \$12,900 |
| | RFTA (Glenwood Springs) | \$29,200,650 | \$1,014,550 | \$964,114 | -\$30,437 | \$978,000 | -\$36,550 |
| | | \$51,719,684 | \$1,955,890 | \$1,924,595 | -\$31,225 | \$1,877,000 | -\$78,890 |

To Be Determined

*Based on 2015 National Transit Database



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Division of Transit & Rail

Attachment C: Transition Plan

| Service | 2017 Current Award | Proposed Year 8 Award | Size Category | Grant Size in Year: | | | | | | "CMT" in Year 8 |
|-------------------------------|--------------------|-----------------------|---------------|---------------------|--------------------|--------------------|--------------------|--------------------|--------------------|-----------------|
| | | | | 1 | 2 | 3 | 4 | 5 | 6 | |
| Dolores Co. Seniors | \$35,680 | \$67,000 | Very Small | \$36,750 | \$38,588 | \$41,289 | \$45,005 | \$49,956 | \$57,000 | \$17,044 |
| Archuleta County | \$0 | \$75,000 | Very Small | \$75,000 | \$75,000 | \$75,000 | \$75,000 | \$75,000 | \$75,000 | \$0 |
| Montezuma Co. Seniors | \$64,190 | \$91,000 | Very Small | \$66,116 | \$69,421 | \$74,281 | \$80,966 | \$89,873 | \$91,000 | \$1,127 |
| City of La Junta | \$68,950 | \$86,000 | Very Small | \$71,019 | \$74,369 | \$79,789 | \$86,000 | \$86,000 | \$86,000 | \$0 |
| Cripple Creek | \$158,620 | \$202,000 | Small | \$163,379 | \$171,548 | \$183,556 | \$200,076 | \$202,000 | \$202,000 | \$0 |
| Durango - Mercy Hospital | \$87,500 | \$87,500 | Small | \$87,500 | \$87,500 | \$87,500 | \$87,500 | \$87,500 | \$87,500 | \$0 |
| Lake County | \$95,000 | \$120,000 | Small | \$97,850 | \$102,743 | \$109,804 | \$119,029 | \$120,000 | \$120,000 | \$0 |
| Teller Senior Coalition | \$100,000 | \$91,000 | Small | \$97,000 | \$94,090 | \$91,000 | \$81,000 | \$91,000 | \$91,000 | \$0 |
| Neighbor-to-Neighbor (Salida) | \$100,000 | \$90,000 | Small | \$97,000 | \$94,000 | \$90,000 | \$80,000 | \$90,000 | \$90,000 | \$0 |
| East Central COG | \$182,190 | \$182,190 | Small | \$182,190 | \$182,190 | \$182,190 | \$182,190 | \$182,190 | \$182,190 | \$0 |
| Upper Arkansas Area COG | \$192,900 | \$230,000 | Small | \$198,687 | \$208,621 | \$223,225 | \$230,000 | \$230,000 | \$230,000 | \$0 |
| Clear Creek County | \$90,000 | \$136,000 | Small | \$92,700 | \$97,335 | \$104,148 | \$113,822 | \$126,000 | \$136,000 | \$9,991 |
| Prowers County | \$173,100 | \$173,100 | Small | \$173,100 | \$173,100 | \$173,100 | \$173,100 | \$173,100 | \$173,100 | \$0 |
| Seniors Resource Center | \$291,880 | \$249,000 | Small | \$283,124 | \$274,630 | \$250,886 | \$219,000 | \$219,000 | \$249,000 | \$0 |
| South Central COG | \$293,630 | \$293,630 | Small | \$293,630 | \$293,630 | \$293,630 | \$293,630 | \$293,630 | \$293,630 | \$0 |
| Via Mobility (Boulder) | \$333,380 | \$245,000 | Small | \$323,379 | \$313,877 | \$297,893 | \$252,192 | \$252,192 | \$245,000 | -\$7,182 |
| SUCAP (Ignacio) | \$163,222 | \$163,222 | Small | \$163,222 | \$163,222 | \$163,222 | \$163,222 | \$163,222 | \$163,222 | \$0 |
| Gunnison Valley RTA | \$187,100 | \$151,000 | Medium | \$181,487 | \$176,042 | \$167,240 | \$151,000 | \$151,000 | \$151,000 | \$0 |
| SRDA (Pueblo) | \$68,200 | \$122,000 | Medium | \$70,246 | \$73,798 | \$78,821 | \$84,024 | \$85,487 | \$122,000 | \$26,513 |
| Black Hawk / Central City | \$0 | \$134,000 | Medium | \$134,000 | \$134,000 | \$134,000 | \$134,000 | \$134,000 | \$134,000 | \$0 |
| All Points Transit (Montrose) | \$238,000 | \$238,000 | Medium | \$238,000 | \$238,000 | \$238,000 | \$238,000 | \$238,000 | \$238,000 | \$0 |
| Glenwood Springs | \$246,170 | \$222,000 | Medium | \$238,785 | \$231,621 | \$222,000 | \$222,000 | \$222,000 | \$222,000 | \$0 |
| Crested Butte | \$228,200 | \$276,000 | Medium | \$235,046 | \$246,790 | \$266,000 | \$276,000 | \$276,000 | \$276,000 | \$0 |
| Northeastern Co ALG | \$487,200 | \$263,000 | Medium | \$487,200 | \$472,387 | \$436,000 | \$417,526 | \$379,850 | \$263,000 | -\$116,950 |
| Breckenridge | \$159,240 | \$343,000 | Large | \$164,017 | \$172,216 | \$183,000 | \$200,808 | \$222,852 | \$343,000 | \$120,048 |
| San Miguel Co | \$110,000 | \$142,000 | Large | \$113,300 | \$118,985 | \$127,290 | \$136,749 | \$142,000 | \$142,000 | \$0 |
| Durango | \$826,300 | \$299,000 | Large | \$801,511 | \$777,488 | \$730,592 | \$686,091 | \$625,071 | \$299,000 | -\$326,071 |
| Winter Park | \$150,000 | \$335,000 | Large | \$154,500 | \$162,391 | \$173,891 | \$189,208 | \$210,018 | \$335,000 | \$124,985 |
| Steamboat Springs | \$537,290 | \$445,000 | Large | \$521,171 | \$505,191 | \$490,289 | \$446,041 | \$445,000 | \$445,000 | \$0 |
| Snowmass | \$238,450 | \$435,000 | Large | \$245,604 | \$257,884 | \$275,936 | \$300,770 | \$333,854 | \$435,000 | \$101,146 |
| Eagle County | \$309,000 | \$362,000 | Very Large | \$318,270 | \$334,184 | \$357,576 | \$362,000 | \$362,000 | \$362,000 | \$0 |
| Summit County | \$482,040 | \$376,000 | Very Large | \$467,579 | \$453,551 | \$430,874 | \$400,713 | \$376,000 | \$376,000 | \$0 |
| Mtn Village Tram & Bus | \$150,100 | \$163,000 | Very Large | \$154,603 | \$162,333 | \$163,000 | \$163,000 | \$163,000 | \$163,000 | \$0 |
| RTA (Glenwood Springs) | \$1,014,550 | \$976,000 | Very Large | \$984,114 | \$976,000 | \$976,000 | \$976,000 | \$976,000 | \$976,000 | \$0 |
| AWARD TOTALS | \$7,862,082 | \$7,863,642 | | \$8,011,077 | \$8,007,120 | \$7,991,331 | \$7,951,084 | \$7,913,001 | \$7,863,642 | |
| DIFFERENCE FROM BUDGET | | | | -\$61,077 | -\$57,120 | -\$41,331 | -\$1,084 | \$36,999 | \$86,358 | |

To Be Determined