

2040 Program Distribution

February 2015



COLORADO
Department of Transportation

Introduction.....	2
Background.....	2
Statewide Program Distribution and Planning Estimates.....	4
Statewide Program Distribution.....	6
Planning Estimates.....	8
Statewide.....	8
Region 1.....	10
Region 2.....	12
Region 3.....	14
Region 4.....	16
Region 5.....	18
DRCOG.....	20
GVMPO.....	22
NFRMPO.....	24
PPACG.....	26
PACOG.....	28
Summary Planning Estimate Allocation Percentages.....	30
Appendix A: Policy Directive 14	
Appendix B: 2040 Program Distribution TC Approval	
Appendix C: 2040 Revenue Projections	
Appendix D: Detailed Assumptions and Methodology	

Introduction

CDOT's investment strategy is reflected in the Program Distribution process. Program Distribution is a part of the Statewide Transportation Plan (SWP) and outlines the assignment of projected revenues to various program areas for the time period of the Plan (FY 2016-2040).

Revenues are updated and programs are funded annually through the annual budget process. However, Program Distribution provides a long-term view of what revenues are likely to look like, and how they will likely be allocated among programs in the future. Program Distribution reflects an investment strategy based on the policies and priorities established as part of the development of the SWP (See Appendix A: Policy Directive 14).

Program Distribution is for planning purposes only and does not represent a budget commitment by the Colorado Transportation Commission (TC). Final numbers for each year will be a result of updated revenue estimates and annual budget adoption.

The SWP can be found at www.coloradotransportationmatters.com. Additional information on the annual CDOT budget, including detailed information about individual funding programs can be found at <https://www.codot.gov/business/budget>.

Background

In February 2014, the TC adopted the 2040 Program Distribution (See Appendix B: 2040 Program Distribution TC Approval). Program Distribution, formerly referred to as Resource Allocation, outlines the assignment of projected revenues to program areas for the time period of the long-range SWP (FY 2016-FY 2040). Program Distribution provides a baseline for financial constraint of SWP, Regional Transportation Plans (RTPs), and the Statewide Transportation Improvement Program (STIP) and Metropolitan Planning Organization (MPO) TIPS.

Revenues for Program Distribution are based on the Baseline Revenue Projection for the 2040 SWP adopted by the TC on April 18, 2013 (See Appendix C: 2040 Revenue Projections). In the Baseline, federal revenues are projected to peak in 2025 and decline each year following. Senate Bill (SB) 228 revenue is projected in years 2016-2020. Since the April 2013 adoption, gas tax revenues have trended slightly downward and motor vehicle registrations have trended slightly upward. It should be noted that in the time since the adoption of Program Distribution, the forecast of SB 228 revenues has been reduced significantly.

Program Areas

Program Distribution assignments illustrate for planning partners and the public the intended emphasis areas given projected revenue expectations. Individual funding programs in Program Distribution are organized in the following program areas:

- Restricted Programs
- Asset Management

- Other TC Directed Programs (Flexible)
- Bridge Enterprise
- High Performance Transportation Enterprise (HPTE)

Restricted Programs are programs that are tied to a dedicated funding source (i.e. the funding is “restricted,” and pre-assigned to that program by federal or state statute.) While the TC could elect to supplement the funding in these programs with additional funds, in general the funding level is determined by the level of federal funding for that program.

Asset Management programs include Maintenance and other asset programs such as Surface Treatment and Structures. Funding levels for asset management programs are determined by the TC. Recommended funding levels are provided to the TC based on the results of an asset management budget setting process. Funding levels are determined through this process based on current and predicted condition, tradeoff analysis between programs, and objectives for assets identified by the TC in Policy Directive (PD) 14. (See Appendix A: Policy Directive 14).

Other TC Directed Programs include other categories of “flexible” funding not currently included in asset management programs. These are programs established by the TC with funding levels determined by the TC. Examples include Hot Spots, Traffic Signals, and Regional Priority Program (RPP).

Although functionally part of Asset Management, Bridge Enterprise funding is separated to reflect its distinct enterprise status. Funding for Bridge Enterprise is primarily based upon dedicated Bridge Enterprise revenues provided through 2009 FASTER legislation. In recent years the TC has provided supplementary funding. This practice is continued in Program Distribution.

The High Performance Transportation Enterprise (HPTE) is similarly separated to reflect its enterprise status. HPTE funding levels in Program Distribution reflect program delivery and administrative costs and does not include funding for infrastructure projects.

Summary

FY 2016-FY 2025

Revenues are sufficient to fund estimated levels needed to meet asset management performance objectives for Maintenance, Surface Treatment and Structures. RAMP asset management funds supplement Surface Treatment and Structures in FY 2016 and 2017 thereby allowing for lower Program Distribution allocations in those years.

Other asset management programs, as well as “Other TC Directed” programs, are held at FY 15 budget levels with no increases. Any positive variance remaining is directed to TC Contingency. In years 2018-2024 some contingency funds would be available for assignment to program needs based on the assumption that the forecast amount plus contingency roll forward from previous years is more than sufficient to meet the five percent contingency target.

Allocations to “restricted programs” are based on the adopted revenue projection and the anticipated revenue level for each program.

Bridge Enterprise allocations are based on projected Bridge Enterprise revenue, plus the continuation of an annual \$15 million transfer from CDOT. HPTE allocations are based on projected HPTE revenues.

FY 2025-FY 2040

Revenues are no longer sufficient to meet estimated levels needed to support the asset management objectives for Maintenance, Surface Treatment and Structures.

Other asset management programs and ‘other TC restricted’ programs remain at FY 15 budget levels with no increases.

Allocations to “restricted programs” are based on the adopted revenue projection and the anticipated revenue level for each program.

Bridge Enterprise allocations are based on projected Bridge Enterprise revenue, plus the continuation of an annual \$15 million transfer from CDOT. HPTE allocations are based on projected HPTE revenues.

Revenues are forecast to be fairly flat in the latter years. This along with the decline in purchasing power will result in a noticeable effect on programs

Statewide Program Distribution and Planning Estimates

Program Distribution outlines the distribution of revenues to programs over the FY 2016-2040 time period. Program Distribution in Year of Expenditure (YOE) or nominal dollars appears on page 5. A deflated version of Program Distribution in FY 2016 dollars appears on page 6 and reflects a 3% annual deflation factor.

The state is required under 23 USC 450 to provide MPOs with an estimate of available federal and state funds which the MPOs may utilize in development of Metropolitan Transportation Plans and Transportation Improvement Programs (TIPs). Planning Estimates have been developed for each MPO and outline estimated federal and state funds that might be reasonably anticipated to be available for transportation purposes within the MPO area for the time period of the TIP and Plan. Nominal and deflated Planning Estimates for each Region and MPO appear on pages 10 through 29.

Region planning estimates reflect only those programs with a “true” region allocation or target (i.e. Hot Spots, Traffic Signals, RPP, FASTER Safety, TAP, and CMAQ.)¹ MPO planning estimates

¹ In the case of RPP, FASTER Safety, and TAP, the MPO estimate includes an assumed share of the Region allocation for those programs.

reflect those programs with a “true” MPO suballocation (i.e. TAP, STP-M, CMAQ, Metro Planning) as well as estimates of what might reasonably be expected to be expended within the MPO boundaries for other programs (i.e. Maintenance, Surface Treatment, Structures, Congestion Relief, RPP, HSIP, FASTER Safety, and Bridge Enterprise). Programs of a more statewide nature have not been estimated at the MPO level (i.e. Rockfall, Capital Expenditures, ITS Maintenance, TSM&O Programs and Services, Contingency, HSIP, Rail-Highway Crossings, Safety Education, Strategic Projects, Program Delivery/Administration, Aeronautics, Bridge-Off System, transit programs, Infrastructure Bank, Debt Service, and HPTE.)²

Program amounts at the Region and MPO level were calculated according to adopted formulas for programs where an adopted formula exists. For other programs, a method for allocating for Planning Estimates purposes was developed in consultation with Program Managers, Asset Managers, and the MPOs.

Detailed assumptions and methodology associated with the allocation of resources in Program Distribution and in the assignment of funds to MPO areas in Planning Estimates can be found in Appendix D: Detailed Assumptions and Methodology.

² FASTER Transit funds have been estimated at the MPO level only for those MPOs (NFR MPO, DRCOG, and PPACG) which have an identified allocation to direct recipient agencies.

2040 Program Distribution
Nominal Statewide Program Distribution
Federal and State \$ Including Local Match

Line	Directed By	FY 2016-2040									
		FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026 - 2040
1 Asset Management	\$ 476,394,343	\$ 622,166,092	\$ 814,759,103	\$ 518,792,840	\$ 518,792,840	\$ 622,166,092	\$ 814,759,103	\$ 622,166,092	\$ 648,661,247	\$ 648,661,247	\$ 648,661,247
2 Maintenance	\$ 251,303,000	\$ 251,450,000	\$ 251,500,000	\$ 251,550,000	\$ 251,600,000	\$ 251,650,000	\$ 251,700,000	\$ 251,750,000	\$ 251,800,000	\$ 251,850,000	\$ 251,900,000
3 Surface Treatment	\$ 149,500,000	\$ 149,500,000	\$ 150,000,000	\$ 150,000,000	\$ 150,000,000	\$ 150,000,000	\$ 150,000,000	\$ 150,000,000	\$ 150,000,000	\$ 150,000,000	\$ 150,000,000
4 Pavement Monitoring System	\$ 38,100,000	\$ 38,100,000	\$ 38,100,000	\$ 38,100,000	\$ 38,100,000	\$ 38,100,000	\$ 38,100,000	\$ 38,100,000	\$ 38,100,000	\$ 38,100,000	\$ 38,100,000
5 Pavement Monitoring System	\$ 38,100,000	\$ 38,100,000	\$ 38,100,000	\$ 38,100,000	\$ 38,100,000	\$ 38,100,000	\$ 38,100,000	\$ 38,100,000	\$ 38,100,000	\$ 38,100,000	\$ 38,100,000
6 Long Term Pavement Roadmap, Prog Cap, Op Eq.	\$ 24,968,343	\$ 24,968,343	\$ 24,968,343	\$ 24,968,343	\$ 24,968,343	\$ 24,968,343	\$ 24,968,343	\$ 24,968,343	\$ 24,968,343	\$ 24,968,343	\$ 24,968,343
7 SM&D ITS Maintenance	\$ 14,800,000	\$ 14,800,000	\$ 14,800,000	\$ 14,800,000	\$ 14,800,000	\$ 14,800,000	\$ 14,800,000	\$ 14,800,000	\$ 14,800,000	\$ 14,800,000	\$ 14,800,000
8 Asset Management - To Be Assigned by TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
9 Other [Directed Programs/Flexible]	\$ 105,685,666	\$ 94,886,666	\$ 99,056,081	\$ 137,759,986	\$ 135,470,745	\$ 129,930,325	\$ 113,632,466	\$ 107,271,066	\$ 495,289,405	\$ 495,289,405	\$ 495,289,405
10 Hotel Stays	\$ 2,167,154	\$ 2,167,154	\$ 2,167,154	\$ 2,167,154	\$ 2,167,154	\$ 2,167,154	\$ 2,167,154	\$ 2,167,154	\$ 10,835,770	\$ 10,835,770	\$ 10,835,770
11 Tourism	\$ 1,472,823	\$ 1,472,823	\$ 1,472,823	\$ 1,472,823	\$ 1,472,823	\$ 1,472,823	\$ 1,472,823	\$ 1,472,823	\$ 7,384,115	\$ 7,384,115	\$ 7,384,115
12 SM&D Performance Programs and Services	\$ 7,238,735	\$ 6,607,619	\$ 6,607,619	\$ 6,607,619	\$ 6,607,619	\$ 6,607,619	\$ 6,607,619	\$ 6,607,619	\$ 30,938,095	\$ 30,938,095	\$ 30,938,095
13 SM&D Congestion Relief	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000
14 Regional Priority Programs	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 250,000,000	\$ 250,000,000	\$ 250,000,000
15 Strategic Investments	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 250,000,000	\$ 250,000,000	\$ 250,000,000
16 Strategic Initiatives	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 250,000,000	\$ 250,000,000	\$ 250,000,000
17 Strategic Initiatives	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 250,000,000	\$ 250,000,000	\$ 250,000,000
18 Highway Safety Investment Program	\$ 30,110,123	\$ 30,111,222	\$ 30,111,222	\$ 30,111,222	\$ 30,111,222	\$ 30,111,222	\$ 30,111,222	\$ 30,111,222	\$ 47,370,000	\$ 47,370,000	\$ 47,370,000
19 Highway/Gateway Crossing Program	\$ 3,226,640	\$ 3,226,905	\$ 3,229,348	\$ 3,229,409	\$ 3,232,409	\$ 3,235,158	\$ 3,235,158	\$ 3,235,158	\$ 3,362,420	\$ 3,362,420	\$ 3,362,420
20 ASTER - Safety Projects	\$ 65,541,041	\$ 65,541,041	\$ 65,541,041	\$ 65,541,041	\$ 65,541,041	\$ 65,541,041	\$ 65,541,041	\$ 65,541,041	\$ 67,971,777	\$ 67,971,777	\$ 67,971,777
21 Safety, Education	\$ 10,037,662	\$ 10,037,662	\$ 10,037,662	\$ 10,037,662	\$ 10,037,662	\$ 10,037,662	\$ 10,037,662	\$ 10,037,662	\$ 40,930,000	\$ 40,930,000	\$ 40,930,000
22 Strategic Projects	\$ 131,559,753	\$ 131,559,753	\$ 131,559,753	\$ 131,559,753	\$ 131,559,753	\$ 131,559,753	\$ 131,559,753	\$ 131,559,753	\$ 41,747,126	\$ 41,747,126	\$ 41,747,126
23 Strategic Projects/Program Delivery/Administrative	\$ 66,054,659	\$ 73,421,193	\$ 73,421,193	\$ 73,421,193	\$ 73,421,193	\$ 73,421,193	\$ 73,421,193	\$ 73,421,193	\$ 73,947,339	\$ 73,947,339	\$ 73,947,339
24 Aeronautics	\$ 43,100,000	\$ 46,341,462	\$ 48,168,138	\$ 50,197,233	\$ 51,581,260	\$ 52,456,192	\$ 53,525,298	\$ 54,640,701	\$ 55,797,077	\$ 57,126,750	\$ 57,126,750
25 Transportation Alternatives	\$ 11,953,352	\$ 12,133,352	\$ 12,133,352	\$ 12,133,352	\$ 12,133,352	\$ 12,133,352	\$ 12,133,352	\$ 12,133,352	\$ 12,507,572	\$ 12,507,572	\$ 12,507,572
26 Transportation Alternatives	\$ 1,149,522	\$ 1,149,522	\$ 1,149,522	\$ 1,149,522	\$ 1,149,522	\$ 1,149,522	\$ 1,149,522	\$ 1,149,522	\$ 1,149,522	\$ 1,149,522	\$ 1,149,522
27 Transportation Alternatives/Other	\$ 46,339,652	\$ 46,339,652	\$ 46,339,652	\$ 46,339,652	\$ 46,339,652	\$ 46,339,652	\$ 46,339,652	\$ 46,339,652	\$ 46,339,652	\$ 46,339,652	\$ 46,339,652
28 Transportation Alternatives/Other/Qualif	\$ 46,339,652	\$ 46,339,652	\$ 46,339,652	\$ 46,339,652	\$ 46,339,652	\$ 46,339,652	\$ 46,339,652	\$ 46,339,652	\$ 46,339,652	\$ 46,339,652	\$ 46,339,652
29 Multimodal Management/Alt Qualif	\$ 7,748,865	\$ 7,834,723	\$ 7,931,070	\$ 8,072,123	\$ 7,982,261	\$ 8,155,244	\$ 8,155,244	\$ 8,155,244	\$ 8,155,331	\$ 8,155,331	\$ 8,155,331
30 Multimodal Planner	\$ 4,449,367	\$ 4,449,367	\$ 4,449,367	\$ 4,449,367	\$ 4,449,367	\$ 4,449,367	\$ 4,449,367	\$ 4,449,367	\$ 4,449,367	\$ 4,449,367	\$ 4,449,367
31 Bridge Off System	\$ 23,521,886	\$ 24,233,842	\$ 24,746,860	\$ 24,845,274	\$ 24,845,274	\$ 24,845,274	\$ 24,845,274	\$ 24,845,274	\$ 24,845,274	\$ 24,845,274	\$ 24,845,274
32 Strategic Projects/Transit	\$ 15,284,417	\$ 15,610,126	\$ 15,753,091	\$ 15,753,091	\$ 15,753,091	\$ 15,753,091	\$ 15,753,091	\$ 15,753,091	\$ -	\$ -	\$ -
33 Transit and Rail Local Grant	\$ 10,000,000	\$ 5,000,000	\$ 5,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000
34 Transit and Rail Statewide Grant	\$ 171,255,634	\$ 171,255,634	\$ 171,255,634	\$ 171,255,634	\$ 171,255,634	\$ 171,255,634	\$ 171,255,634	\$ 171,255,634	\$ 171,255,634	\$ 171,255,634	\$ 171,255,634
35 Infrastructure Bank	\$ 1,16,259,966	\$ 1,16,259,966	\$ 1,16,259,966	\$ 1,16,259,966	\$ 1,16,259,966	\$ 1,16,259,966	\$ 1,16,259,966	\$ 1,16,259,966	\$ 1,16,259,966	\$ 1,16,259,966	\$ 1,16,259,966
36 Debt Service	\$ 114,987,900	\$ 114,987,900	\$ 114,987,900	\$ 114,987,900	\$ 114,987,900	\$ 114,987,900	\$ 114,987,900	\$ 114,987,900	\$ 114,987,900	\$ 114,987,900	\$ 114,987,900
37 O&R	\$ 1,371,000	\$ 1,371,000	\$ 1,371,000	\$ 1,371,000	\$ 1,371,000	\$ 1,371,000	\$ 1,371,000	\$ 1,371,000	\$ 1,371,000	\$ 1,371,000	\$ 1,371,000
38 Revenue	\$ 1,371,000	\$ 1,371,000	\$ 1,371,000	\$ 1,371,000	\$ 1,371,000	\$ 1,371,000	\$ 1,371,000	\$ 1,371,000	\$ 1,371,000	\$ 1,371,000	\$ 1,371,000
39 Variance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
40 Variance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
41 BRIDGE ENTERPRISE TOTAL	\$ 114,987,900	\$ 114,987,900	\$ 114,987,900	\$ 114,987,900	\$ 114,987,900	\$ 114,987,900	\$ 114,987,900	\$ 114,987,900	\$ 114,987,900	\$ 114,987,900	\$ 114,987,900
42 Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
43 Variance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44 HPE TOTAL	\$ 1,371,000	\$ 1,371,000	\$ 1,371,000	\$ 1,371,000	\$ 1,371,000	\$ 1,371,000	\$ 1,371,000	\$ 1,371,000	\$ 1,371,000	\$ 1,371,000	\$ 1,371,000
45 Variance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
46 Variance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

**2040 Program Distribution
Defined Statewide Program Distribution (FY 16-5)
Federal and State \$ Including Local Match**

Line	FY 2016-2040									
	DIRECTED BY	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
1 Asset Management	\$ 476,984,343	\$ 476,760,247	\$ 501,612,669	\$ 579,847,685	\$ 570,024,012	\$ 520,633,534	\$ 551,910,115	\$ 54,245,257	\$ 534,132,289	\$ 242,664,338
1.1 Highway System	\$ 251,800,000	\$ 254,400,000	\$ 257,400,000	\$ 257,400,000	\$ 257,400,000	\$ 257,400,000	\$ 257,400,000	\$ 257,400,000	\$ 257,400,000	\$ 257,400,000
1.2 Bridges and Structures	\$ 146,000,000	\$ 147,000,000	\$ 147,000,000	\$ 147,000,000	\$ 147,000,000	\$ 147,000,000	\$ 147,000,000	\$ 147,000,000	\$ 147,000,000	\$ 147,000,000
1.3 Railroads and Systems	\$ 91,500,000	\$ 91,500,000	\$ 91,500,000	\$ 91,500,000	\$ 91,500,000	\$ 91,500,000	\$ 91,500,000	\$ 91,500,000	\$ 91,500,000	\$ 91,500,000
1.4 Local Roads and Streets	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000
1.5 Locality Maintenance	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000
1.6 State Expenditure (Road Equip./Cap. Op./Eq.)	\$ 24,986,343	\$ 15,965,247	\$ 24,986,343	\$ 24,986,343	\$ 24,986,343	\$ 24,986,343	\$ 24,986,343	\$ 24,986,343	\$ 24,986,343	\$ 24,986,343
1.7 State & TTS Maintenance	\$ 14,400,000	\$ 14,400,000	\$ 14,400,000	\$ 14,400,000	\$ 14,400,000	\$ 14,400,000	\$ 14,400,000	\$ 14,400,000	\$ 14,400,000	\$ 14,400,000
1.8 Asset Management by Assembly by TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
1.9 Asset Management by Assembly by TC	\$ 105,883,666	\$ 94,886,666	\$ 94,886,666	\$ 94,886,666	\$ 94,886,666	\$ 94,886,666	\$ 94,886,666	\$ 94,886,666	\$ 94,886,666	\$ 94,886,666
1.10 Other State Assets	\$ 2,067,154	\$ 2,167,154	\$ 2,167,154	\$ 2,167,154	\$ 2,167,154	\$ 2,167,154	\$ 2,167,154	\$ 2,167,154	\$ 2,167,154	\$ 2,167,154
1.11 Other State Programs and Services	\$ 1,510,000	\$ 1,510,000	\$ 1,510,000	\$ 1,510,000	\$ 1,510,000	\$ 1,510,000	\$ 1,510,000	\$ 1,510,000	\$ 1,510,000	\$ 1,510,000
1.12 State Capital Projects	\$ 7,165,768	\$ 7,165,768	\$ 7,165,768	\$ 7,165,768	\$ 7,165,768	\$ 7,165,768	\$ 7,165,768	\$ 7,165,768	\$ 7,165,768	\$ 7,165,768
1.13 State Capital Projects Funded	\$ 1,510,000	\$ 1,510,000	\$ 1,510,000	\$ 1,510,000	\$ 1,510,000	\$ 1,510,000	\$ 1,510,000	\$ 1,510,000	\$ 1,510,000	\$ 1,510,000
1.14 State Capital Projects Funded	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000
1.15 Capital Expenditure (IT Investments)	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000
1.16 Capital Expenditure	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000
1.17 Restricted Programs	\$ 534,783,348	\$ 70,886,063	\$ 65,216,121	\$ 52,487,422	\$ 51,619,944	\$ 505,492,123	\$ 505,492,123	\$ 347,898,925	\$ 340,218,876	\$ 34,730,407
1.18 Highway Safety Investment Program	\$ 29,812,448	\$ 30,110,21	\$ 29,812,448	\$ 29,812,448	\$ 29,812,448	\$ 29,812,448	\$ 29,812,448	\$ 27,838,710	\$ 55,717,410	\$ 55,717,410
1.19 Interstate Highway Crossing Program	\$ 3,194,739	\$ 3,226,640	\$ 3,194,739	\$ 3,194,739	\$ 3,194,739	\$ 3,194,739	\$ 3,194,739	\$ 2,162,457	\$ 2,162,457	\$ 2,162,457
1.20 Statewide Program Services	\$ 47,800,000	\$ 47,800,000	\$ 47,800,000	\$ 47,800,000	\$ 47,800,000	\$ 47,800,000	\$ 47,800,000	\$ 47,800,000	\$ 47,800,000	\$ 47,800,000
1.21 Statewide Program Services	\$ 9,02,862	\$ 9,02,862	\$ 9,02,862	\$ 9,02,862	\$ 9,02,862	\$ 9,02,862	\$ 9,02,862	\$ 9,02,862	\$ 9,02,862	\$ 9,02,862
1.22 Statewide Transportation	\$ 2,074,705	\$ 2,074,705	\$ 2,074,705	\$ 2,074,705	\$ 2,074,705	\$ 2,074,705	\$ 2,074,705	\$ 2,074,705	\$ 2,074,705	\$ 2,074,705
1.23 Statewide Transportation	\$ 2,074,705	\$ 2,074,705	\$ 2,074,705	\$ 2,074,705	\$ 2,074,705	\$ 2,074,705	\$ 2,074,705	\$ 2,074,705	\$ 2,074,705	\$ 2,074,705
1.24 Statewide Transportation	\$ 2,074,705	\$ 2,074,705	\$ 2,074,705	\$ 2,074,705	\$ 2,074,705	\$ 2,074,705	\$ 2,074,705	\$ 2,074,705	\$ 2,074,705	\$ 2,074,705
1.25 Transportation Alternatives	\$ 11,930,502	\$ 11,930,502	\$ 11,930,502	\$ 11,930,502	\$ 11,930,502	\$ 11,930,502	\$ 11,930,502	\$ 11,930,502	\$ 11,930,502	\$ 11,930,502
1.26 Transportation Alternatives	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162
1.27 Transportation Alternatives	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162
1.28 Transportation Alternatives	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162
1.29 Transportation Alternatives	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162
1.30 Transportation Alternatives	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162
1.31 Transportation Alternatives	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162
1.32 Transportation Alternatives	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162
1.33 Transportation Alternatives	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162
1.34 Transportation Alternatives	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162
1.35 Transportation Alternatives	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162
1.36 Transportation Alternatives	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162	\$ 1,59,162
1.37 TOTAL	\$ 1,116,859,978	\$ 1,02,533,976	\$ 1,25,114,974	\$ 1,25,114,974	\$ 1,25,114,974	\$ 1,25,114,974	\$ 1,25,114,974	\$ 1,01,547,190	\$ 98,347,700	\$ 3,10,926,000
1.38 Revenue	\$ 1,116,259,948	\$ 1,116,259,948	\$ 1,116,259,948	\$ 1,116,259,948	\$ 1,116,259,948	\$ 1,116,259,948	\$ 1,116,259,948	\$ 1,02,531,446	\$ 1,02,531,446	\$ 3,10,926,000
1.39 Expenses	\$ 1,116,259,948	\$ 1,116,259,948	\$ 1,116,259,948	\$ 1,116,259,948	\$ 1,116,259,948	\$ 1,116,259,948	\$ 1,116,259,948	\$ 1,02,531,446	\$ 1,02,531,446	\$ 3,10,926,000
1.40 Net Income	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
1.41 Bridge Enterprise Bound	\$ 5	\$ 114,881,900	\$ 130,770,843	\$ 126,448,971	\$ 125,339,155	\$ 123,810,239	\$ 12,006,113	\$ 119,027,462	\$ 116,895,756	\$ 519,400,525
1.42 Revenue	\$ 5	\$ 114,881,900	\$ 130,770,843	\$ 126,448,971	\$ 125,339,155	\$ 123,810,239	\$ 12,006,113	\$ 119,027,462	\$ 116,895,756	\$ 519,400,525
1.43 Variance	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
1.44 HEPTE Total	\$ 3,175,000	\$ 1,37,000,000	\$ 1,34,145,151	\$ 1,28,608,069	\$ 1,25,830	\$ 1,22,167,070	\$ 3	\$ 1,151,547	\$ 1,08,438	\$ 1,05,9147
1.45 Revenue	\$ 3,175,000	\$ 1,37,000,000	\$ 1,34,145,151	\$ 1,28,608,069	\$ 1,25,830	\$ 1,22,167,070	\$ 3	\$ 1,151,547	\$ 1,08,438	\$ 1,05,9147
1.46 Variance	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

2040 Program Distribution
Nominal Statewide Planning Estimates (FY 16-5)
Federal and State \$ Including Local Match

	FY 2016-2025										FY 2026 - 2040									
Line	Directed By	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028 - 2030	FY 2031 - 2035	FY 2036 - 2040				
1 Asset Management																				
2 Maintenance (excluding MPO estimates)	TC	\$ 141,328,738	\$ 145,669,630	\$ 148,936,719	\$ 154,454,821	\$ 159,067,865	\$ 163,839,901	\$ 167,655,098	\$ 179,032,844	\$ 184,403,252	\$ 192,016,261	\$ 222,016,261	\$ 4,988,255,844							
3 Highway Treatment (excluding MPO estimates)	TC	\$ 83,105,443	\$ 86,008,908	\$ 133,329,942	\$ 133,329,942	\$ 133,329,942	\$ 133,329,942	\$ 133,329,942	\$ 133,329,942	\$ 133,329,942	\$ 133,329,942	\$ 133,329,942	\$ 133,329,942	\$ 133,329,942	\$ 133,329,942	\$ 133,329,942	\$ 133,329,942			
4 Structures On-System (excluding MPO estimates)	TC	\$ 16,181,686	\$ 22,936,498	\$ 24,593,410	\$ 24,593,410	\$ 24,593,410	\$ 24,593,410	\$ 24,593,410	\$ 24,593,410	\$ 24,593,410	\$ 24,593,410	\$ 24,593,410	\$ 24,593,410	\$ 24,593,410	\$ 24,593,410	\$ 24,593,410	\$ 24,593,410			
5 Rockfall Mitigation	TC	\$ 3,100,000	\$ 5,100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000			
6 Bridges & Spans (Road, Ed./Prop., Cap., Op., Eq.)	TC	\$ 15,165,247	\$ 23,956,343	\$ 24,986,445	\$ 24,986,445	\$ 24,986,445	\$ 24,986,445	\$ 24,986,445	\$ 24,986,445	\$ 24,986,445	\$ 24,986,445	\$ 24,986,445	\$ 24,986,445	\$ 24,986,445	\$ 24,986,445	\$ 24,986,445	\$ 24,986,445			
7 Statewide Rail Infrastructure	TC	\$ 14,800,000	\$ 14,800,000	\$ 14,800,000	\$ 14,800,000	\$ 14,800,000	\$ 14,800,000	\$ 14,800,000	\$ 14,800,000	\$ 14,800,000	\$ 14,800,000	\$ 14,800,000	\$ 14,800,000	\$ 14,800,000	\$ 14,800,000	\$ 14,800,000	\$ 14,800,000			
8 Statewide Rail Infrastructure To Be Assigned by IC	TC	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000			
9 STATEWIDE TOTALS (Excluding Programs & Reserves)																				
10 Highway Signals	TC																			
11 Traffic Signals	TC																			
12 TSMO Performance Programs and Services	TC	\$ 607,619	\$ 607,619	\$ 607,619	\$ 607,619	\$ 607,619	\$ 607,619	\$ 607,619	\$ 607,619	\$ 607,619	\$ 607,619	\$ 607,619	\$ 607,619	\$ 607,619	\$ 607,619	\$ 607,619	\$ 607,619			
13 TSMO Congestion Relief	TC																			
14 Regional Priority Program	TC																			
15 Capital Expenditure (ITS Investments)	TC																			
16 Contingency	TC																			
17 Restricted Programs																				
18 Highway Safety Investment Program (excluding MPO)	Federal	\$ 6,159,258	\$ 6,159,258	\$ 6,159,258	\$ 6,159,258	\$ 6,159,258	\$ 6,159,258	\$ 6,159,258	\$ 6,159,258	\$ 6,159,258	\$ 6,159,258	\$ 6,159,258	\$ 6,159,258	\$ 6,159,258	\$ 6,159,258	\$ 6,159,258	\$ 6,159,258			
19 State Legislature/TC	Federal	\$ 3,242,640	\$ 3,258,905	\$ 3,291,494	\$ 3,324,609	\$ 3,357,653	\$ 3,395,158	\$ 3,434,980	\$ 3,473,072	\$ 6,772,045	\$ 6,772,045	\$ 6,772,045	\$ 6,772,045	\$ 6,772,045	\$ 6,772,045	\$ 6,772,045	\$ 6,772,045			
20 Interstate Highway Crossings Program	State Legislature/TC																			
21 ST 501 ER - Safety Projects	State Legislature/TC	\$ 10,039,662	\$ 10,039,662	\$ 10,039,662	\$ 10,039,662	\$ 10,039,662	\$ 10,039,662	\$ 10,039,662	\$ 10,039,662	\$ 10,039,662	\$ 10,039,662	\$ 10,039,662	\$ 10,039,662	\$ 10,039,662	\$ 10,039,662	\$ 10,039,662	\$ 10,039,662			
22 ST 501 ER - Bridges	State Legislature/TC	\$ 137,155,751	\$ 138,551,793	\$ 140,401,743	\$ 142,456,656	\$ 141,777,820	\$ 9,951,454	\$ 9,945,229	\$ 9,945,229	\$ 9,945,229	\$ 9,945,229	\$ 9,945,229	\$ 9,945,229	\$ 9,945,229	\$ 9,945,229	\$ 9,945,229	\$ 9,945,229			
23 ST 501 ER - Bridges	Federal/State Local Legislature/TC	\$ 73,212,091	\$ 73,652,219	\$ 70,684,658	\$ 73,818,119	\$ 73,965,519	\$ 73,947,436	\$ 73,972,980	\$ 73,972,980	\$ 73,972,980	\$ 73,972,980	\$ 73,972,980	\$ 73,972,980	\$ 73,972,980	\$ 73,972,980	\$ 73,972,980	\$ 73,972,980			
24 Airports	Aeronautics Board	\$ 46,244,462	\$ 48,168,138	\$ 48,241,136	\$ 50,287,223	\$ 51,361,260	\$ 52,565,192	\$ 54,562,298	\$ 56,593,377	\$ 56,593,377	\$ 56,593,377	\$ 56,593,377	\$ 56,593,377	\$ 56,593,377	\$ 56,593,377	\$ 56,593,377	\$ 56,593,377			
25 Transportation Alternatives	Federal																			
26 STP-Airport	Federal																			
27 Congestion Mitigation/Air Quality	Federal	\$ 8,456,127	\$ 7,247,252	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
28 Metropolitan Planning	State Legislature/TC	\$ 9,446,367	\$ 9,449,367	\$ 9,449,367	\$ 9,449,367	\$ 9,449,367	\$ 9,449,367	\$ 9,449,367	\$ 9,449,367	\$ 9,449,367	\$ 9,449,367	\$ 9,449,367	\$ 9,449,367	\$ 9,449,367	\$ 9,449,367	\$ 9,449,367	\$ 9,449,367			
29 Bridge Off-System	State Legislature/TC	\$ 23,756,340	\$ 23,983,903	\$ 24,233,422	\$ 24,476,180	\$ 24,485,274	\$ 24,488,758	\$ 24,510,229	\$ 24,510,229	\$ 24,510,229	\$ 24,510,229	\$ 24,510,229	\$ 24,510,229	\$ 24,510,229	\$ 24,510,229	\$ 24,510,229	\$ 24,510,229			
30 Federal Transit	State Legislature/TC	\$ 15,284,417	\$ 15,472,421	\$ 15,610,125	\$ 15,828,111	\$ 15,751,091	\$ 15,751,091	\$ 15,751,091	\$ 15,751,091	\$ 15,751,091	\$ 15,751,091	\$ 15,751,091	\$ 15,751,091	\$ 15,751,091	\$ 15,751,091	\$ 15,751,091	\$ 15,751,091			
31 Strategic Projects-Transit	State Legislature/TC	\$ 4,100,000	\$ 4,100,000	\$ 4,100,000	\$ 4,100,000	\$ 4,100,000	\$ 4,100,000	\$ 4,100,000	\$ 4,100,000	\$ 4,100,000	\$ 4,100,000	\$ 4,100,000	\$ 4,100,000	\$ 4,100,000	\$ 4,100,000	\$ 4,100,000	\$ 4,100,000			
32 Transits and Rail Local Trains (excluding MPO)	State Legislature/TC	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000			
33 Transits and Rail Statewide Grants	State Legislature/TC	\$ 3,622,812	\$ 3,635,125	\$ 3,635,125	\$ 3,635,125	\$ 3,635,125	\$ 3,635,125	\$ 3,635,125	\$ 3,635,125	\$ 3,635,125	\$ 3,635,125	\$ 3,635,125	\$ 3,635,125	\$ 3,635,125	\$ 3,635,125	\$ 3,635,125	\$ 3,635,125			
34 Infrastructure Bank	State Legislature/TC	\$ 171,163,975	\$ 172,183,769	\$ 172,183,769	\$ 172,183,769	\$ 172,183,769	\$ 172,183,769	\$ 172,183,769	\$ 172,183,769	\$ 172,183,769	\$ 172,183,769	\$ 172,183,769	\$ 172,183,769	\$ 172,183,769	\$ 172,183,769	\$ 172,183,769	\$ 172,183,769			
35 Statewide Service	State Legislature/TC	\$ 3,351,764	\$ 3,351,764	\$ 3,351,764	\$ 3,351,764	\$ 3,351,764	\$ 3,351,764	\$ 3,351,764	\$ 3,351,764	\$ 3,351,764	\$ 3,351,764	\$ 3,351,764	\$ 3,351,764	\$ 3,351,764	\$ 3,351,764	\$ 3,351,764	\$ 3,351,764			
36 TOTAL																				
37																				
38 BRIDGE ENTERPRISE Board/Debt	Bridge Enterprise Board/Debt	\$ 53,246,239	\$ 54,222,651	\$ 55,158,281	\$ 56,111,597	\$ 57,111,052	\$ 58,125,640	\$ 59,216,832	\$ 60,323,028	\$ 61,443,415	\$ 62,510,177	\$ 326,931,861	\$ 351,645,892	\$ 376,482,082	\$ 1,026,632,448					
39 HPE TOTAL	HPE Board	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000			
40 HPE TOTAL	HPE Board																			

2040 Program Distribution
Detailed Statewide Planning Estimates (FY 16 - 5)
Federal and State \$ Including Local Match

Line	Directed By	FY 2016-2015					FY 2026-2040							
		FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026 - 2030	FY 2031 - 2035	FY 2036 - 2040
1 Asset Management														
2 Maintenance (excluding MPO estimates)	TC	\$ 141,328,738	\$ 141,329,738	\$ 141,329,738	\$ 141,329,738	\$ 141,329,738	\$ 141,329,738	\$ 141,329,738	\$ 141,329,738	\$ 141,329,738	\$ 141,329,738	\$ 141,329,738	\$ 141,329,738	
3 Surface Treatment (excluding MPO estimates)	TC	\$ 83,055,443	\$ 84,086,318	\$ 126,676,257	\$ 122,015,704	\$ 118,461,926	\$ 115,011,579	\$ 111,661,727	\$ 108,409,444	\$ 105,251,887	\$ 102,188,288	\$ 98,103,524	\$ 932,778,493	\$ 3,100,482,619
4 Structures On-System (excluding MPO estimates)	TC	\$ 16,188,686	\$ 22,683,445	\$ 22,503,708	\$ 22,503,708	\$ 21,948,261	\$ 21,211,903	\$ 20,584,081	\$ 19,954,255	\$ 19,411,886	\$ 18,846,501	\$ 17,601,942	\$ 40,686,526	\$ 2,380,283,016
5 Road Mitigation	TC	\$ 3,100,000	\$ 3,451,456	\$ 4,307,239	\$ 23,178,820	\$ 22,687,722	\$ 4,531,284	\$ 4,589,365	\$ 2,271,770	\$ 4,186,167	\$ 3,908,725	\$ 13,401,402	\$ 13,319,689	\$ 89,371,385
6 Bridges & Tunnels (Road, Ed./Prop., Cap., Op., Eq.)	TC	\$ 15,165,247	\$ 24,288,294	\$ 23,561,455	\$ 22,875,195	\$ 22,205,937	\$ 21,662,055	\$ 21,354,044	\$ 20,354,175	\$ 19,735,44	\$ 19,157,616	\$ 18,735,269	\$ 73,552,077	\$ 735,466,167
7 Bridges Enterprise Board/Debt	TC	\$ 14,100,000	\$ 14,100,000	\$ 13,950,419	\$ 13,454,697	\$ 13,454,697	\$ 12,166,610	\$ 1,345,698	\$ 1,163,357	\$ 1,163,357	\$ 51,154,568	\$ 51,154,568	\$ 36,653,197	\$ 265,046,025
8 Bridges Enterprise Board/Debt Assigned to IC	TC	\$ 14,100,000	\$ 14,100,000	\$ 13,950,419	\$ 13,454,697	\$ 13,454,697	\$ 12,166,610	\$ 1,345,698	\$ 1,163,357	\$ 1,163,357	\$ 51,154,568	\$ 51,154,568	\$ 36,653,197	\$ 265,046,025
9 CHARTERED TO Directed Programs & Entities														
10 Highway Signals	TC													
11 Traffic Signals	TC													
12 TSMO Performance Programs and Services	TC	\$ 607,619	\$ 589,921	\$ 572,739	\$ 556,057	\$ 539,862	\$ 524,137	\$ 508,871	\$ 484,050	\$ 479,660	\$ 465,689	\$ 2,132,721	\$ 1,839,704	\$ 1,586,945
13 TSMO Congestion Relief	TC													
14 Regional Priority Program	TC													
15 Capital Expenditure (ITS Investments)	TC													
16 Contingency	TC													
17 Restricted Programs														
18 Highway Safety Investment Program (excluding MPO)	Federal	\$ 6,159,248	\$ 6,159,248	\$ 6,159,248	\$ 6,159,248	\$ 6,159,248	\$ 6,159,248	\$ 6,159,248	\$ 6,159,248	\$ 6,159,248	\$ 6,159,248	\$ 6,159,248	\$ 6,159,248	\$ 115,367,076
19 State Legislature/TC	Federal	\$ 3,242,640	\$ 3,163,985	\$ 3,102,549	\$ 3,042,045	\$ 2,985,231	\$ 2,985,051	\$ 2,985,428	\$ 2,985,428	\$ 2,985,428	\$ 2,985,428	\$ 2,985,428	\$ 2,985,428	\$ 57,600,165
20 Rail/Hwy-Hwy Crossings Program	Federal													
21 ASTER - Safety Projects	Federal													
22 Statewide Projects	Federal													
23 Strategic Projects	Federal													
24 Dispersed Program Delivery/Administration	Federal													
25 Aerodromes Board	Federal													
26 Transportation Alternatives	Federal													
27 Congestion Mitigation/Air Quality	Federal													
28 Metropolitan Planning	Federal													
29 Bridge Off-System	Federal													
30 Federal Transit	Federal													
31 Transit and Rail/Local Transits (excluding MPO)	Federal													
32 Airports	Federal													
33 State Legislature/TC	Federal													
34 State Legislature/TC	Federal													
35 State Legislature/TC	Federal													
36 State Legislature/TC	Federal													
37 State Legislature/TC	Federal													
38 State Legislature/TC	Federal													
39 State Legislature/TC	Federal													
40 BRIDGE ENTERPRISE TOTAL (includes MPO)	Bridge Enterprise Board/Debt	\$ 53,246,239	\$ 52,643,350	\$ 51,981,970	\$ 50,742,430	\$ 49,508,630	\$ 48,508,989	\$ 47,908,845	\$ 229,305,785	\$ 212,768,712	\$ 196,501,689	\$ 1,143,838,576		
41 HPT-E Board	HPT-E Board	\$ 1,375,000	\$ 1,334,951	\$ 1,296,069	\$ 1,258,320	\$ 1,22,670	\$ 1,186,087	\$ 1,151,541	\$ 1,118,001	\$ 1,085,38	\$ 1,055,823	\$ 4,163,123	\$ 3,591,147	
42 HPT-E TOTAL	HPT-E Board													

2040 Program Distribution
Nomina Region 1 Planning Estimates
Federal and State \$ Including local Match

Line	Directed By	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026 - 2030	FY 2031 - 2035	FY 2036 - 2040	TOTAL
1	Asset Management	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2	Maintenance	TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Surface Treatment	TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4	Structures On System	TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5	Roskill Mitigation	TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
6	Cap Expenditure Road Eq./Prop/Cap. Op./Eq.	TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7	TSMO/TIS Maintenance	TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
8	Asset Management To Be Assigned by TC	TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
9	Other TC Directed Programs Flexible	TC	\$ 433,431	\$ 433,431	\$ 433,431	\$ 433,431	\$ 433,431	\$ 433,431	\$ 433,431	\$ 433,431	\$ 433,431	\$ 433,431	\$ 2,167,154	\$ 2,167,154	\$ 10,835,770
10	Hot Spots	TC	\$ 430,941	\$ 430,941	\$ 430,941	\$ 430,941	\$ 430,941	\$ 430,941	\$ 430,941	\$ 430,941	\$ 430,941	\$ 430,941	\$ 2,454,705	\$ 2,454,705	\$ 12,273,525
11	Traffic Signals	TC	\$ 430,941	\$ 430,941	\$ 430,941	\$ 430,941	\$ 430,941	\$ 430,941	\$ 430,941	\$ 430,941	\$ 430,941	\$ 430,941	\$ 2,454,705	\$ 2,454,705	\$ 12,273,525
12	TSMO/ Congestion Relief (includes MPO)	TC	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 20,000,000	\$ 20,000,000	\$ 100,000,000
13	Estimates)	TC	\$ 17,768,964	\$ 17,768,964	\$ 17,768,964	\$ 17,768,964	\$ 17,768,964	\$ 17,768,964	\$ 17,768,964	\$ 17,768,964	\$ 17,768,964	\$ 17,768,964	\$ 88,844,819	\$ 88,844,819	\$ 444,224,094
14	Regional Priority Program (includes MPO Estimate)	TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
15	Capital Expenditure (ITS Investments)	TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
16	Contingency	TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
17	Restricted Programs	TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
18	Highway Safety Investment Program	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
19	Railway-Highway Crossings Program	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
20	FASTER - Safety Projects (includes MPO Estimate)	State Legislature/TC	\$ 19,321,169	\$ 20,083,936	\$ 20,083,936	\$ 21,627,598	\$ 22,431,636	\$ 23,240,293	\$ 24,093,100	\$ 24,078,168	\$ 25,051,916	\$ 26,698,727	\$ 146,255,098	\$ 736,536,807	\$ 1,192,449,900
21	State Budget	State Legislature/TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
22	Surface Delivery/Administration	State Small Business/TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
23	Administrative	Administrators Board	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
24	Transit Population Alternatives (Includes MPO)	Federal	\$ 2,064,023	\$ 2,088,088	\$ 2,112,392	\$ 2,136,940	\$ 2,161,733	\$ 2,160,618	\$ 2,163,020	\$ 2,180,536	\$ 2,195,834	\$ 10,520,067	\$ 9,010,441	\$ 50,719,151	\$ -
25	STP/ Metro	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
26	Construction Mitigation/Air Quality	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
27	Multi-modal Planning	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
28	Bridge/Off-System	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
29	Federal Trans.	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
30	Strategic Projects - Transit	State Legislator/TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
31	Transit and Rail/Local Grants	State Legislator/TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
32	Transit and Rail Statewide Grants	State Legislator/TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
33	Infrastructure Bank	TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
34	Debt Service	Bridge Enterprise	\$ 44,075,527	\$ 44,865,359	\$ 45,650,941	\$ 46,457,874	\$ 47,286,755	\$ 48,103,247	\$ 48,936,455	\$ 49,865,455	\$ 50,725,768	\$ 51,585,887	\$ 270,241,832	\$ 1,354,927,019	\$ 1,354,927,019
35	TOTAL	Bridge Enterprise Board/Debt	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
36	BRIDGE ENTERPRISE TOTAL	Bridge Enterprise Board/Debt	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
37	HPTTE TOTAL	HPTTE Board	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
38	40 HPTTE TOTAL	HPTTE Board	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

2040 Program Distribution (FY 16 \$)
Defined Region 1 Planning Estimates (FY 16 \$)
Federal and State \$ including local Match

Line	Directed By	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026 - 2030	FY 2031 - 2035	FY 2036 - 2040	TOTAL	
1	Asset Management	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
2	Maintenance	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
3	Surface Treatment	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
4	Structures On System	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
5	Roskill Mitigation	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
6	Cap Expenditure Road Eq./Prop/Cap. Op./Eq.	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
7	TSMO/TIS Maintenance	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
8	Asset Management To Be Assigned by TC	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
9	Other TC Directed Programs Flexible	TC	\$43,431	\$42,807	\$40,550	\$38,651	\$38,098	\$37,881	\$36,981	\$35,419	\$34,214	\$32,189	\$1,521,327	\$1,312,010	\$773,816	
10	Hot Spots	TC	\$49,941	\$47,632	\$48,759	\$448,281	\$436,195	\$423,490	\$411,155	\$399,180	\$387,553	\$376,295	\$1,723,185	\$1,486,435	\$1,282,212	
11	Traffic Signals	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
12	TSMO Performance Programs and Services	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
13	TSMO Congestion Relief (includes MPO Estimated)	TC	\$4,000,000	\$3,883,495	\$3,770,384	\$3,669,567	\$3,553,948	\$3,450,435	\$3,349,937	\$3,252,366	\$3,157,637	\$3,065,667	\$3,065,667	\$12,110,904	\$10,446,972	\$71,742,168
14	Regional Priority Program (includes MPO Estimated)	TC	\$17,763,964	\$17,251,421	\$16,261,119	\$15,227,684	\$15,227,684	\$14,281,227	\$14,247,734	\$13,618,451	\$14,281,227	\$14,247,734	\$13,618,451	\$62,365,427	\$57,399,553	\$46,407,967
15	Capital Expenditure (ITS Investments)	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
16	Contingency	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
17	Restricted Programs	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
18	Highway Safety Investment Program	Federal	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
19	Railway-Highway Crossings Program	Federal	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
20	FASTER - Safety Projects (includes MPO Estimate)	State Legislature/TC	\$19,321,168	\$19,989,987	\$19,857,086	\$19,792,316	\$19,300,262	\$20,056,045	\$20,190,982	\$20,059,586	\$20,407,742	\$20,460,819	\$102,691,216	\$101,947,203	\$100,374,046	
21	Smart Emissions	State Legislature/TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
22	Smart Projects	State Legislature/TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
23	Smart Program Delivery/Administration	State Legislature/TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
24	Automobiles Board	Automobiles Board	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
25	Transit Population Alternatives (Includes MPO)	Federal	\$2,064,023	\$2,027,270	\$1,981,132	\$1,955,603	\$1,920,672	\$1,883,768	\$1,811,495	\$1,760,576	\$1,721,335	\$1,682,924	\$7,391,338	\$5,915,643	\$4,711,191	
26	STP Metro	Federal	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
27	Construction Mitigation/Air Quality	Federal	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
28	Multi-modal Planning	Federal	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
29	Bridges Oil System	Federal	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
30	Federal Trans.	Federal	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
31	Strategic Projects - Transit	State Legislature/TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
32	Transit and Rail Local Grants	State Legislature/TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
33	Transit and Rail Statewide Grants	State Legislature/TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
34	Infrastructure Bank	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
35	Debt Service	Debt Service	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
36	TOTAL		\$44,075,527	\$43,558,601	\$43,038,873	\$42,515,536	\$42,016,669	\$41,494,283	\$40,007,788	\$39,535,285	\$39,043,405	\$38,642,871	\$38,642,871	\$38,642,871	\$38,642,871	\$176,572,048
37																
38	BRIDGE ENTERPRISE TOTAL	Bridge Enterprise Board/Debt														
39																
40	HPTTE TOTAL	HPTTE Board														

2040 Program Distribution
Nomina Region 2 Planning Estimates
Federal and State \$ Including Local Match

Line	Directed By	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026 - 2030	FY 2031 - 2035	FY 2036 - 2040	TOTAL
1	Asset Management	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2	Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Surface Treatment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4	Structures On System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5	Rosical Mitigation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
6	Cap Expenditure/Road Eq./Prop/Cap. Op./Eq.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7	TSMO/TIS Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
8	Hot Spots	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
9	Other TC Directed Programs Flexible	\$ 433,431	\$ 433,431	\$ 433,431	\$ 433,431	\$ 433,431	\$ 433,431	\$ 433,431	\$ 433,431	\$ 433,431	\$ 433,431	\$ 2,167,154	\$ 10,835,770	\$ 2,167,154	\$ 10,835,770
10	TC Traffic Signals	\$ 245,471	\$ 245,471	\$ 245,471	\$ 245,471	\$ 245,471	\$ 245,471	\$ 245,471	\$ 245,471	\$ 245,471	\$ 245,471	\$ 1,227,353	\$ 1,227,353	\$ 1,227,353	\$ 1,338,763
11	Performance Programs and Services	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
12	TSMO: Congestion Relief (includes MPO)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
13	Estimates)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
14	Regional Priority Program (includes MPO Estimate)	\$ 9,322,713	\$ 9,322,713	\$ 9,322,713	\$ 9,322,713	\$ 9,322,713	\$ 9,322,713	\$ 9,322,713	\$ 9,322,713	\$ 9,322,713	\$ 9,322,713	\$ 49,638,566	\$ 49,638,566	\$ 49,638,566	\$ 49,638,566
15	Capital Expenditure (ITS Investments)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
16	Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
17	Restricted Programs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
18	Highway Safety Investment Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
19	Railway-Highway Crossings Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
20	FASTER - Safety Projects (includes MPO Estimate)	\$ 12,194,690	\$ 12,987,959	\$ 13,486,056	\$ 13,986,221	\$ 14,506,212	\$ 15,034,945	\$ 15,590,969	\$ 16,152,981	\$ 17,264,346	\$ 94,580,828	\$ 109,049,027	\$ 120,454,266	\$ 476,306,549	\$ 476,306,549
21	State Legislature/IC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
22	State Legislature/C	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
23	State Small Business/IC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
24	Administrative	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
25	Transit Population Alternatives (Includes MPO)	\$ 1,570,569	\$ 1,598,974	\$ 1,615,562	\$ 1,634,336	\$ 1,653,298	\$ 1,652,445	\$ 1,654,282	\$ 1,656,016	\$ 1,667,678	\$ 1,679,379	\$ 8,045,762	\$ 7,464,609	\$ 6,891,204	\$ 36,790,114
26	State Metro	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
27	Construction Mitigation/Air Quality	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
28	Multi-modal Planning	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
29	Bridges/Off-System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
30	Federal Trans.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
31	Strategic Projects - Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
32	Transit and Rail/Local Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
33	State and Rail Statewide Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
34	Infrastructure Bank	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
35	Debt Service	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
36	TOTAL	\$ 24,873,874	\$ 25,391,588	\$ 25,942,856	\$ 26,464,112	\$ 27,005,434	\$ 27,533,208	\$ 28,091,287	\$ 28,655,260	\$ 29,233,419	\$ 29,792,907	\$ 156,828,628	\$ 185,403,242	\$ 785,854,840	
37	BRIDGE ENTERPRISE TOTAL														
38	BRIDGE ENTERPRISE Debt														
39	HPTTE TOTAL														
40	HPTTE Board														

2040 Program Distribution
Defined Region 2 Planning Estimates (FY 16 \$)
Federal and State \$ including local Match

Line	Directed By	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026 - 2030	FY 2031 - 2035	FY 2036 - 2040	TOTAL
1	Asset Management														
2	Maintenance	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
3	Surface Treatment	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
4	Structures On System	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
5	Roskill Mitigation	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
6	Cap Expenditure Road Eq./Prop/Cap. Op./Eq.	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
7	TSMO/TIS Maintenance	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
8	Hot Spots	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
9	Other TC Directed Programs Flexible	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
10	Other TC Directed Programs Flexible	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
11	Traffic Signals	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
12	TSMO Performance Programs and Services	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
13	TSMO Congestion Relief (includes MPO)	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
14	Regional Priority Program (includes MPO Estimate)	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
15	Capital Expenditure (ITS Investments)	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
16	Contingency	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
17	Restricted Programs	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
18	Highway Safety Investment Program	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
19	Railway-Highway Crossings Program	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
20	FASTER - Safety Projects (includes MPO Estimate)	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
21	State Legislature/TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
22	Local Elected Officials	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
23	State Legislative/C	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
24	State Small Local Business/C	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
25	Administrators Board	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
26	Transit Population Alternatives (Includes MPO)	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
27	Estimate	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
28	STP/Metro	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
29	Population Migration/Air Quality	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
30	Multi-modal Planning	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
31	Bridges Oil System	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
32	Federal Trans.	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
33	Strategic Projects - Transit	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
34	Transit and Rail Local Grants	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
35	State and Rail Statewide Grants	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
36	Infrastructure Bank	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
37	Debt Service	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
38	TOTAL	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
39	BRIDGE ENTERPRISE TOTAL	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
40	HPTTE TOTAL	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	

2040 Program Distribution
Nomina Region 3 Planning Estimates
Federal and State \$ including local Match

Line	Directed By	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026 - 2030	FY 2031 - 2035	FY 2036 - 2040	TOTAL
1	Asset Management	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2	Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Surface Treatment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4	Structures On System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5	Rosical Mitigation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
6	Cap Expenditure/Road Eq./Prop/Cap. Op./Eq.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7	TSMO/TIS Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
8	Hot Spots	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
9	Other TC Directed Programs Flexible	\$ 433,431	\$ 433,431	\$ 433,431	\$ 433,431	\$ 433,431	\$ 433,431	\$ 433,431	\$ 433,431	\$ 433,431	\$ 433,431	\$ 433,431	\$ 2,167,154	\$ 10,835,770	\$ 2,167,154
10	TC Traffic Signals	\$ 245,471	\$ 245,471	\$ 245,471	\$ 245,471	\$ 245,471	\$ 245,471	\$ 245,471	\$ 245,471	\$ 245,471	\$ 245,471	\$ 245,471	\$ 1,227,353	\$ 1,227,353	\$ 1,227,353
11	Performance Programs and Services	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
12	TSMO/ Congestion Relief (includes MPO)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
13	Estimates)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
14	Regional Priority Program (includes MPO Estimate)	\$ 7,132,510	\$ 7,132,510	\$ 7,132,510	\$ 7,132,510	\$ 7,132,510	\$ 7,132,510	\$ 7,132,510	\$ 7,132,510	\$ 7,132,510	\$ 7,132,510	\$ 7,132,510	\$ 35,622,548	\$ 35,622,548	\$ 35,622,548
15	Capital Expenditure (ITS Investments)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
16	Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
17	Restricted Programs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
18	Highway Safety Investment Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
19	Railway-Highway Crossings Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
20	FASTER - Safety Projects (includes MPO Estimate)	\$ 8,251,004	\$ 8,576,739	\$ 8,395,682	\$ 9,235,962	\$ 9,570,334	\$ 9,920,499	\$ 10,285,665	\$ 10,666,795	\$ 11,039,925	\$ 11,400,667	\$ 12,457,472	\$ 72,011,703	\$ 82,184,720	\$ 314,534,777
21	State Legislature/TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
22	State Board	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
23	State/Local Delivery/Administration	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
24	Administrative	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
25	Transit Population Alternatives (Includes MPO)	\$ 1,662,054	\$ 1,580,266	\$ 1,580,659	\$ 1,617,237	\$ 1,636,001	\$ 1,635,157	\$ 1,636,974	\$ 1,638,690	\$ 1,650,230	\$ 1,661,808	\$ 1,661,808	\$ 7,366,511	\$ 7,366,511	\$ 6,819,106
26	State Metro	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
27	Construction Mitigation/Air Quality	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
28	Multi-modal Planning	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
29	Bridges/Off-System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
30	Federal Trans.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
31	Strategic Projects - Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
32	Transit and Rail Local Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
33	State and Rail Statewide Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
34	Infrastructure Bank	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
35	Debt Service	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
36	TOTAL	\$ 18,024,468	\$ 18,368,416	\$ 18,784,940	\$ 19,265,364	\$ 19,655,461	\$ 20,222,914	\$ 20,596,154	\$ 20,963,779	\$ 21,359,053	\$ 11,814,042	\$ 120,647,966	\$ 130,10278	\$ 559,419,356	\$ 559,419,356
37	BRIDGE ENTERPRISE TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
38	BRIDGE ENTERPRISE DEBT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
39	HPTTE TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
40	HPTTE BOARD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

2040 Program Distribution
Defined Region 3 Planning Estimates (FY 16 \$)
Federal and State \$ including local Match

Line	Directed By	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026 - 2030	FY 2031 - 2035	FY 2036 - 2040	TOTAL
1	Asset Management														
2	Maintenance	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
3	Surface Treatment	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
4	Structures On System	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
5	Roskill Mitigation	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
6	Cap Expenditure/Road Eq./Prop/Cap. Op./Eq.	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
7	TSMO/TIS Maintenance	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
8	Hot Spots	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
9	Other TC Directed Programs Flexible	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
10	Other TC Directed Programs Flexible	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
11	Traffic Signals	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
12	TSMO/Performance Programs and Services	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
13	TSMO/ Congestion Relief (includes MPO)	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
14	Regional Priority Program (includes MPO Estimate)	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
15	Capital Expenditure (ITS Investments)	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
16	Contingency	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
17	Restricted Programs	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
18	Highway Safety Investment Program	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
19	Railway-Highway Crossings Program	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
20	FASTER - Safety Projects (includes MPO Estimate)	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
21	State Legislature/TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
22	Local Elected Officials	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
23	State Legislator/C	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
24	State Small Local Entities/C	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
25	Administrative	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
26	Aeronautics Board	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
27	Estuaries/Maritime	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
28	Federal	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
29	Federal	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
30	State	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
31	Federal	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
32	Strategic Projects - Transit	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
33	Transit and Rail Local Grants	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
34	State and Rail Statewide Grants	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
35	Infrastructure Bank	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
36	Debt Service	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
37	TOTAL	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
38	BRIDGE ENTERPRISE TOTAL	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
39	BRIDGE Enterprise Board/Debt	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
40	HPTTE TOTAL	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$

2040 Program Distribution
Nomina Region 4 Planning Estimates
Federal and State \$ including local Match

Line	Directed By	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026 - 2030	FY 2031 - 2035	FY 2036 - 2040	TOTAL	
1	Asset Management	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
2	Maintenance	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
3	Surface Treatment	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
4	Structures On System	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
5	Rosical Mitigation	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
6	Cap Expenditure/Road Eq./Prop/Cap. Op./Eq.	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
7	TSMO/TIS Maintenance	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
8	Other TC Directed Programs	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
9	Other TC Directed Programs Flexible	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
10	Hot Spots	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
11	Traffic Signals	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
12	TSMO: Performance Programs and Services	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
13	TSMO: Congestion Relief (includes MPO)	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
14	Regional Priority Program (includes MPO Estimate)	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
15	Capital Expenditure (ITS Investments)	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
16	Contingency	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
17	Restricted Programs	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
18	Highway Safety Investment Program	Federal	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
19	Railway-Highway Crossings Program	Federal	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
20	FASTER - Safety Projects (includes MPO Estimate)	State Legislature/TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
21	Statewide Transportation	State Legislature/TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
22	Surface Projects	State Legislature/TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
23	Delivery System Delivery/Administration	State Legislature/TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
24	Automobiles Board	Automobiles Board	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
25	Transit Population Alternatives (Includes MPO)	Federal	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
26	State Metro	Federal	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
27	Congestion Mitigation/Air Quality	Federal	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
28	Multi-modal Planning	Federal	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
29	Bridge/Off-System	Federal	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
30	Federal Trans.	Federal	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
31	Strategic Projects - Transit	State Legislature/TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
32	Transit and Rail Local Grants	State Legislature/TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
33	Transit and Rail Statewide Grants	State Legislature/TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
34	Infrastructure Bank	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
35	Debt Service	Debt Service	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
36	TOTAL		\$ 29,016,613	\$ 29,616,681.3	\$ 30,327,375	\$ 30,914,920	\$ 31,524,749	\$ 32,107,255	\$ 32,724,929	\$ 33,349,028	\$ 33,995,000	\$ 34,620,369	\$ 181,570,450	\$ 196,469,033	\$ 212,417,237	\$ 906,653,769
37																
38	BRIDGE ENTERPRISE TOTAL															
39																
40	HPTTE TOTAL															

2040 Program Distribution (FY 16 \$)
Defined Region A Planning Estimates (FY 16 \$)
Federal and State \$ including local Match

Line	Directed By	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026 - 2030	FY 2031 - 2035	FY 2036 - 2040	TOTAL
1	Asset Management	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2	Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Surface Treatment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4	Structures On System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5	Roskill Mitigation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
6	Cap Expenditure/Road Eq./Prop/Cap. Op./Eq.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7	TSMO/TIS Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
8	Hot Spots	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
9	Other TC Directed Programs Flexible	\$ 43,431	\$ 420,807	\$ 408,550	\$ 398,651	\$ 385,088	\$ 373,881	\$ 362,981	\$ 352,154	\$ 342,154	\$ 332,189	\$ 1,521,327	\$ 1,312,310	\$ 777,816	\$ 777,816
10	Hot Spots	\$ 245,471	\$ 238,321	\$ 231,379	\$ 229,640	\$ 216,007	\$ 211,745	\$ 205,578	\$ 199,580	\$ 193,777	\$ 188,133	\$ 861,593	\$ 743,217	\$ 641,106	\$ 4,402,646
11	Traffic Signals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
12	TSMO/ Performance Programs and Services	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
13	TSMO/ Congestion Relief (includes MPO)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
14	Regional Priority Program (includes MPO Estimate)	\$ 11,621,669	\$ 11,285,174	\$ 10,954,538	\$ 10,638,474	\$ 10,325,702	\$ 10,024,954	\$ 9,732,985	\$ 9,449,481	\$ 9,174,253	\$ 8,907,042	\$ 40,731,643	\$ 36,187,229	\$ 30,352,813	\$ 205,440,936
15	Capital Expenditure (ITS Investments)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
16	Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
17	Restricted Programs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
18	Highway Safety Investment Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
19	Railway-Highway Crossings Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
20	FASTER - Safety Projects (includes MPO Estimate)	\$ 13,880,039	\$ 13,930,066	\$ 14,045,026	\$ 14,190,627	\$ 14,238,176	\$ 14,287,320	\$ 14,342,441	\$ 14,499,129	\$ 14,657,267	\$ 14,617,205	\$ 73,219,706	\$ 72,831,063	\$ 71,707,200	\$ 360,369,276
21	Statewide Emission Reduction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
22	Statewide Projects	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
23	Delivery Program/Administration	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
24	Administrative Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
25	Transit Population Alternatives (Includes MPO)	\$ 2,262,504	\$ 2,222,216	\$ 2,182,603	\$ 2,143,657	\$ 2,105,368	\$ 2,042,982	\$ 1,985,692	\$ 1,929,877	\$ 1,886,862	\$ 1,844,758	\$ 8,102,104	\$ 6,484,503	\$ 5,164,228	\$ 40,357,363
26	State Metro	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
27	Construction Mitigation/Air Quality	\$ 659,489	\$ 659,612	\$ 768,363	\$ 751,482	\$ 736,890	\$ 715,109	\$ 694,947	\$ 675,316	\$ 655,634	\$ 644,305	\$ 2,362,636	\$ 2,866,076	\$ 1,856,544	\$ 13,959,415
28	Multi-modal Planning	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
29	Bridges/Off-System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
30	Federal Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
31	Strategic Projects - Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
32	Transit and Rail Local Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
33	Transit and Rail Statewide Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
34	Infrastructure Bank	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
35	Debt Service	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
36	TOTAL	\$ 29,016,613	\$ 28,754,187	\$ 28,586,459	\$ 28,429,531	\$ 28,009,331	\$ 27,696,000	\$ 27,406,613	\$ 27,15,811	\$ 26,835,967	\$ 26,533,630	\$ 127,342,450	\$ 116,860,959	\$ 110,853,902	\$ 635,303,453
37	BRIDGE ENTERPRISE TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
38	BRIDGE ENTERPRISE TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
39	HPTTE TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
40	HPTTE TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

2040 Program Distribution
Nomina Region 5 Planning Estimates
Federal and State \$ including local Match

Line	Directed By	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026 - 2030	FY 2031 - 2035	FY 2036 - 2040	TOTAL
1	Asset Management	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
2	Maintenance	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
3	Surface Treatment	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
4	Structures On System	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
5	Rosical Mitigation	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
6	Cap Expenditure/Road Eq./Prop/Cap. Op./Eq.	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
7	TSMO/TIS Maintenance	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
8	Asset Management To Be Assigned by TC	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
9	Other TC Directed Programs Flexible	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
10	Hot Spots	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
11	Traffic Signals	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
12	TSMO: Performance Programs and Services	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
13	TSMO: Congestion Relief (includes MPO)	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
14	Regional Priority Program (includes MPO Estimate) TC	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
15	Capital Expenditure (ITS Investments)	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
16	Contingency	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
17	Restricted Programs	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
18	Highway Safety Investment Program	Federal	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
19	Railway-Highway Crossings Program	Federal	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
20	FASTER - Safety Projects (includes MPO Estimate)	State Legislature/TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
21	State Legislature	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
22	State Legislature/C	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
23	State Small Business/C	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
24	Administrative	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
25	Aeronautics Board	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
26	Federal	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
27	Population Alternatives (Includes MPO)	Federal	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
28	State Metro	Federal	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
29	Construction Mitigation/Air Quality	Federal	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
30	Multi-modal Planning	Federal	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
31	Bridges/Off-System	Federal	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
32	Federal Trans.	Federal	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
33	Strategic Projects - Transit	State Legislature/C	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
34	Transit and Rail Local Grants	State Legislature/C	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
35	State and Rail Statewide Grants	State Legislature/C	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
36	Infrastructure Bank	TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
37	Debt Service	Debt Service	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
38	TOTAL		\$ 10,022,704	\$ 10,215,841	\$ 10,480,068	\$ 10,580,637	\$ 10,686,776	\$ 11,086,290	\$ 11,285,916	\$ 11,507,713	\$ 11,727,611	\$ 11,940,524	\$ 67,564,262	\$ 67,550,881	\$ 312,895,402
39	BRIDGE ENTERPRISE TOTAL														
40	HPTTE TOTAL														

2040 Program Distribution
Defined Region 5 Planning Estimates (FY 16 \$)
Federal and State \$ including local Match

Line	Directed By	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026 - 2030	FY 2031 - 2035	FY 2036 - 2040	TOTAL
1	Asset Management														
2	Maintenance	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
3	Surface Treatment	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
4	Structures On System	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
5	Roskill Mitigation	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
6	Cap Expenditure (Road Eq./Prop/Cap. Op./Eq.)	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
7	TSMO/TIS Maintenance	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
8	Hot Spots	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
9	Other TC Directed Programs Flexible	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
10	Other TC Directed Programs Flexible	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
11	Traffic Signals	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
12	TSMO: Performance Programs and Services	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
13	TSMO: Congestion Relief (includes MPO)	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
14	Regional Priority Program (includes MPO Estimate) TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
15	Capital Expenditure (ITS Investments)	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
16	Contingency	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
17	Restricted Programs	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
18	Highway Safety Investment Program	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
19	Railway-Highway Crossings Program	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
20	FASTER - Safety Projects (includes MPO Estimate) State Legislature/TC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
21	Statewide Emission Reduction	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
22	Statewide Projects	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
23	Delivery Program/Administration	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
24	Administrative Costs	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
25	Transit Population Alternatives (Includes MPO)	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
26	State Metro	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
27	Construction Mitigation/Air Quality	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
28	Multi-modal Planning	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
29	Bridges Oil System	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
30	Federal Transit	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
31	Strategic Projects - Transit	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
32	Transit and Rail Local Grants	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
33	Transit and Rail Statewide Grants	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
34	Infrastructure Bank	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
35	Debt Service	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
36	TOTAL	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
37	Bridge Enterprise Board/Debt	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
38	BRIDGE ENTERPRISE TOTAL	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
39	HPTE Total	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
40	HPTE TOTAL	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	

2040 Program Distribution
Nominal DRDG Planning Estimates
Federal and State \$ including local Match

Line	Directed By	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026 - 2030	FY 2031 - 2035	FY 2036 - 2040
1 Asset Management														
2 Maintenance	TC	\$ 63,261,069	\$ 65,753,989	\$ 68,331,668	\$ 70,891,618	\$ 93,211,066	\$ 96,322,398	\$ 99,418,070	\$ 102,400,612	\$ 105,472,651	\$ 108,535,810	\$ 543,844,048	\$ 543,844,048	\$ 543,844,048
3 Surface Treatment	TC	\$ 48,328,969	\$ 51,123,587	\$ 78,546,178	\$ 78,546,178	\$ 78,546,178	\$ 78,546,178	\$ 78,546,178	\$ 78,546,178	\$ 78,546,178	\$ 78,546,178	\$ 392,409,890	\$ 392,409,890	\$ 370,014,712
4 Structures On-System	TC	\$ 16,914,447	\$ 23,864,772	\$ 25,692,831	\$ 25,692,831	\$ 25,692,831	\$ 25,692,831	\$ 25,692,831	\$ 25,692,831	\$ 25,692,831	\$ 25,692,831	\$ 107,825,931	\$ 107,825,931	\$ 64,650,280
5 Rockfall Mitigation	TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
6 Cap Expenditure/Road Eq./Prop/Cap. Op. Eq.	TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7 TSMO/TIS Maintenance	TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
8 Asset Management To Be Assigned by TC	TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
9 Other TC Directed Programs Flexible	TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
10 Hot Spots	TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
11 Traffic Signals	TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
12 TSMO Congestion Relief/Programs and Services	TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
13 MPO state of Region allocation (includes estimate of Regional Priority Program (includes estimate of MPO state of Region allocation))	TC	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000
14 MPO state of Region allocation (Includes Estimate of Capital Expenditure (ITS Investments))	TC	\$ 19,556,080	\$ 19,556,080	\$ 19,556,080	\$ 19,556,080	\$ 19,556,080	\$ 19,556,080	\$ 19,556,080	\$ 19,556,080	\$ 19,556,080	\$ 19,556,080	\$ 97,775,399	\$ 97,775,399	\$ 485,876,985
15 Contingency	TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
16 Highway Safety Investment Program	TC	\$ 16,866,580	\$ 17,392,76	\$ 17,392,76	\$ 17,392,76	\$ 17,392,76	\$ 17,392,76	\$ 17,392,76	\$ 17,392,76	\$ 17,392,76	\$ 17,392,76	\$ 86,257,907	\$ 86,257,907	\$ 75,612,460
17 Rail/Hwy/Hwy Crossings Program	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
18 Pavement - Safety Projects (Includes estimate of Pavement - Safety Projects (Includes estimate of Pavement - Safety Projects))	TC	\$ 21,402,068	\$ 22,247,39	\$ 23,100,589	\$ 23,057,282	\$ 24,047,984	\$ 25,753,662	\$ 26,706,066	\$ 27,669,768	\$ 28,636,655	\$ 29,577,448	\$ 162,009,417	\$ 166,792,298	\$ 213,180,234
19 State Legislature/TC	State Legislature/TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 616,975,139
20 COC - State of Region allocation (Includes estimate of State of Region allocation)	TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
21 State Elected	State Elected	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
22 County Board	County Board	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
23 County Board/Region Delivery/Administration	County Board/Region Delivery/Administration	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
24 Autonomous Board	Autonomous Board	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
25 Transportation Alternatives (Includes estimate of Transportation Alternatives (Includes estimate of Transportation Alternatives))	TC	\$ 5,391,056	\$ 5,453,910	\$ 5,517,392	\$ 5,581,509	\$ 5,640,266	\$ 5,695,626	\$ 5,755,377	\$ 5,815,377	\$ 5,875,336	\$ 27,477,510	\$ 26,492,785	\$ 25,534,519	\$ 132,474,187
26 STIP/MPO state of Region allocation	Federal	\$ 36,070,164	\$ 36,36,165	\$ 36,765,173	\$ 37,163,125	\$ 37,534,756	\$ 37,910,043	\$ 37,988,043	\$ 37,988,043	\$ 37,988,043	\$ 38,045,933	\$ 187,347,895	\$ 171,982,061	\$ 160,201,705
27 Cognos/Master Air Quality	Federal	\$ 31,085,734	\$ 32,505,150	\$ 38,320,019	\$ 39,705,432	\$ 39,980,736	\$ 39,978,835	\$ 40,006,625	\$ 40,006,625	\$ 40,006,625	\$ 40,006,625	\$ 191,916,321	\$ 193,985,755	\$ 70,027,633
28 Multi-Modal Planning	Federal	\$ 5,285,583	\$ 5,341,440	\$ 5,398,876	\$ 5,459,876	\$ 5,510,507	\$ 5,515,824	\$ 5,527,064	\$ 5,533,720	\$ 5,540,502	\$ 26,689,655	\$ 25,071,694	\$ 23,269,109	\$ 123,970,460
29 Federal Transit	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
30 Strategic Projects - Transit	State Legislature/TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
31 Strategic Projects - Rail	State Legislature/TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
32 Trans-Rail and Rail/Local Grants	State Legislature/TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
33 Trans-Rail and Rail Statewide Grants	State Legislature/TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
34 Infrastructure Bank	TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
35 Debt Service	Debt Service	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
36 TOTAL	Bridge Enterprise Board/Debt	\$ 288,359,069	\$ 303,423,300	\$ 343,177,475	\$ 347,737,572	\$ 352,421,714	\$ 356,080,834	\$ 360,042,037	\$ 364,084,559	\$ 368,778,924	\$ 37,335,432	\$ 1,841,483,405	\$ 1,801,462,523	\$ 1,766,978,575
37 BRIDGE ENTERPRISE TOTAL	Bridge Enterprise Board/Debt	\$ 35,749,067	\$ 56,255,525	\$ 57,631,100	\$ 58,827,155	\$ 59,671,417	\$ 60,731,490	\$ 61,871,602	\$ 63,028,018	\$ 64,198,006	\$ 65,312,502	\$ 341,588,654	\$ 367,410,440	\$ 393,361,114
38 HPTTE TOTAL	HPTTE Board	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,705,826,069
39 40 HPTTE TOTAL	HPTTE Board	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Transportation Alternatives Sublocalization	Region Allocation-1	\$ 2,530,970	\$ 2,663,977	\$ 2,697,981	\$ 2,965,458	\$ 2,965,458	\$ 2,966,861	\$ 2,966,861	\$ 2,966,861	\$ 2,966,861	\$ 14,229,087	\$ 13,386,861	\$ 12,358,630	\$ 69,565,312	
Transportation Alternatives Sublocalization	Region Allocation-2	\$ 1,686,251	\$ 1,698,243	\$ 1,706,454	\$ 1,705,867	\$ 1,705,867	\$ 1,706,793	\$ 1,706,793	\$ 1,706,793	\$ 1,706,793	\$ 9,919,549	\$ 9,919,549	\$ 9,919,549	\$ 46,350,762	
Transportation Alternatives Sublocalization	Region Allocation-3	\$ 1,687,385	\$ 1,681,981	\$ 1,689,626	\$ 1,697,178	\$ 1,705,734	\$ 1,706,154	\$ 1,711,872	\$ 1,711,872	\$ 1,711,872	\$ 1,711,872	\$ 3,186,448	\$ 3,186,448	\$ 3,186,448	\$ 16,588,113
Transportation Alternatives Sublocalization	Region Allocation-4	\$ 17,003,777	\$ 17,003,777	\$ 17,003,777	\$ 17,003,777	\$ 17,003,777	\$ 17,003,777	\$ 17,003,777	\$ 17,003,777	\$ 17,003,777	\$ 17,003,777	\$ 85,018,885	\$ 85,018,885	\$ 85,018,885	\$ 425,094,423
Transportation Alternatives Sublocalization	Region Allocation-5	\$ 16,914,447	\$ 16,914,447	\$ 16,914,447	\$ 16,914,447	\$ 16,914,447	\$ 16,914,447	\$ 16,914,447	\$ 16,914,447	\$ 16,914,447	\$ 16,914,447	\$ 12,565,303	\$ 12,565,303	\$ 12,565,303	\$ 69,732,571
Transportation Alternatives Sublocalization	Region Allocation-6	\$ 3,217,036	\$ 3,217,036	\$ 3,217,036	\$ 3,217,036	\$ 3,217,036	\$ 3,217,036	\$ 3,217,036	\$ 3,217,036	\$ 3,217,036	\$ 3,217,036	\$ 1,203,949	\$ 1,203,949	\$ 1,203,949	\$ 24,934,939
Transportation Alternatives Sublocalization	Region Allocation-7	\$ 3,217,036	\$ 3,217,036	\$ 3,217,036	\$ 3,217,036	\$ 3,217,036	\$ 3,217,036	\$ 3,217,036	\$ 3,217,036	\$ 3,217,036	\$ 3,217,036	\$ 4,053,985	\$ 4,053,985	\$ 4,053,985	\$ 12,351,271

2040 Program Distribution
Deflated DRCCG Planning Estimates (FY 16 \$)
Federal and State \$ including local Match

	FY 2016 - 2025										FY 2026 - 2040									
Line	Directed By	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031 - 2035	FY 2036 - 2040	TOTAL	
1 Asset Management																				
2 Maintenance	TC	\$ 63,261,069	\$ 63,261,069	\$ 63,261,069	\$ 63,261,069	\$ 63,261,069	\$ 63,261,069	\$ 63,261,069	\$ 63,261,069	\$ 63,261,069	\$ 63,261,069	\$ 381,311,315	\$ 328,922,490	\$ 287,731,429	\$ 1,826,575,920					
3 Surface Treatment	TC	\$ 48,328,969	\$ 49,533,463	\$ 74,039,191	\$ 71,885,710	\$ 69,789,039	\$ 67,755,348	\$ 65,782,862	\$ 63,866,857	\$ 62,006,657	\$ 60,205,658	\$ 275,012,84	\$ 237,822,358	\$ 196,048,569	\$ 1,345,362,957					
4 Structures On System	TC	\$ 16,911,447	\$ 23,268,739	\$ 24,217,957	\$ 23,512,580	\$ 22,322,747	\$ 22,162,881	\$ 21,517,341	\$ 20,889,623	\$ 20,282,158	\$ 19,691,415	\$ 76,222,912	\$ 45,972,712	\$ 35,775,212	\$ 37,054,735					
5 Rockfall Mitigation	TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
6 Cap Expenditure Road Eq./Prop/Cap. Op. Eq.1	TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
7 TSMO/TIS Maintenance	TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
8 Asset Management To Be Assigned by TC	TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
9 Other TC Directed Progms. Flexible	TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
10 Hot Spots	TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
11 Traffic Signals	TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
12 Performance Programs and Services	TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
13 MPO Congestion Relief (includes estimate of Regional Priority Program (includes estimate of MPO state of Region allocation))	TC	\$ 4,000,000	\$ 3,883,495	\$ 3,770,384	\$ 3,660,567	\$ 3,553,948	\$ 3,450,435	\$ 3,349,937	\$ 3,252,366	\$ 3,157,637	\$ 3,065,667	\$ 14,039,857	\$ 12,110,904	\$ 10,446,972	\$ 71,742,168					
14 MPO state of Region (Allocation)	TC	\$ 19,550,800	\$ 18,985,514	\$ 18,325,688	\$ 17,885,688	\$ 17,374,435	\$ 16,868,384	\$ 16,377,071	\$ 15,900,069	\$ 15,436,961	\$ 14,987,340	\$ 68,631,650	\$ 59,207,423	\$ 51,072,843	\$ 350,730,957					
15 Capital Expenditure (ITS Investments)	TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
16 Contingency	TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
17 Reinvest Programs	TC	\$ 16,866,580	\$ 16,840,073	\$ 16,319,966	\$ 16,000,132	\$ 15,888,449	\$ 15,225,686	\$ 14,956,410	\$ 14,768,453	\$ 14,644,554	\$ 13,761,717	\$ 60,597,084	\$ 40,026,425	\$ 36,526,487	\$ 302,931,489					
18 Highway/Hwy Crossings Program	Federal	\$ 21,402,008	\$ 21,090,366	\$ 21,092,520	\$ 21,092,306	\$ 22,077,112	\$ 22,167,335	\$ 22,086,927	\$ 22,086,240	\$ 22,086,024	\$ 22,086,199	\$ 113,531,373	\$ 112,828,761	\$ 111,186,146	\$ 556,773,329					
19 State Legislature/TIC	State Legislature/TIC	\$ 21,402,008	\$ 21,090,366	\$ 21,092,520	\$ 21,092,306	\$ 22,077,112	\$ 22,167,335	\$ 22,086,927	\$ 22,086,240	\$ 22,086,024	\$ 22,086,199	\$ 113,531,373	\$ 112,828,761	\$ 111,186,146	\$ 556,773,329					
20 State Legislature	State Legislature	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
21 Strategic Projects	State Small Cap Subsidy/TIC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
22 Strategic Projects	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
23 Autonomous Vehicles	Autonomous Vehicles Board	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
24 Transportation Alternatives	Transportation Alternatives	\$ 5,391,056	\$ 5,295,059	\$ 5,200,671	\$ 5,107,871	\$ 5,016,635	\$ 4,988,006	\$ 4,931,473	\$ 4,868,478	\$ 4,805,983	\$ 4,739,685	\$ 19,305,557	\$ 15,451,166	\$ 12,305,237	\$ 96,162,849					
25 TSP/DOE - State of Region Allocation	Federal	\$ 36,070,154	\$ 35,669,772	\$ 34,682,979	\$ 34,009,524	\$ 32,985,145	\$ 30,621,518	\$ 29,629,764	\$ 28,559,040	\$ 28,459,939	\$ 28,459,939	\$ 10,833,839	\$ 8,833,839	\$ 6,020,889	\$ 84,020,889					
26 State Legislature/TIC	State Legislature/TIC	\$ 31,085,734	\$ 31,161,231	\$ 36,391,506	\$ 35,970,049	\$ 32,860,427	\$ 32,322,244	\$ 31,381,590	\$ 30,241,620	\$ 30,141,620	\$ 30,141,620	\$ 11,244,356	\$ 8,836,631	\$ 6,020,889	\$ 84,020,889					
27 Construction/Maintenance/Air Quality	Federal	\$ 5,255,583	\$ 5,185,864	\$ 5,089,901	\$ 4,986,654	\$ 4,903,122	\$ 4,757,988	\$ 4,624,254	\$ 4,594,060	\$ 4,592,052	\$ 4,592,052	\$ 18,895,598	\$ 15,193,989	\$ 12,154,558	\$ 94,273,763					
28 Motor Vehicle Painting	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
29 Federal Transit	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
30 Strategic Projects - Transit	Strategic Projects	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
31 Trans. and Rail/Local Grants	Trans. and Rail/Local Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
32 Trans. and Rail/Local Grants	Trans. and Rail/Local Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
33 Infrastructure/Bank	Infrastructure/Bank	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
34 Infrastructure/Bank	Debt Service	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
35 Debt Service	Debt Service	\$ 288,585,069	\$ 294,585,728	\$ 323,477,684	\$ 318,229,139	\$ 313,122,128	\$ 307,167,082	\$ 52,387,517	\$ 53,017,281	\$ 53,055,152	\$ 51,816,493	\$ 5,124,747	\$ 286,283,865	\$ 1,293,110,457	\$ 1,091,089,945	\$ 923,167,001	\$ 6,327,773,180			
36 TOTAL	Bridge Enterprise Board/Debt	\$ 35,749,957	\$ 55,000,422	\$ 54,322,839	\$ 53,055,152	\$ 51,816,493	\$ 5,124,747	\$ 50,678,499	\$ 50,656,663	\$ 50,635,871	\$ 222,298,015	\$ 205,311,133	\$ 1,195,18,388							
37 BRIDGE ENTERPRISE TOTAL	HPTIE Board	\$ 40,700,000	\$ 40,700,000	\$ 40,700,000	\$ 40,700,000	\$ 40,700,000	\$ 40,700,000	\$ 40,700,000	\$ 40,700,000	\$ 40,700,000	\$ 40,700,000	\$ 40,700,000	\$ 40,700,000	\$ 40,700,000	\$ 40,700,000	\$ 40,700,000	\$ 40,700,000	\$ 40,700,000		
38 HPTIE TOTAL																				
39 TOTAL																				
40 HPTIE TOTAL																				

2040 Program Distribution
Nominal GVMPO Planning Estimates
Federal and State \$ Including Local Match

	FY 2016-2025										FY 2026 - 2040				
Line	Directed By	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026 - 2030	FY 2031 - 2035	FY 2036 - 2040	TOTAL
1 Asset Management															
2 Maintenance	TC	\$ 2,242,432	\$ 3,017,365	\$ 3,107,239	\$ 3,201,124	\$ 3,297,157	\$ 3,386,072	\$ 3,497,954	\$ 3,602,883	\$ 3,710,980	\$ 3,822,309	\$ 19,111,546	\$ 19,111,546	\$ 19,111,546	\$ 19,111,546
3 Surface Treatment	TC	\$ 1,722,153	\$ 1,785,631	\$ 2,765,682	\$ 2,765,682	\$ 2,765,682	\$ 2,765,682	\$ 2,765,682	\$ 2,765,682	\$ 2,765,682	\$ 2,765,682	\$ 13,194,627	\$ 13,194,627	\$ 13,194,627	\$ 13,194,627
4 Structures On System	TC	\$ 92,695	\$ 1,304,482	\$ 1,388,524	\$ 1,388,524	\$ 1,388,524	\$ 1,388,524	\$ 1,388,524	\$ 1,388,524	\$ 1,388,524	\$ 1,388,524	\$ 5,889,232	\$ 5,889,232	\$ 5,889,232	\$ 5,889,232
5 Rockfall Mitigation	TC	-	-	-	-	-	-	-	-	-	-	\$ 4,168,195	\$ 4,168,195	\$ 4,168,195	\$ 4,168,195
6 Cap Expenditure/Road Eq./Prop/Cap. Op./Eq.	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7 TSMO/TIS Maintenance	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8 Asset Management To Be Assigned by TC	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9 Other TC Directed Progms. Flexible	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10 Hot Spots	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11 Traffic Signals	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12 TSMO Performance Programs and Services	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13 MPO Congestion Relief (includes estimate of state of Region allocation)	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14 MPO Regionality Program (includes estimate of state of Region allocation)	TC	\$ 1,783,127	\$ 1,783,127	\$ 1,783,127	\$ 1,783,127	\$ 1,783,127	\$ 1,783,127	\$ 1,783,127	\$ 1,783,127	\$ 1,783,127	\$ 1,783,127	\$ 19,515,637	\$ 19,515,637	\$ 19,515,637	\$ 19,515,637
15 Capital Expenditure (ITS Investments)	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	\$ 44,578,185
16 Contingency	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17 Reactive Programs															
18 Highway Safety Investment Program	Federal	\$ 746,984	\$ 755,484	\$ 760,989	\$ 765,599	\$ 770,265	\$ 775,939	\$ 777,387	\$ 782,114	\$ 786,857	\$ 791,597	\$ 3,556,395	\$ 3,556,395	\$ 3,556,395	\$ 3,556,395
19 Highway/Hwy Crossings Program	Federal	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20 FAST ER - Safety Projects (includes estimate of state of Region allocation)	State Legislature/TC	\$ 2,062,751	\$ 2,144,195	\$ 2,220,421	\$ 2,300,988	\$ 2,394,833	\$ 2,482,122	\$ 2,573,916	\$ 2,666,689	\$ 2,759,981	\$ 2,850,174	\$ 15,614,988	\$ 16,002,926	\$ 20,546,180	\$ 20,546,180
21 Statewide Elevation	State Legislature/TC	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22 Strategic Projects	State Legislature/TC	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23 Delivery/Program Delivery/Administration	State Legislature/TC	-	-	-	-	-	-	-	-	-	-	-	-	-	-
24 Autonomous Vehicles	Autonomous Vehicles Board	-	-	-	-	-	-	-	-	-	-	-	-	-	-
25 Transportation Alternatives	Federal	\$ 220,232	\$ 231,904	\$ 234,603	\$ 237,330	\$ 240,083	\$ 239,959	\$ 240,226	\$ 240,478	\$ 242,172	\$ 243,871	\$ 1,168,364	\$ 1,083,972	\$ 1,000,705	\$ 5,632,898
26 STP/Metro	Federal	-	-	-	-	-	-	-	-	-	-	-	-	-	-
27 Construction Mitigation/Air Quality	Federal	\$ 33,000	\$ 33,000	\$ 33,000	\$ 33,000	\$ 33,000	\$ 33,000	\$ 33,000	\$ 33,000	\$ 33,000	\$ 33,000	\$ 330,000	\$ 330,000	\$ 330,000	\$ 330,000
28 Multi-modal Planning	Federal/TC	-	-	-	-	-	-	-	-	-	-	-	-	-	-
29 Bridge/Off-System	Federal	-	-	-	-	-	-	-	-	-	-	-	-	-	-
30 Federal Trans.	Federal	-	-	-	-	-	-	-	-	-	-	-	-	-	-
31 Strategic Projects - Transit	State Legislature/TC	-	-	-	-	-	-	-	-	-	-	-	-	-	-
32 Trans. and Rail/Local Grants	State Legislature/TC	-	-	-	-	-	-	-	-	-	-	-	-	-	-
33 Trans. and Rail/Statewide Grants	State Legislature/TC	-	-	-	-	-	-	-	-	-	-	-	-	-	-
34 GVMPO Infrastructure Bank	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	-
35 Debt Service	Debt Service	-	-	-	-	-	-	-	-	-	-	-	-	-	-
36 TOTAL		\$ 10,228,212	\$ 11,359,727	\$ 12,605,214	\$ 12,791,354	\$ 12,985,673	\$ 13,169,406	\$ 13,364,084	\$ 13,562,770	\$ 13,770,561	\$ 13,978,525	\$ 69,939,413	\$ 70,255,600	\$ 71,262,289	\$ 339,765,438
37 Bridge Enterprise Board/Debt	\$ 3,034,118	\$ 3,085,779	\$ 3,137,003	\$ 3,191,221	\$ 3,246,063	\$ 3,305,705	\$ 3,367,824	\$ 3,430,771	\$ 3,494,456	\$ 3,555,726	\$ 18,593,515	\$ 19,999,058	\$ 21,411,618	\$ 92,852,330	
38 BRIDGE ENTERPRISE TOTAL															
39 HPTIE TOTAL	HPTIE Board														
40 BRIDGE ENTERPRISE TOTAL															
41 Transportation Alternatives	Sublocalization														
42 Transportation Alternatives	Region Allocation														

2040 Program Distribution
Deflated GMMIO Planning Estimates (FY 16 \$)
Federal and State \$ including local Match

	FY 2016-2025										FY 2026 - 2040									
Line	Directed By	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026 - 2030	FY 2031 - 2035	FY 2036 - 2040	TOTAL					
1 Asset Management																				
2 Maintenance	TC	\$ 2,229,452	\$ 2,229,452	\$ 2,229,452	\$ 2,229,452	\$ 2,229,452	\$ 2,229,452	\$ 2,229,452	\$ 2,229,452	\$ 2,229,452	\$ 2,229,452	\$ 11,572,905	\$ 9,932,889	\$ 5,926,773						
3 Surface Treatment	TC	\$ 1,722,153	\$ 1,424,941	\$ 2,605,016	\$ 2,259,142	\$ 2,259,142	\$ 2,259,142	\$ 2,259,142	\$ 2,259,142	\$ 2,259,142	\$ 2,259,142	\$ 13,416,168	\$ 6,897,830	\$ 47,285,273						
4 Structures On System	TC	\$ 926,695	\$ 1,268,468	\$ 1,319,243	\$ 1,270,848	\$ 1,242,571	\$ 1,206,379	\$ 1,171,232	\$ 1,137,128	\$ 1,104,008	\$ 1,071,852	\$ 2,502,408	\$ 1,838,468	\$ 20,197,426						
5 Rockfall Mitigation	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
6 Cap Expenditure (Road Eq./Prop/Cap. Op./Eq.)	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
7 TSMO/TIS Maintenance	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
8 Asset Management To Be Assigned by TC	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
9 Other TC Directed Programs Flexible	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
10 Hot Spots	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
11 Traffic Signals	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
12 TSMO Performance Programs and Services	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
13 MPO Congestion Relief (includes estimate of state of Region allocation)	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
14 MPO Regional Priority Program (includes estimate of state of Region allocation)	TC	\$ 1,783,127	\$ 1,731,112	\$ 1,680,769	\$ 1,631,814	\$ 1,584,286	\$ 1,538,141	\$ 1,493,341	\$ 1,449,846	\$ 1,407,619	\$ 1,366,619	\$ 6,255,713	\$ 5,988,821	\$ 4,657,071	\$ 31,981,357					
15 Capital Expenditure (ITS Investments)	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
16 Contingency	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
17 Reactive Programs																				
18 Highway Safety Investment Program	Federal	\$ 746,984	\$ 731,509	\$ 717,305	\$ 703,377	\$ 688,719	\$ 663,352	\$ 650,480	\$ 632,087	\$ 617,408	\$ 603,060	\$ 2,155,235	\$ 2,063,890	\$ 1,737,700	\$ 15,317,077					
19 Highway/Harbor Crossings Program	Federal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
20 STPFER - Safety Projects (includes estimate of state of Region allocation)	State Legislature/TC	\$ 2,062,751	\$ 2,081,733	\$ 2,090,615	\$ 2,110,615	\$ 2,127,778	\$ 2,141,100	\$ 2,155,614	\$ 2,168,270	\$ 2,178,755	\$ 2,189,421	\$ 10,842,094	\$ 10,884,005	\$ 10,716,052	\$ 50,954,230					
21 State Enterprise	State Legislature/TC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
22 Strategic Projects	State Legislature/TC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
23 Surface Program Delivery/Administration	State Legislature/TC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
24 Autonomous Vehicles	State Legislature/TC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
25 Transportation Aerial Vehicles	Federal	\$ 220,232	\$ 225,150	\$ 221,136	\$ 221,190	\$ 213,311	\$ 206,981	\$ 201,186	\$ 195,531	\$ 191,172	\$ 186,907	\$ 820,886	\$ 656,985	\$ 523,228	\$ 4,088,914					
26 STPFER Metro	Federal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
27 Construction Mitigation/Air Quality	Federal	\$ 33,000	\$ 320,388	\$ 311,057	\$ 301,907	\$ 295,201	\$ 284,661	\$ 276,370	\$ 268,320	\$ 261,505	\$ 252,918	\$ 1,159,142	\$ 999,928	\$ 862,593	\$ 5,921,069					
28 Multi-modal Planning	Federal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
29 Bridge/Off-System	Federal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
30 Federal Transit	State Legislature/TC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
31 Strategic Projects - Transit	State Legislature/TC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
32 Trans. and Rail Local Grants	State Legislature/TC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
33 Trans. and Rail Statewide Grants	State Legislature/TC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
34 GMMIO Infrastructure Bank	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
35 Debt Service	Debt Service	\$ 10,722,812	\$ 11,028,862	\$ 11,705,901	\$ 11,385,625	\$ 11,360,046	\$ 11,192,218	\$ 11,027,773	\$ 10,870,608	\$ 10,713,375	\$ 49,099,354	\$ 42,537,908	\$ 37,215,821	\$ 240,892,125						
36 TOTAL		\$ 77,777,751	\$ 78,493,972	\$ 79,256,926	\$ 80,260,419	\$ 81,285,862	\$ 82,351,582	\$ 82,820,500	\$ 83,251,531	\$ 83,758,556	\$ 84,274,708	\$ 13,041,251	\$ 12,100,230	\$ 11,175,592	\$ 65,053,248					
37 BRIDGE ENTERPRISE TOTAL	Bridge Enterprise Board/Debt	\$ 3,034,118	\$ 3,092,118	\$ 3,151,118	\$ 3,211,136	\$ 3,271,131	\$ 3,331,131	\$ 206,991	\$ 201,186	\$ 195,531	\$ 191,172	\$ 186,907	\$ 820,886	\$ 656,985	\$ 523,228	\$ 4,088,914				
38 HPTIE TOTAL	HPTIE Board																			
39 Transportation Alternatives	Sublocalization	\$ 228,232	\$ 228,232	\$ 228,232	\$ 228,232	\$ 228,232	\$ 228,232	\$ 228,232	\$ 228,232	\$ 228,232	\$ 228,232	\$ 228,232	\$ 228,232	\$ 228,232	\$ 228,232	\$ 228,232	\$ 228,232	\$ 228,232		
40 TRANSPORTATION ALTERNATIVES TOTAL	Transportation Alternatives																			

2040 Program Distribution Nominal NFRMPO Planning Estimates Federal and State \$ including Local Match

2040 Program Distribution
Defined NRFCO Planning Estimates (FY 16 \$)
Federal and State \$ including local Match

	FY 2016-2025	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026 - 2030	FY 2031 - 2035	FY 2036 - 2040	TOTAL	
1 Asset Management															
2 Maintenance	\$ 11,050,038	\$ 11,050,038	\$ 11,050,038	\$ 11,050,038	\$ 11,050,038	\$ 11,050,038	\$ 11,050,038	\$ 11,050,038	\$ 11,050,038	\$ 11,050,038	\$ 50,605,539	\$ 45,653,128	\$ 37,655,571		
3 Surface Treatment	\$ 6,439,635	\$ 6,577,359	\$ 9,262,152	\$ 9,262,152	\$ 9,262,152	\$ 9,262,152	\$ 9,262,152	\$ 9,262,152	\$ 9,262,152	\$ 9,262,152	\$ 31,562,724	\$ 26,018,693	\$ 27,285,147		
4 Structures On-System	\$ 1,448,434	\$ 1,389,651	\$ 2,070,991	\$ 2,010,671	\$ 1,352,108	\$ 1,385,250	\$ 1,340,049	\$ 1,786,455	\$ 1,734,423	\$ 1,683,965	\$ 6,301,076	\$ 3,931,343	\$ 2,888,277	\$ 31,730,633	
5 Rockfall Mitigation	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
6 Cap Expenditure/Road Eq./Prop/Cap. Op./Eq.	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	
7 TSMO/TIS Maintenance	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	
8 Asset Management To Be Assigned by TCM	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	
9 Other TC Directed Programs Flexible	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	
10 Hot Spots	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	
11 Traffic Signals	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	
12 TSMO Performance Programs and Services	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	
13 MPO Congestion Relief (includes estimate of state of Region allocation)	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	
14 MPO State of Region Program (includes estimate of Region allocation)	TC	\$ 3,028,665	\$ 2,393,578	\$ 2,350,076	\$ 2,767,064	\$ 2,686,470	\$ 2,686,223	\$ 2,532,255	\$ 2,538,500	\$ 2,538,884	\$ 2,517,372	\$ 10,612,887	\$ 9,154,769	\$ 7,896,984	\$ 54,230,717
15 Capital Expenditure (ITS Investments)	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	
16 Contingency	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	
17 Required Programs															
18 Highway Safety Investment Program	Federal	\$ 2,108,339	\$ 2,058,410	\$ 2,028,305	\$ 1,985,979	\$ 1,942,416	\$ 1,985,853	\$ 1,936,570	\$ 1,784,692	\$ 1,743,247	\$ 1,027,765	\$ 7,521,472	\$ 6,055,290	\$ 4,906,382	\$ 31,600,661
19 Railway-Highway Crossings Program	Federal	-	-	-	-	-	-	-	-	-	-	-	-	-	
20 PAST-ER - Safety Projects (includes estimate of state of Region allocation)	State Legislature/TC	\$ 2,703,985	\$ 2,727,899	\$ 2,749,981	\$ 2,760,898	\$ 2,780,196	\$ 2,805,663	\$ 2,824,671	\$ 2,841,266	\$ 2,854,994	\$ 2,862,420	\$ 14,358,276	\$ 14,262,170	\$ 10,569,447	
21 State Legislature	State Legislature/TC	-	-	-	-	-	-	-	-	-	-	-	-	-	
22 State Board	State Board/TC	-	-	-	-	-	-	-	-	-	-	-	-	-	
23 County Board/Region Delivery/Administration	County Board/Region Delivery/TC	-	-	-	-	-	-	-	-	-	-	-	-	-	
24 Autonomous Boards	Autonomous Boards	-	-	-	-	-	-	-	-	-	-	-	-	-	
25 Transportation Aerialistics (includes estimate of MPO share of Region allocation)															
26 Transportation Aerialistics	Federal	\$ 78,1574	\$ 767,666	\$ 753,972	\$ 740,519	\$ 727,232	\$ 705,744	\$ 685,950	\$ 666,669	\$ 651,810	\$ 637,265	\$ 2,708,842	\$ 2,240,048	\$ 1,783,964	\$ 13,941,305
27 State MPA share of Region allocation	Federal	\$ 401,894	\$ 3,338,877	\$ 3,365,374	\$ 3,788,357	\$ 3,114,737	\$ 3,624,931	\$ 3,203,351	\$ 3,004,381	\$ 4,118,164	\$ 3,248,057	\$ 14,347,597	\$ 11,608,005	\$ 9,359,177	\$ 71,725,203
28 State MPA share of Air Quality	Federal	\$ 3,855,775	\$ 3,908,775	\$ 4,541,368	\$ 4,655,195	\$ 4,232,641	\$ 4,966,716	\$ 4,418,164	\$ 4,001,837	\$ 3,908,906	\$ 3,818,066	\$ 16,855,483	\$ 13,645,124	\$ 11,001,643	\$ 82,721,692
29 Maritime Pollution Planning	Federal	\$ 155,604	\$ 245,555	\$ 231,759	\$ 18,211	\$ 204,906	\$ 694,042	\$ 654,814	\$ 646,048	\$ 631,451	\$ 617,053	\$ 2,154,374	\$ 2,716,702	\$ 1,749,961	\$ 15,553,440
30 Federal Transit	Federal	-	-	-	-	-	-	-	-	-	-	-	-	-	
31 Strategic Projects - Transit	State Legislature/TC	-	-	-	-	-	-	-	-	-	-	-	-	-	
32 Transit and Rail Local Grants	State Legislature/TC	\$ 200,000	\$ 194,175	\$ 188,028	\$ 177,637	\$ 172,522	\$ 167,497	\$ 162,618	\$ 157,682	\$ 153,283	\$ 701,993	\$ 605,545	\$ 522,349	\$ 3,587,108	
33 Transit and Rail Statewide Grants	State Legislature/TC	-	-	-	-	-	-	-	-	-	-	-	-	-	
34 Infrastructure Bank	Debt Service	-	-	-	-	-	-	-	-	-	-	-	-	-	
35 Debt Service	Debt Service	\$ 36,238,833	\$ 36,704,790	\$ 40,463,015	\$ 39,222,874	\$ 39,200,029	\$ 38,473,756	\$ 37,786,271	\$ 37,116,051	\$ 36,163,325	\$ 35,926,512	\$ 162,898,132	\$ 138,326,974	\$ 117,301,642	\$ 798,773,265
36 TOTAL		\$ 4,768,671	\$ 4,705,601	\$ 4,545,401	\$ 4,588,048	\$ 4,533,757	\$ 4,479,903	\$ 4,431,072	\$ 4,382,416	\$ 4,333,756	\$ 4,280,580	\$ 20,488,113	\$ 19,009,748	\$ 17,557,119	\$ 102,200,188
37 BRIDGE ENTERPRISE TOTAL	Bridge Enterprise Board/Debt														
38 HPTIE TOTAL	HPTIE Board														
39 TRANSPORTATION ALTERNATIVES	Sublocalization	\$ 315,345	\$ 309,730	\$ 451,927	\$ 447,179	\$ 433,848	\$ 284,750	\$ 293,443	\$ 268,984	\$ 262,988	\$ 257,120	\$ 1,129,261	\$ 903,862	\$ 719,783	\$ 5,624,956
40 TRANSPORTATION ALTERNATIVES	Region Allocation	\$ 458,228	\$ 451,927	\$ 447,179	\$ 433,848	\$ 420,955	\$ 409,187	\$ 397,685	\$ 385,821	\$ 380,145	\$ 376,247	\$ 1,064,181	\$ 831,763	\$ 631,349	\$ 3,161,349

2040 Program Distribution
Nominal IPACG Planning Estimates
Federal and State \$ including local Match

	FY 2016 - 2025	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026 - 2030	FY 2031 - 2035	FY 2036 - 2040
Line	Directed By												
1 Asset Management													
2 Maintenance	TC	\$ 12,769,387	\$ 13,445,188	\$ 13,537,434	\$ 13,545,619	\$ 14,361,928	\$ 14,356,765	\$ 15,026,569	\$ 16,641,476	\$ 16,639,410	\$ 16,639,410	\$ 16,639,410	\$ 16,639,410
3 Surface Treatment	TC	\$ 7,439,733	\$ 7,810,750	\$ 12,038,101	\$ 12,038,101	\$ 12,038,101	\$ 12,038,101	\$ 12,038,101	\$ 12,038,101	\$ 12,038,101	\$ 60,190,503	\$ 60,190,503	\$ 57,473,832
4 Structures On-System	TC	\$ 2,646,257	\$ 3,149,276	\$ 4,019,630	\$ 4,019,630	\$ 4,019,630	\$ 4,019,630	\$ 4,019,630	\$ 4,019,630	\$ 4,019,630	\$ 11,832,524	\$ 11,832,524	\$ 10,116,070
5 Rockfall Mitigation	TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
6 Cap Expenditure/Road Eq./Prop/Cap. Op./Eq.	TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7 TSMO/TIS Maintenance	TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
8 Asset Management To Be Assigned by TC	TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
9 Other TC Directed Programs Flexible	TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
10 Hot Spots	TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
11 Traffic Signals	TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
12 TSMO/ Congestion Relief/Programs and Services	TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
13 MPO - state of Region allocation (includes estimate of MPO state of Region allocation)	TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
14 MPO - state of Region allocation (includes estimate of Capital Expenditure (ITS Investments))	TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
15 Capital Expenditure (ITS Investments)	TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
16 Contingency	TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
17 Reactive Programs													
18 Highway Safety Investment Program	Federal	\$ 2,620,224	\$ 2,655,516	\$ 2,686,081	\$ 2,910,932	\$ 2,941,760	\$ 2,941,594	\$ 2,941,250	\$ 2,941,152	\$ 2,941,152	\$ 14,376,167	\$ 14,383,099	\$ 68,659,963
19 Highway/Harbor Crossing Program	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
20 PAST-ER - Safety Projects (includes estimate of CO state of Region allocation)	State Legislature/TC	\$ 4,235,717	\$ 4,400,857	\$ 4,460,643	\$ 4,739,169	\$ 4,916,304	\$ 5,094,460	\$ 5,282,864	\$ 5,473,297	\$ 5,664,766	\$ 5,664,766	\$ 32,047,891	\$ 36,863,314
21 State Legislature	State Legislature/TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
22 State Executive	State Executive/TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
23 State Budget	State Budget/TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
24 State Program Delivery/Administration	State Program Delivery/Administration/TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
25 State Auditor	State Auditor/TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
26 Transportation Alternatives (includes estimate of MPO state of Region allocation)	Federal	\$ 10,651,482	\$ 10,665,573	\$ 10,789,988	\$ 1,001,527	\$ 1,104,191	\$ 1,103,621	\$ 1,104,848	\$ 1,106,006	\$ 1,113,795	\$ 1,121,690	\$ 5,372,536	\$ 4,985,401
27 Transportation Alternatives	Federal	\$ 8,398,841	\$ 8,585,839	\$ 8,665,668	\$ 8,756,364	\$ 8,845,928	\$ 8,938,967	\$ 8,948,472	\$ 8,956,483	\$ 8,910,342	\$ 8,964,311	\$ 43,300,316	\$ 40,516,707
28 State/Ter C	Federal	\$ 35,117	\$ 39,440	\$ 1,123,708	\$ 1,188,832	\$ 1,200,720	\$ 1,215,727	\$ 1,215,351	\$ 1,214,449	\$ 1,211,834	\$ 1,229,243	\$ 5,523,871	\$ 3,868,838
29 Construction/Maintenance/Air Quality	Federal	\$ 1,111,536	\$ 1,123,708	\$ 1,136,002	\$ 1,148,418	\$ 1,160,959	\$ 1,160,384	\$ 1,161,609	\$ 1,162,757	\$ 1,170,470	\$ 1,178,298	\$ 5,658,817	\$ 5,244,470
30 Bridge/Off-System	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
31 Strategic Projects - Transit	State Legislature/TC	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 3,500,000	\$ 3,500,000
32 Trans. and Rail Local Grants	State Legislature/TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
33 Trans. and Rail Statewide Grants	State Legislature/TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
34 Infrastructure Bank	Debt Service	\$ 45,598,390	\$ 47,753,371	\$ 53,139,671	\$ 54,816,071	\$ 55,219,158	\$ 55,866,261	\$ 56,527,281	\$ 57,284,810	\$ 58,049,832	\$ 288,568,668	\$ 288,568,668	\$ 276,249,617
35 Debt Service		\$ 8,720,644	\$ 8,865,415	\$ 9,016,356	\$ 9,335,563	\$ 9,772,189	\$ 10,201,411	\$ 10,679,781	\$ 11,150,701	\$ 10,643,745	\$ 10,218,122	\$ 53,441,372	\$ 57,481,177
36 TOTAL		\$ 66,707	\$ 38,249	\$ 67,489	\$ 682,664	\$ 690,597	\$ 698,249	\$ 704,686	\$ 709,630	\$ 403,109	\$ 411,197	\$ 3,399,777	\$ 3,154,208
37 BRIDGE ENTERPRISE TOTAL	Bridge Enterprise Board/Debt	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,831,192	\$ 1,973,759
38 HPTIE TOTAL	HPTIE Board	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,690,527	\$ 9,515,858
39 TRANSPORTATION ALTERNATIVES	Sublocalization	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,390,955	\$ 16,390,955
40 TRANSPORTATION ALTERNATIVES	Region Allocation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

2040 Program Distribution
Defined PPACG Planning Estimates (FY 16 \$)
Federal and State \$ including local Match

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026 - 2030	FY 2031 - 2035	FY 2036 - 2040	TOTAL	
1 Asset Management															
2 Maintenance	\$ 12,760,387	\$ 12,760,387	\$ 12,760,387	\$ 12,760,387	\$ 12,760,387	\$ 12,760,387	\$ 12,760,387	\$ 12,760,387	\$ 12,760,387	\$ 12,760,387	\$ 58,438,854	\$ 48,483,861	\$ 279,936,553		
3 Surface Treatment	\$ 7,439,733	\$ 7,591,980	\$ 11,347,084	\$ 11,010,587	\$ 10,989,696	\$ 10,989,696	\$ 10,989,696	\$ 10,989,696	\$ 9,902,988	\$ 9,226,232	\$ 42,253,302	\$ 36,045,922	\$ 209,880,503		
4 Structures On-System	\$ 2,646,257	\$ 3,640,074	\$ 3,788,887	\$ 3,670,531	\$ 3,571,389	\$ 3,467,388	\$ 3,467,388	\$ 3,467,387	\$ 3,388,377	\$ 3,388,377	\$ 3,388,377	\$ 11,883,746	\$ 7,192,408	\$ 58,051,325	
5 Rockfall Mitigation	-	-	-	-	-	-	-	-	-	-	-	-	-		
6 Cap Expenditure/Road Eq./Prop/Cap Op./Eq.	\$ 1	-	-	-	-	-	-	-	-	-	-	-	-		
7 TSMO/TIS Maintenance	\$ 1	-	-	-	-	-	-	-	-	-	-	-	-		
8 Asset Management To Be Assigned by TCM	\$ 1	-	-	-	-	-	-	-	-	-	-	-	-		
9 Other TCM Directed Programs Flexible	TC	TC	TC	TC	TC	TC	TC	TC	TC	TC	TC	TC	TC		
10 Hot Spots	-	-	-	-	-	-	-	-	-	-	-	-	-		
11 Traffic Signals	-	-	-	-	-	-	-	-	-	-	-	-	-		
12 TSMO Performance Programs and Services	TC	-	-	-	-	-	-	-	-	-	-	-	-		
13 MPO Congestion Relief (includes estimate of state of Region allocation)	TC	-	-	-	-	-	-	-	-	-	-	-	-		
14 MPO State of Region Program (includes estimate of Region allocation)	TC	\$ 4,016,233	\$ 3,993,255	\$ 3,785,685	\$ 3,674,422	\$ 3,565,522	\$ 3,464,488	\$ 3,363,522	\$ 3,265,565	\$ 3,170,481	\$ 3,078,168	\$ 14,056,834	\$ 12,160,053	\$ 10,459,369	\$ 72,033,316
15 Capital Expenditure (ITS Investments)	TC	-	-	-	-	-	-	-	-	-	-	-	-		
16 Contingency	TC	-	-	-	-	-	-	-	-	-	-	-	-		
17 Required Programs	TC	TC	TC	TC	TC	TC	TC	TC	TC	TC	TC	TC	TC		
18 Highway Safety Investment Program	Federal	\$ 2,620,224	\$ 2,773,317	\$ 2,719,466	\$ 2,666,661	\$ 2,614,881	\$ 2,537,588	\$ 2,486,042	\$ 2,436,384	\$ 2,407,734	\$ 2,365,358	\$ 10,099,410	\$ 8,170,985	\$ 6,588,074	\$ 50,486,052
19 Railway-Highway Crossings Program	Federal	-	-	-	-	-	-	-	-	-	-	-	-		
20 Safe EER - Safety Projects (includes estimate of state of Region allocation)	State Legislature/TC	\$ 4,235,717	\$ 4,272,677	\$ 4,307,326	\$ 4,396,956	\$ 4,367,164	\$ 4,394,566	\$ 4,424,315	\$ 4,450,291	\$ 4,471,810	\$ 4,493,441	\$ 22,339,001	\$ 21,994,286	\$ 110,533,739	
21 Statewide Programs	State Legislature/TC	-	-	-	-	-	-	-	-	-	-	-	-		
22 Surface Program Delivery/Administration	State Legislature/TC	-	-	-	-	-	-	-	-	-	-	-	-		
23 Statewide Program Delivery/Administration	Administrators Board	-	-	-	-	-	-	-	-	-	-	-	-		
24 Transportation Alternatives	TC	-	-	-	-	-	-	-	-	-	-	-	-		
25 Total Population Alteratives - includes estimate of MPO share of Region allocation	Federal	\$ 10,541,282	\$ 10,356,050	\$ 10,170,050	\$ 988,902	\$ 981,059	\$ 951,983	\$ 925,293	\$ 7,110,456	\$ 879,284	\$ 879,240	\$ 859,620	\$ 3,775,419	\$ 2,406,427	\$ 18,805,726
26 State MPA share of Region allocation	Federal	\$ 8,391,841	\$ 8,333,815	\$ 8,171,933	\$ 8,015,314	\$ 7,925,450	\$ 7,857,716	\$ 7,825,450	\$ 7,801,181	\$ 7,033,906	\$ 6,870,444	\$ 6,870,444	\$ 6,870,444	\$ 15,736,379	\$ 15,736,379
27 Construction Mitigation/Air Quality	Federal	\$ 325,1171	\$ 364,495	\$ 1,210,538	\$ 1,086,829	\$ 1,045,643	\$ 1,077,493	\$ 1,045,643	\$ 987,488	\$ 964,527	\$ 942,113	\$ 1,151,591	\$ 3,365,951	\$ 2,714,669	\$ 20,411,680
28 Maternal/Child Planning	Federal	\$ 1,111,536	\$ 1,098,979	\$ 1,070,750	\$ 1,050,965	\$ 1,031,437	\$ 1,000,966	\$ 972,850	\$ 945,427	\$ 923,980	\$ 902,998	\$ 3,196,417	\$ 2,559,127	\$ 19,832,892	
29 Bridge/Off-System	Federal	-	-	-	-	-	-	-	-	-	-	-	-		
30 Federal Transit	State Legislature/TC	-	-	-	-	-	-	-	-	-	-	-	-		
31 Strategic Projects - Transit	State Legislature/TC	-	-	-	-	-	-	-	-	-	-	-	-		
32 Transit and Rail Local Grants	State Legislature/TC	\$ 700,000	\$ 673,612	\$ 659,817	\$ 640,599	\$ 621,941	\$ 603,826	\$ 586,239	\$ 569,164	\$ 55,586	\$ 536,422	\$ 2,456,975	\$ 2,119,408	\$ 1,828,220	\$ 12,554,879
33 Transit and Rail Statewide Grants	State Legislature/TC	-	-	-	-	-	-	-	-	-	-	-	-		
34 Infrastructure Bank	Debt Service	-	-	-	-	-	-	-	-	-	-	-	-		
35 Debt Service	Debt Service	\$ 45,598,390	\$ 46,362,486	\$ 50,089,237	\$ 49,286,534	\$ 48,225,672	\$ 47,632,531	\$ 46,787,114	\$ 45,562,332	\$ 45,221,158	\$ 44,490,363	\$ 201,501,434	\$ 170,859,193	\$ 145,362,888	\$ 897,690,342
36 TOTAL	37	\$ 8,720,644	\$ 8,606,268	\$ 8,498,781	\$ 8,393,852	\$ 8,294,527	\$ 8,196,000	\$ 8,101,664	\$ 8,017,653	\$ 7,928,625	\$ 7,831,340	\$ 37,483,088	\$ 32,120,823	\$ 186,975,666	
38 BRIDGE ENTERPRISE TOTAL	39	\$ 40	HPTE Board												
Transportation Alternatives	Subsidization														
Transportation Alternatives	Region Allocation	\$ 66,702	\$ 38,249	\$ 38,354	\$ 658,155	\$ 643,476	\$ 631,934	\$ 602,316	\$ 585,423	\$ 568,967	\$ 552,286	\$ 54,387,2	\$ 1,911,764	\$ 2,388,666	\$ 11,898,176
Transportation Alternatives															

2040 Program Distribution
Nominal FACOG Planning Estimates
Federal and State \$ including local Match

	FY 2016-2025										FY 2026 - 2040				
Line	Directed By	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026 - 2030	FY 2031 - 2035	FY 2036 - 2040	
1 Asset Management															
2 Maintenance	TC	\$ 3,059,287	\$ 3,161,365	\$ 3,256,206	\$ 3,355,833	\$ 3,454,509	\$ 3,558,145	\$ 3,664,869	\$ 3,774,836	\$ 3,889,081	\$ 4,004,723	\$ 20,023,616	\$ 26,023,616	\$ 35,255,761	
3 Surface Treatment	TC	\$ 1,809,689	\$ 1,889,193	\$ 2,089,554	\$ 2,289,554	\$ 2,489,554	\$ 2,689,554	\$ 2,889,554	\$ 3,089,554	\$ 2,895,554	\$ 2,895,554	\$ 14,477,768	\$ 13,824,321	\$ 69,628,876	
4 Structures On-System	TC	\$ 1,385,481	\$ 1,360,148	\$ 2,101,490	\$ 2,101,490	\$ 2,101,490	\$ 2,101,490	\$ 2,101,490	\$ 2,101,490	\$ 2,101,490	\$ 2,101,490	\$ 6,186,125	\$ 5,288,751	\$ 40,449,820	
5 Rockfall Mitigation	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	
6 Cap Expenditure/Road Eq./Prop/Cap. Op./Eq.	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	
7 TSMO/TIS Maintenance	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	
8 Asset Management To Be Assigned by TC	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	
9 Other TC Directed Programs Flexible	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	
10 Hot Spots	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	
11 Traffic Signals	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	
12 TSMO Performance Programs and Services	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	
13 MPO Congestion Relief (includes estimate of state of Region allocation)	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	
14 MPO State of Region Program (includes estimate of Region allocation)	TC	\$ 970,875	\$ 970,875	\$ 970,875	\$ 970,875	\$ 970,875	\$ 970,875	\$ 970,875	\$ 970,875	\$ 970,875	\$ 970,875	\$ 4,854,377	\$ 4,854,377	\$ 24,271,883	
15 Capital Expenditure (ITS Investments)	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	
16 Contingency	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	
17 Reactive Programs															
18 Highway Safety Investment Program	Federal	\$ 1,000,046	\$ 1,010,763	\$ 1,020,386	\$ 1,031,070	\$ 1,041,380	\$ 1,040,916	\$ 1,041,915	\$ 1,042,859	\$ 1,049,201	\$ 1,055,563	\$ 5,086,882	\$ 4,703,876	\$ 44,593,089	\$ 24,652,111
19 Highway/Harbor Crossings Program	Federal	-	-	-	-	-	-	-	-	-	-	-	-	-	
20 STP ER - Safety Projects (includes estimate of state of Region allocation)	State Legislature/TC	\$ 1,686,813	\$ 1,761,721	\$ 1,829,288	\$ 1,897,128	\$ 1,967,661	\$ 2,039,390	\$ 2,114,800	\$ 2,191,033	\$ 2,267,676	\$ 2,341,761	\$ 12,829,192	\$ 14,791,697	\$ 16,881,304	\$ 64,607,472
21 Statewide Elevation	State Legislature/TC	-	-	-	-	-	-	-	-	-	-	-	-	-	
22 Strategic Projects	State Legislature/TC	-	-	-	-	-	-	-	-	-	-	-	-	-	
23 Delivery System Delivery/Administration	State Legislature/TC	-	-	-	-	-	-	-	-	-	-	-	-	-	
24 Autonomous Vehicles	Automobiles Board	-	-	-	-	-	-	-	-	-	-	-	-	-	
25 Transportation Aerialworks	Federal	\$ 2,489,926	\$ 2,51,829	\$ 254,760	\$ 257,720	\$ 260,710	\$ 260,576	\$ 261,139	\$ 263,978	\$ 264,823	\$ 1,268,745	\$ 1,177,103	\$ 1,086,682	\$ 6,116,857	
26 STP/Metro	Federal	-	-	-	-	-	-	-	-	-	-	-	-	-	
27 Construction Mitigation/Air Quality	Federal	\$ 350,000	\$ 350,000	\$ 350,000	\$ 350,000	\$ 350,000	\$ 350,000	\$ 350,000	\$ 350,000	\$ 350,000	\$ 350,000	\$ 1,750,000	\$ 1,750,000	\$ 1,750,000	
28 Multi-modal Planning	Federal	-	-	-	-	-	-	-	-	-	-	-	-	-	
29 Bridge/Off-System	Federal	-	-	-	-	-	-	-	-	-	-	-	-	-	
30 Federal Transit	Federal	-	-	-	-	-	-	-	-	-	-	-	-	-	
31 Strategic Projects - Transit	State Legislature/TC	-	-	-	-	-	-	-	-	-	-	-	-	-	
32 Trans. and Rail Local Grants	State Legislature/TC	-	-	-	-	-	-	-	-	-	-	-	-	-	
33 Trans. and Rail Statewide Grants	State Legislature/TC	-	-	-	-	-	-	-	-	-	-	-	-	-	
34 Infrastructure Bank	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	
35 Debt Service	Debt Service	-	-	-	-	-	-	-	-	-	-	-	-	-	
36 TOTAL		\$ 10,322,187	\$ 11,347,595	\$ 12,679,035	\$ 13,042,180	\$ 13,216,936	\$ 13,400,389	\$ 13,587,765	\$ 13,788,855	\$ 13,984,869	\$ 68,031,563	\$ 68,168,138	\$ 333,733,804		
37	Bridge Enterprise Board/Debt	\$ 4,558,213	\$ 4,633,864	\$ 4,713,813	\$ 4,785,283	\$ 4,860,607	\$ 4,937,403	\$ 5,000,656	\$ 5,065,243	\$ 5,130,939	\$ 5,342,104	\$ 27,939,517	\$ 30,051,555	\$ 32,174,135	\$ 139,524,413
38 BRIDGE ENTERPRISE TOTAL															
39	HPTIE Board														
40 HPTIE TOTAL															
Transportation Alternatives	Sublocalization														
Transportation Alternatives	Region Allocation	\$ 248,926	\$ 251,829	\$ 257,720	\$ 260,576	\$ 261,139	\$ 263,978	\$ 264,823	\$ 1,268,745	\$ 1,177,103	\$ 1,086,682	\$ 6,116,857			

2040 Program Distribution
Detailed PACC Planning Estimates (FY'16 \$)
Federal and State \$ including local Match

	FY 2016-2025										FY 2026 - 2040					
Line	Directed By	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026 - 2030	FY 2031 - 2035	FY 2036 - 2040		
1 Asset Management																
2 Maintenance	TC	\$ 3,059,287	\$ 3,059,287	\$ 3,059,287	\$ 3,059,287	\$ 3,059,287	\$ 3,059,287	\$ 3,059,287	\$ 3,059,287	\$ 3,059,287	\$ 3,059,287	\$ 14,055,455	\$ 12,125,204	\$ 10,459,308	\$	
3 Surface Treatment	TC	\$ 1,809,689	\$ 1,828,120	\$ 2,229,337	\$ 2,649,842	\$ 2,572,682	\$ 2,497,730	\$ 2,554,350	\$ 2,242,981	\$ 2,285,777	\$ 3,069,280	\$ 10,631,280	\$ 7,227,019	\$ 49,520,938	\$	
4 Structures On-System	TC	\$ 1,385,481	\$ 1,303,036	\$ 1,389,856	\$ 1,323,161	\$ 1,367,147	\$ 1,312,764	\$ 1,170,704	\$ 1,658,936	\$ 1,610,617	\$ 6,218,132	\$ 3,760,240	\$ 2,762,572	\$ 30,349,632	\$	
5 Rockfall Mitigation	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	\$	
6 Cap Expenditure (Road Eq./Prop/Cap. Op. Eq.)	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	\$	
7 TSMO/TIS Maintenance	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	\$	
8 Asset Management To Be Assigned by TC	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	\$	
9 Other TC Directed Programs Flexible	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	\$	
10 Hot Spots	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	\$	
11 Traffic Signals	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	\$	
12 TSMO Performance Programs and Services	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	\$	
13 MPO Congestion Relief (includes estimate of Region Priority Program (includes estimate of MPO state of Region allocation))	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	\$	
14 MPO State of Region Allocation (Includes Estimate of Capital Expenditure (ITS Investments))	TC	\$ 97,087.5	\$ 942,597	\$ 915,143	\$ 888,488	\$ 862,610	\$ 837,486	\$ 789,410	\$ 813,083	\$ 789,410	\$ 744,095	\$ 3,077,738	\$ 2,939,544	\$ 2,535,677	\$ 17,413,175	
15 Contingency	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	\$	
16 Highway Safety Investment Program	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	\$	
17 Re-directed Programs	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	\$	
18 Highway Safety Investment Program	Federal	\$ 1,000,465	\$ 981,314	\$ 942,575	\$ 962,259	\$ 922,253	\$ 897,903	\$ 872,588	\$ 847,940	\$ 828,249	\$ 809,001	\$ 3,573,958	\$ 2,891,232	\$ 2,331,111	\$ 17,854,759	
19 Highway-Highway Crossings Program	Federal	-	-	-	-	-	-	-	-	-	-	-	-	-	\$	
20 STP ER - Safety Projects (Includes estimate of CO state of Region allocation)	State Legislature/TC	\$ 168,813	\$ 1,710,499	\$ 1,724,279	\$ 1,736,141	\$ 1,746,241	\$ 1,756,167	\$ 1,746,241	\$ 1,756,167	\$ 1,771,112	\$ 1,781,510	\$ 1,790,125	\$ 1,794,760	\$ 6,890,316	\$ 6,942,596	
21 State Legislature	State Legislature/TC	-	-	-	-	-	-	-	-	-	-	-	-	-	\$ 8,804,602	
22 State Board	State Board/TC	-	-	-	-	-	-	-	-	-	-	-	-	-	\$ 44,246,110	
23 Surface Delivery/Administration	Federal/Small Local Business/TC	-	-	-	-	-	-	-	-	-	-	-	-	-	\$	
24 Air Quality	Aeronautics Board	-	-	-	-	-	-	-	-	-	-	-	-	-	\$	
25 Transportation Aerialways	Federal	\$ 248,926	\$ 244,494	\$ 240,136	\$ 235,851	\$ 231,638	\$ 224,775	\$ 218,471	\$ 212,330	\$ 207,597	\$ 202,965	\$ 891,414	\$ 713,441	\$ 568,181	\$ 4,440,219	
26 STP Metro	Federal	-	-	-	-	-	-	-	-	-	-	-	-	-	\$	
27 Construction Mitigation/Air Quality	Federal	\$ 350,000	\$ 338,866	\$ 328,909	\$ 320,300	\$ 310,920	\$ 301,913	\$ 293,119	\$ 284,582	\$ 276,283	\$ 268,246	\$ 1,229,394	\$ 1,060,529	\$ 914,961	\$ 6,279,922	
28 Multimodal Planning	Federal	-	-	-	-	-	-	-	-	-	-	-	-	-	\$	
29 Bridge/Off-System	Federal	-	-	-	-	-	-	-	-	-	-	-	-	-	\$	
30 Statewide Transit	State Legislator/TC	-	-	-	-	-	-	-	-	-	-	-	-	-	\$	
31 Strategic Projects - Transit	State Legislator/TC	-	-	-	-	-	-	-	-	-	-	-	-	-	\$	
32 Trans. and Rail Local Grants	State Legislator/TC	-	-	-	-	-	-	-	-	-	-	-	-	-	\$	
33 Trans. and Rail Statewide Grants	State Legislator/TC	-	-	-	-	-	-	-	-	-	-	-	-	-	\$	
34 Infrastructure Bank	TC	-	-	-	-	-	-	-	-	-	-	-	-	-	\$	
35 Debt Service	Debt Service	-	-	-	-	-	-	-	-	-	-	-	-	-	\$	
36 TOTAL		\$ 9,522,071	\$ 10,035,768	\$ 10,388,947	\$ 10,562,555	\$ 10,505,141	\$ 10,350,027	\$ 10,200,173	\$ 10,054,433	\$ 9,909,191	\$ 44,956,718	\$ 38,308,499	\$ 33,272,219	\$ 219,585,812		
37 Bridge Enterprise Board/Debt	Bridge Enterprise Board/Debt	\$ 4,558,213	\$ 4,498,888	\$ 4,443,221	\$ 4,388,364	\$ 4,284,925	\$ 4,228,220	\$ 4,191,684	\$ 4,145,140	\$ 4,094,278	\$ 18,182,393	\$ 18,596,416	\$ 18,732,987	\$ 97,752,165		
38 BRIDGE ENTERPRISE TOTAL																
39 HPTIE TOTAL	HPTIE Board															
40 HPTIE TOTAL																
Transportation Alternatives	Sublocalization															
Transportation Alternatives	Region Allocation	\$ 248,926	\$ 244,494	\$ 240,136	\$ 238,851	\$ 231,638	\$ 228,775	\$ 218,471	\$ 212,330	\$ 207,597	\$ 202,965	\$ 891,414	\$ 713,441	\$ 568,181	\$ 4,440,219	

2040 Program Distribution
Planning Estimates Summary

	MPO Estimate Percentages												
	STP-M	Metro-PL	CMAQ	TAP	RPP	FSA	Cong. Relief (Local)	FSA Transit (SW)	HSIP	BE	Maintenance	Surf. Treat.	Structures
DRCOG	74.2%	67.3%	81.8%	44.9%	39.1%	36.6%	100.0%	0.0%	60.0%	56.4%	42.8%	32.7%	42.8%
Suballocation	74.2%	67.3%	81.8%	23.6%									
MPO Estimate													
Region 1 Share (est.)				15.7%	34.0%	31.1%	100.0%						
Region 4 Share (est.)				5.6%	5.1%	5.5%							
GVMFO	0.0%	4.3%	0.0%	1.9%	3.6%	3.5%	0.0%	0.0%		2.5%		1.2%	2.3%
Suballocation	0.0%	4.3%	0.0%	0.0%									
MPO Estimate													
Region 3 Share (est.)				1.9%	3.6%	3.5%							
NFRMPO	8.3%	9.7%	10.1%	6.5%	6.0%	4.6%	0.0%	4.0%	0.0%				3.7%
Suballocation	8.3%	9.7%	10.1%	2.6%									
MPO Estimate													
Region 4 Share (est.)				3.9%	6.0%	4.6%							3.7%
PPACG	17.5%	14.2%	2.5%	8.8%	8.0%	7.2%	0.0%	14.0%	0.0%				6.7%
Suballocation	17.5%	14.2%	2.5%	5.6%									
MPO Estimate													
Region 2 Share (est.)				3.2%	8.0%	7.2%							
PACOG	0.0%	4.5%	0.0%	2.1%	1.9%	2.9%	0.0%	0.0%	0.0%				3.5%
Suballocation	0.0%	4.5%	0.0%	0.0%									
MPO Estimate													
Region 2 Share (est.)				2.1%	1.9%	2.9%							

	Region Allocation Percentages					
	CMAQ	TAP	RPP	FSA	Hot Spots	Traffic Signals
Region 1	0.0%	17.2%	35.5%	33.0%	20.0%	33.3%
Region 2	0.5%	13.2%	19.9%	21.3%	20.0%	16.7%
Region 3	1.0%	13.0%	14.3%	14.1%	20.0%	16.7%
Region 4	1.7%	18.3%	23.2%	23.6%	20.0%	16.7%
Region 5	1.0%	5.9%	7.1%	8.0%	20.0%	16.7%

Appendix A: Policy Directive 14

COLORADO DEPARTMENT OF TRANSPORTATION		<input checked="" type="checkbox"/> POLICY DIRECTIVE <input type="checkbox"/> PROCEDURAL DIRECTIVE
Subject		Number
Policy Guiding Statewide Plan Development		14.0
Effective	Supersedes	Originating Office
2.27.15	14.0: 3.20.08 13.0: 12.14.06	Division of Transportation Development

I. PURPOSE

This Policy Directive provides an overall framework for the transportation planning process through which a multimodal, comprehensive Statewide Transportation Plan will be developed and implemented. With limited funding available, the Colorado Department of Transportation (CDOT) has developed a vision for the Statewide Transportation Plan that guides investment for Colorado's multimodal transportation system and that balances:

- Preservation and maintenance, and incorporation of risk-based asset management,
- Efficient system operations and management practices,
- Capacity improvements, and
- Incorporation of safety in all areas

Policy Directive 14.0 performance objectives will guide the distribution of resources in the Statewide Transportation Plan, the Statewide Transportation Improvement Program, and the annual budget. This Policy Directive will be revised, as needed, to update performance objectives or incorporate additional goal areas.

II. AUTHORITY

23 United States Code (U.S.C.) 134, 135 and 450, PL 112-141 ("Moving Ahead for Progress in the 21st Century" or "MAP-21), and its implementing regulations.

§ 43-1-106(8)(a), C.R.S. Transportation Commission

§ 43-1-1103, C.R.S. Transportation planning

Transportation Commission Rules Governing the Statewide Transportation Planning Process and Transportation Planning Regions (2 CCR 601-22)

III. APPLICABILITY

This Policy Directive applies to all CDOT Divisions and Regions involved in implementing the Statewide Transportation Plan in cooperation with CDOT's planning partners: the 10 rural Transportation Planning Regions and the five Metropolitan Planning Organizations.

Policy Guiding Statewide Plan Development	Number 14.0
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IV. DEFINITIONS

“Aspirational Objectives” are those objectives, or targets, toward which CDOT may strive if CDOT receives revenues beyond those projected.

“Drivability Life” is an indication in years of how long a highway will have acceptable driving conditions based on an assessment of smoothness, pavement distress, and safety. Drivability Life implements traffic volume based categories, and associated category drivability condition standards and allowed pavement treatments. Unacceptable driving condition is specific to each traffic volume based category and means drivers must reduce speeds to compensate for poor conditions, navigate around damaged pavement, or endure intolerably rough rides. The Risk-Based Asset Management Plan identifies three categories of Drivability Life: High (greater than 10 years of Drivability Life remaining); Moderate (4-10 years); and Low (3 or fewer years).

“Geohazards” are geologic hazards that affect the transportation system and include debris flow, embankment distress, landslides, rockfall, rockslides, and sink holes.

“National Highway System” (NHS) is a federally designated system of roadways important to the nation's economy, defense, and mobility. The NHS includes Interstate highways as well as other roadways. Not all NHS roadways are part of the state highway system.

“Maintenance Level of Service” (MLOS) is a qualitative measure describing operational conditions on the roadway. Overall maintenance level of service is a combined grade for nine maintenance program areas. For snow and ice control, the LOS B level includes maintaining high levels of mobility as much as possible, and proactive avalanche control.

“Performance Measures” are the ways that direction toward a goal is measured.

“Performance Objectives” are the specific targets for a performance measure that an organization intends to meet to make progress toward a goal.

“Planning Time Index” (PTI) is a measure of travel time reliability. For this performance measure it is defined as the 95th percentile travel time divided by travel time at free-flow speed. In general terms, it identifies the extra time needed to arrive on-time for a trip 19 times out of 20. For example, for a PTI₉₅ of 1.5, a worker should plan 45 minutes for a trip that takes 30 minutes in free flow conditions (30 minutes x 1.5 = 45 minutes) to be on-time 19 out of 20 times (which would mean the worker would be late only one of the 20 work days in a month).

“Revenue Service Miles” are the miles of service operated by transit vehicles and available to the general public.

“Serious Injuries” are evident incapacitating injuries which prevent injured persons from walking, driving or normally continuing the activities they were capable of performing before being injured in traffic crashes.

Policy Guiding Statewide Plan Development	Number 14.0
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“Vehicle Miles Traveled” (VMT) is a measurement of miles traveled by vehicles obtained by multiplying the Annual Average Daily Traffic (AADT) count by the length of the roadway segment.

V. POLICY

1. Policy. It shall be the policy of CDOT that the Statewide Transportation Plan and statewide performance objectives stated herein will guide distribution of financial resources to meet or make progress toward objectives in four goal areas: safety, infrastructure condition, system performance, and maintenance. Financial resources should be directed toward achieving the objectives within the first 10 years of the planning horizon (2016-2025). Projects should be selected to support the goals and objectives and will be included in the Statewide Transportation Improvement Program (STIP). Annual budget decisions will be guided by these performance objectives as well as CDOT’s Risk Based Asset Management Plan. Prior to funding new initiatives, funds should be directed to achieving the objectives in each area while recognizing constraints on some funding sources. Aspirational objectives guide the use of funds received that are above baseline revenue projections.

2. Goals. PD 14.0 goals guide development of the multimodal Statewide Transportation Plan and of performance objectives. The goals are:

- SAFETY – Moving Colorado toward zero deaths by reducing traffic-related deaths and serious injuries by one-half by 2030.
- INFRASTRUCTURE CONDITION – Preserve the transportation infrastructure condition to ensure safety and mobility at a least life cycle cost.
- SYSTEM PERFORMANCE – Improve system reliability and reduce congestion, primarily through operational strategies and secondarily through the addition of capacity. Support opportunities for mode choice.
- MAINTENANCE – Annually maintain CDOT’s roadways and facilities to minimize the need for replacement or rehabilitation.

PD 14.0 and Statewide Plan Goals are in alignment with the MAP-21 National Goals. For the Statewide Plan, goals are expressed in more public-friendly terms and include: Safety, Mobility (System Performance in PD 14.0), Economic Vitality (not yet identified in PD 14.0), and Maintaining the System (Infrastructure Condition and Maintenance in PD 14.0).

3. Performance Measures and Objectives. Performance measures describe how statewide success will be evaluated and performance objectives establish statewide achievement levels which are used to direct investment decisions primarily focused on a 10-year planning horizon (2016-2025). Explanations of how the objectives will be measured and budget categories-

Policy Guiding Statewide Plan Development	Number 14.0
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Maintain, Maximize, Expand, and Pass-Through Funds/Multi-Modal Grants- that fund the four goal areas are listed below with the appropriate goals.

a) HIGHWAY SAFETY:

The highway safety objectives (with the exception of the economic impact of crashes objectives) were set after studying trends from 2008 through 2013. Safety measures and objectives apply to *all* roads in the state. The other safety measures and objectives in this section are subsets of the highway measures and objectives. The budget categories that fund Safety are Maintain, Maximize, and Expand.

(1) All Highways

MEASURES:

- Number of fatalities
- Fatalities per vehicle miles traveled (VMT)
- Number of serious injuries
- Serious injuries per VMT
- Economic impact of crashes

OBJECTIVES:

- Reduce fatalities by 12 per year from 548 in 2008 to 344 in 2025.
- Reduce the fatality rate per 100 million VMT by 0.02 per year from 1.03 in 2013 to 0.79 in 2025.
- Reduce serious injuries by 90 per year from 3,200 in 2013 to 2,120 in 2025.
- Reduce the serious injury rate by 0.2 per 100 million VMT per year from 6.86 in 2013 to 4.46 in 2025.
- Reduce the economic impact of crashes annually by 1% over the previous calendar year.

ASPIRATIONAL OBJECTIVE:

- Reduce the fatality rate per 100 million VMT to 0.75 in 2025.

(2) Bike and Pedestrian

MEASURES:

- Number of bicyclist and pedestrian fatalities involving motorized vehicles
- Number of bicyclist and pedestrian serious injuries involving motorized vehicles

OBJECTIVES:

- Reduce the number of bicyclist and pedestrian fatalities involving motorized vehicles from 67 in 2013 to 47 in 2025.
- Reduce the number of bicyclist and pedestrian serious injuries involving motorized vehicles from 469 in 2013 to 311 in 2025.

Policy Guiding Statewide Plan Development	Number 14.0
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b) INFRASTRUCTURE CONDITION:

The infrastructure condition objectives for highways and bridges are intended to be achieved or maintained over the first 10 years of the planning horizon (2016-2025). The budget category that funds Infrastructure Condition is Maintain, except for Transit which is funded with Pass-Through Funds/Multi-Modal Grants.

(1) Bridges**MEASURES:**

- Condition of National Highway System (NHS) bridges
- Condition of state highway bridges
- Risk-Based Asset Management Plan measures for bridges (See Appendix A for additional bridge measures.)

OBJECTIVES:

- Maintain the percent of NHS total bridge deck area that is not structurally deficient at or above 90%.
- Maintain the percent of state highway total bridge deck area that is not structurally deficient at or above 90%.
- Meet bridge objectives in the Risk-Based Asset Management Plan. (See Appendix A for additional bridge objectives.)

ASPIRATIONAL OBJECTIVES:

- Achieve the percent of NHS total bridge deck area that is not structurally deficient at or above 95%.

(2) Highways**MEASURES:**

- Pavement condition of the Interstate System
- Pavement condition of the NHS, excluding Interstates
- Pavement condition of the state highway system

OBJECTIVES:

- Achieve 80% High/Moderate Drivability Life for Interstates based on condition standards and treatments set for traffic volume categories.
- Achieve 80% High/ Moderate Drivability Life for NHS, excluding Interstates, based on condition standards and treatments set for traffic volume categories.
- Achieve 80% High/Moderate Drivability Life for the state highway system based on condition standards and treatments set for traffic volume categories.

ASPIRATIONAL OBJECTIVES:

- Achieve 90% High/Moderate Drivability Life for Interstates based on

Policy Guiding Statewide Plan Development	Number 14.0
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condition standards and treatments set for traffic volume categories.

- Achieve 90% High/ Moderate Drivability Life for NHS, excluding Interstates, based on condition standards and treatments set for traffic volume categories.

(3) Other Assets

MEASURE:

- Risk-Based Asset Management Plan measures for other assets (See Appendix A for measures for buildings, Intelligent Transportation Systems (ITS) equipment, roadway fleet, culverts, geohazards, tunnels, traffic signals, and walls)

OBJECTIVE:

- Meet objectives in the Risk-Based Asset Management Plan (See Appendix A for objectives for buildings, ITS equipment, roadway fleet, culverts, geohazards, tunnels, traffic signals, and walls)

(4) Transit

MEASURE:

- Transit Asset Condition

OBJECTIVES:

- Maintain the percentage of vehicles in the rural Colorado transit fleet to no less than 65% operating in fair, good, or excellent condition, per Federal Transit Administration definitions.
- Ensure that all CDOT transit grantees have Asset Management Plans in place for state or federally funded vehicles, buildings and equipment by 2017.

ASPIRATIONAL OBJECTIVE:

- Increase the percentage of vehicles in the rural Colorado transit fleet to no less than 70% operating in fair, good, or excellent condition, per Federal Transit Administration definitions.

c) SYSTEM PERFORMANCE:

The system performance objectives for Interstates, NHS and State Highway system are intended to be achieved within the first 10 years (2016-2025) of the planning horizon. The system performance objectives for transit begin in 2012 either for a five-year rolling average or as the baseline year. The budget categories that fund System Performance are Maximize, Expand, and Pass-Through Funds/Multi-Modal Grants.

(1) Interstates, NHS and State Highway system

Policy Guiding Statewide Plan Development	Number 14.0
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MEASURES:

- Interstate Performance – Planning Time Index (PTI)
- NHS Performance excluding Interstates – PTI
- Colorado Freight Corridors Performance – PTI

OBJECTIVES:

- Prevent the spread of congestion by maintaining a PTI of 1.25 or less on 90% or greater of Interstate centerline miles.
- Prevent the spread of congestion by maintaining a PTI of 1.08 or less on 90% or greater of NHS centerline miles, excluding Interstates.
- Prevent the spread of congestion by maintaining a PTI of 1.25 or less on 90% or greater of Colorado Freight Corridor centerline miles.

(2) Transit

MEASURES:

- Transit Utilization – Ridership statewide for small urban and rural “transit grantees”
- Transit Connectivity – Revenue service miles provided

OBJECTIVES:

- Increase ridership of small urban and rural transit grantees by at least an average of 1.5% statewide over a five-year period beginning with 2012.
- Maintain or increase the total number of revenue service miles of regional, inter-regional, and inter-city passenger service over that recorded for 2012.

ASPIRATIONAL OBJECTIVES:

- Increase ridership of small urban and rural transit grantees by at least an average of 1.7% statewide over a five-year period beginning with 2012.
- Increase the statewide total number of revenue service miles of regional, inter-regional, and inter-city passenger service by at least an average 1.7% over a five-year period beginning with 2012.

d) Maintenance:

Maintenance objectives are established based on annual funding levels and measured annually. The budget category that funds Maintenance is Maintain.

MEASURES:

- Level of Service (LOS) for snow and ice removal
- Overall Maintenance Level of Service (MLOS) for the state highway system

OBJECTIVES:

- Maintain a LOS B grade for snow and ice removal.

Policy Guiding Statewide Plan Development	Number 14.0
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- Maintain an overall MLOS B minus grade for the state highway system.

ASPIRATIONAL OBJECTIVES:

- Achieve a LOS B+ grade for snow and ice removal.
- Achieve an overall Maintenance LOS B grade for the state highway system.

VI. DOCUMENTS REFERENCED IN THIS POLICY DIRECTIVE

Appendix “A” “CDOT Risk-Based Asset Management Plan Performance Measures and Objectives”

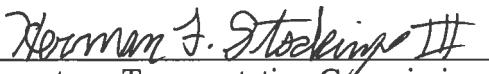
VII. IMPLEMENTATION PLAN

Additional measures and objectives are planned or currently under development. As additional measures and objectives are finalized they will be brought forward for consideration of incorporation into PD 14.0. This includes measures and objectives in the following areas: Bike and Pedestrian, Truck Freight, Freight Rail, Economic Vitality, and Environmental Sustainability.

This Policy Directive will be implemented by the Division of Transportation Development, with the Office of Financial Management and Budget, the Division of Transportation Systems Management & Operations, and the Division of Transit & Rail, and in collaboration with other CDOT Divisions and CDOT Regions. Funds will be directed to budget categories to support accomplishment of the objectives. The Division of Transportation Development will report annually on performance of the transportation system to track progress toward objectives. At a minimum, the Division of Transportation Development will review and update or reaffirm this Policy Directive with each Plan update cycle in collaboration with the Office of Policy and Government Relations, Office of Financial Management and Budget, Division of Transportation Systems Management & Operations, Division of Transit & Rail, and other CDOT Divisions and CDOT Regions.

VIII. REVIEW DATE

This directive shall be reviewed on or before February 2018.


Secretary, Transportation Commission

2-27-15
Date of Approval

Appendix A: CDOT Risk-Based Asset Management Plan Performance Measures and Objectives

Asset	Measure	Current Performance	Objective (Target)	Aspirational Objective (Target)
Bridges	Percentage of state highway total bridge deck area that is not structurally deficient	94%	90% ^a	95% ^a
	Percentage of NHS total bridge deck area that is not structurally deficient	95%	90% ^a	95% ^a
	Percentage of CDOT-owned bridges over waterways that are scour critical	7.1%	5%	1%
	Percentage of bridge crossings over Interstates, U.S. routes and Colorado state highways with a vertical clearance less than the statutory maximum vehicle height of 14 feet-6 inches	0.4%	0.4%	0%
	Percentage of bridge crossings over Interstates, U.S. Routes and Colorado state highways with a vertical clearance less than the minimum design requirement of 16 feet-6 inches	4.8%	4.8%	2%
	Percentage of CDOT-owned bridges posted for load	0.1%	0%	0%
	Percentage of CDOT-owned bridges with a load restriction	2.6%	3%	1%
	Percentage of leaking expansion joint by length on CDOT-owned bridges	18.8%	15%	5%
	Percentage of CDOT-owned bridge deck area that is unsealed or otherwise unprotected	31%	30%	5%
	Percentage high-moderate drivability life for Interstates based on condition standards and treatments set for traffic volume categories	89%	80% ^a	90% ^a
Pavement	Percentage high-moderate drivability life for CDOT-owned NHS, excluding Interstates based on condition standards and treatments set for traffic volume categories	78%	80% ^a	90% ^a
	Percentage high-moderate drivability life for the State highway system based on condition standards and treatments set for traffic volume categories	73%	80% ^a	90%
	Maintenance Statewide Letter Grade	B-	B-a	B ^a
Buildings	Statewide Letter Grade	86% C or Better	90% C or Better	100% C or Better
ITS	Average Percent Useful Life	126%	90%	85%
Fleet	Average Percent Useful Life	103%	70%	50%
Culverts ^b	Percentage Critical Culverts	2.9%	5%	2%
Geohazards	Number of Sites with letter grade C or better	47%	60%	90% ^c
Tunnels	Key components of fire/life safety must not exceed 100% of useful life, based on manufacturer's specification, condition inspections and maintenance history.	TBD ^d	100%	100%
Traffic Signals ^e	Percent intersections with at least one component beyond 100% Useful Life	52%	15%	0%
Walls ^f	Percentage of CDOT-owned walls, by square foot, that are in condition state 3 or 4 (poor or severe).	1%	1%	0.5%

^aHighlighted measures and objectives are those that are identified specifically in the Infrastructure Condition section of PD 14.

^bThese measures and objectives are from the Infrastructure Condition section of PD 14.

^cCulverts are minor structures between 4' and 20'.

^dSometimes will always remain in the D category due to traffic volume. And at some sites, to effectively eliminate or significantly reduce the likelihood is beyond the scope of the Geohazards Program.

^eObjective pending data collection.

^fOverall signal infrastructure includes signal assemblies, cabinets and controllers.

The walls inventory and condition are being collected under a 2 year project, so the information in this table is based on estimates.

Appendix B: 2040 Program Distribution TC Approval

Resolution #TC-3139

FY 2016 – 2040 Program Distribution

Approved by the Transportation Commission on: February 20, 2014

WHEREAS, the Colorado Transportation Commission (the Commission) has statutory authority pursuant to §43-1-106 C.R.S. to approve, accept, and amend various planning documents resulting from Section 135 Title 23 of the U.S.C. and §43-1-1101 through 1105 C.R.S.; and

WHEREAS, the Commission adopts Program Distribution assignment of anticipated state and federal transportation revenues for use in development of the long range Statewide Transportation Plan and the Regional Transportation Plans; and

WHEREAS, the Commission adopts Program Distribution to reflect planned levels of funding to various programs based on the limited revenue expected for the period 2016-2040; and

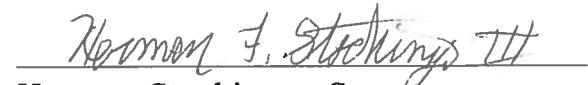
WHEREAS, a forecast of revenues upon which Program Distribution is based was adopted by the Commission in April 2013 (TC Resolution 3070); and

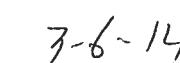
WHEREAS, the Commission recognizes that future fund receipts may vary from these estimates, and that the assignment of funds reflected in Program Distribution is for planning purposes and does not represent a future funding commitment, and that the annual CDOT budget may vary from Program Distribution; and

WHEREAS, the FY 2016 – 2040 Program Distribution (Attachment A) reflects the intent to support Policy Directive (PD) 14 asset management performance objectives by funding to estimated levels needed to achieve those objectives, while recognizing that data relating to the outcomes and future needs in various categories will be updated periodically and future funding amounts may be adjusted accordingly; and

WHEREAS, the Commission recognizes that in the latter years of the Statewide Transportation Plan horizon (2026-2040) there are insufficient funds to support the PD 14 asset management performance objectives as well as the FY 15 baseline program amounts due to declining revenues and reduced purchasing power.

NOW THEREFORE BE IT RESOLVED, that the Commission approves the FY 2016 – 2040 Program Distribution (Attachment A) for use in developing the 2016-2040 Statewide Transportation Plan, Regional Transportation Plans, and to guide the development of the 2016 STIP.


Herman Stockinger, Secretary
Transportation Commission of Colorado


Date

Resolution #TC-3156

FY 2016 – 2040 Program Distribution Allocation Methodologies for Formula Programs
Transportation Commission of Colorado

Approved by the Transportation Commission of Colorado on April 17, 2014

WHEREAS, the Colorado Transportation Commission (the Commission) has statutory authority pursuant to §43-1-106 to approve, accept, and amend various planning documents resulting from Section 135 Title 23 of the U.S.C. and §43-1-1101 through 1105 C.R.S.; and

WHEREAS, the Commission adopts long range Program Distribution assignment of anticipated state and federal transportation revenues for use in development of the federally required Statewide Transportation Plan and Regional Transportation Plans; and

WHEREAS, a forecast of revenues upon which Program Distribution is based was adopted by the Commission in April 2013 (TC Resolution 3070); and

WHEREAS, the Commission adopted Program Distribution to reflect planned levels of funding to various programs based on the limited revenue expected for the period 2016-2040 on February 14, 2014 (TC Resolution 3139); and

WHEREAS, the Commission recognizes that future fund receipts may vary from these estimates, and that the assignment of funds reflected in Program Distribution is for planning purposes and does not represent a future funding commitment, and that the annual CDOT budget may vary from Program Distribution; and

WHEREAS, the Commission, as part of Program Distribution, also adopts allocation methodologies for certain programs allocated by formula; and

WHEREAS, federal statute requires the obligation of a portion of Surface Treatment Program (STP) funds in Urbanized Areas with a population greater than 200,000 (Transportation Management Areas (TMAs)) on the basis of population; and

WHEREAS, federal statute requires the allocation of Metropolitan Planning (Metro-PL) funds on the basis of a formula developed by the State DOT, in consultation with the MPOs, and approved by the FHWA Division Administrator; and

WHEREAS, federal statute requires that 50% of Transportation Alternatives Program (TAP) funds be obligated in certain population categories on the basis of population, including to Urbanized Areas with a population greater than 200,000 (TMAs); and

WHEREAS, the Commission elects to allocate by formula the TAP funds remaining after allocation to TMAs to the CDOT Regions; and

WHEREAS, federal statute requires that Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds be spent in air quality non-attainment or maintenance areas, or natural gas refueling stations or electric vehicle charging

stations at any location in the state; and

WHEREAS, a statewide CMAQ funded Colorado Energy Office (CEO) natural gas station/electric vehicle charging station program in Fiscal Years (FYs) 14-17 was approved by the Commission in December 2013 (TC Resolution 3120); and

WHEREAS, the Commission elects to allocate by formula remaining CMAQ funds to the eligible recipients (MPOs and TPRs or to CDOT Regions for PM-10 areas) in air quality non-attainment or maintenance areas; and

WHEREAS, the FY 2016-2040 Program Distribution allocation methodologies for these formula programs for use in the next Statewide Transportation Plan and the next Statewide Transportation Improvement (STIP) are as follows:

- 1) Surface Transportation - Metro (STP-M):** Pursuant to federal statute, based on population of Urbanized Areas with a population greater than 200,000;
- 2) Metropolitan Planning (Metro-PL):** Based on population of Urbanized Areas over 50,000, with a minimum dollar base of \$330,000 (federal and local) for Grand Valley MPO and \$350,000 for PACOG, as agreed by CDOT and MPOs and approved by FHWA;
- 3) Transportation Alternatives Program (TAP):** 50% of funds based on population pursuant to federal statute; and 50% of funds based on 45% VMT / 40% Lane Miles / 15% Truck VMT;
- 4) Congestion Mitigation and Air Quality Improvement Program (CMAQ):** Off the top funds to statewide CEO program in FYs 14-17, with remaining funds allocated 80% to Ozone areas, 15% to CO areas, and 5% to PM-10 areas with a minimum base for each rural recipient of \$200,000 (federal and local) (if minimum base is reached, PM-10 funds are split 50% to urban recipients and 50% to rural recipients), with allocations to Ozone and CO areas based on 75% population and 25% on and off-system NHS VMT; and

NOW THEREFORE BE IT RESOLVED, that the Commission approves the FY 2016 – 2040 Program Distribution allocation methodologies listed above for formula programs for use in developing the 2016-2040 Statewide Transportation Plan, Regional Transportation Plans, and to guide the development of the 2016 STIP.

FURTHER BE IT RESOLVED, that the Commission will periodically review the fund allocations that are directed by TC decision to ensure the effectiveness of the use of funds and the Commission reserves the option to alter the allocation of those funds.

Herman J. Stockinger III
Herman Stockinger, Secretary
Transportation Commission of Colorado

5-6-14
Date

Resolution #TC-3160

FY 2016 – 2040 Program Distribution Allocation Methodology for the Regional Priority Program (RPP)

Approved by the Transportation Commission on May 15, 2014

WHEREAS, the Colorado Transportation Commission (the Commission) has statutory authority pursuant to §43-1-106 to approve, accept, and amend various planning documents resulting from Section 135 Title 23 of the U.S.C. and §43-1-1101 through 1105 C.R.S.; and

WHEREAS, the Commission adopts long range Program Distribution assignment of anticipated state and federal transportation revenues for use in development of the federally required Statewide Transportation Plan and Regional Transportation Plans; and

WHEREAS, a forecast of revenues upon which Program Distribution is based was adopted by the Commission in April 2013 (TC Resolution 3070); and

WHEREAS, the Commission adopted Program Distribution to reflect planned levels of funding to various programs based on the limited revenue expected for the period 2016-2040 on February 14, 2014 (TC Resolution 3139); and

WHEREAS, the Commission recognizes that future fund receipts may vary from these estimates, and that the assignment of funds reflected in Program Distribution is for planning purposes and does not represent a future funding commitment, and that the annual CDOT budget may vary from Program Distribution; and

WHEREAS, the Commission, as part of Program Distribution, also adopts allocation methodologies for certain programs allocated by formula;

WHEREAS, the Commission elects to allocate Regional Priority Program (RPP) funds to the CDOT Regions; and

WHEREAS, the Commission previously adopted in April, 2014 allocation methodologies for Surface Transportation – Metro (STP-M), Metropolitan Planning (Metro-PL), Transportation Alternatives Program (TAP), and Congestion Mitigation and Air Quality Improvement Program (CMAQ); and

WHEREAS, the FY 2016-2040 Program Distribution allocation methodology for this formula program for use in the next Statewide Transportation Plan and the next Statewide Transportation Improvement (STIP) is as follows:

- 1) Regional Priority Program (RPP):** Based on 50% Population, 35% state highway Lane Miles, and 15% state highway Truck VMT.

NOW THEREFORE BE IT RESOLVED, that the Commission approves the FY 2016 – 2040 Program Distribution allocation methodology listed above for the Regional Priority Program (RPP) for use in developing the 2016-2040 Statewide Transportation Plan, Regional Transportation Plans, and to guide the development of the 2016 STIP.

FURTHER BE IT RESOLVED, that the Commission will periodically review the fund allocations that are directed by TC decision to ensure the effectiveness of the use of funds and the Commission reserves the option to alter the allocation of those funds.

Herman F. Stockinger III
Herman Stockinger, Secretary
Transportation Commission

6-9-14
Date

Resolution #TC-3161

FY 2016 – 2040 Program Distribution Allocation Methodology for FASTER Safety Mitigation Program

Approved by the Transportation Commission on May 15, 2014

WHEREAS, the Colorado Transportation Commission (the Commission) has statutory authority pursuant to §43-1-106 to approve, accept, and amend various planning documents resulting from Section 135 Title 23 of the U.S.C. and §43-1-1101 through 1105 C.R.S.; and

WHEREAS, the Commission adopts long range Program Distribution assignment of anticipated state and federal transportation revenues for use in development of the federally required Statewide Transportation Plan and Regional Transportation Plans; and

WHEREAS, a forecast of revenues upon which Program Distribution is based was adopted by the Commission in April 2013 (TC Resolution 3070); and

WHEREAS, the Commission adopted Program Distribution to reflect planned levels of funding to various programs based on the limited revenue expected for the period 2016-2040 on February 14, 2014 (TC Resolution 3139); and

WHEREAS, the Commission recognizes that future fund receipts may vary from these estimates, and that the assignment of funds reflected in Program Distribution is for planning purposes and does not represent a future funding commitment, and that the annual CDOT budget may vary from Program Distribution; and

WHEREAS, the Commission, as part of Program Distribution, also adopts allocation methodologies for certain programs allocated by formula;

WHEREAS, the Commission elects to allocate a portion of FASTER Safety funds to the FASTER Safety Mitigation Program to be maintained as a statewide pool with Region Planning Estimates;

WHEREAS, the Commission previously adopted in April, 2014 allocation methodologies for Surface Transportation – Metro (STP-M), Metropolitan Planning (Metro-PL), Transportation Alternatives Program (TAP), and Congestion Mitigation and Air Quality Improvement Program (CMAQ); and

WHEREAS, the FY 2016-2040 Program Distribution allocation methodology for this formula program for use in the next Statewide Transportation Plan and the next Statewide Transportation Improvement (STIP) is as follows:

- 1) FASTER Safety Mitigation Program:** Based on total crash data weighted according to National Safety Council values for crash type.

NOW THEREFORE BE IT RESOLVED, that the Commission approves the FY 2016 – 2040 Program Distribution allocation methodology listed above for the FASTER safety mitigation program for use in developing the 2016-2040 Statewide Transportation Plan, Regional Transportation Plans, and to guide the development of the 2016 STIP.

FURTHER BE IT RESOLVED, that the Commission will periodically review the fund allocations that are directed by TC decision to ensure the effectiveness of the use of funds and the Commission reserves the option to alter the allocation of those funds.

Herman J. Stockinger III

Herman Stockinger, Secretary
Transportation Commission of Colorado

6-9-14

Date

Appendix C: 2040 Revenue Projections

Resolution #TC-3070

Adoption of FY 2016 to 2040 revenue estimate to be used in development of the 2040 statewide plan

Approved by the Transportation Commission on: April 18, 2013

WHEREAS, A long range revenue forecast is prepared to provide an estimate of reasonably expected resources for the Colorado Department of Transportation (CDOT) as a component of the 2040 statewide plan; and

WHEREAS, in preparing this revenue forecast CDOT staff consulted with the CDOT Senior Management Team (SMT), the Statewide Transportation Advisory Committee (STAC), the STAC sub-committee on revenue forecast, the Transportation Commission subcommittee on the statewide plan, and the Commission itself prior to presenting this recommendation to the transportation commission; and

WHEREAS, this revenue forecast is based on current law and current economic assumptions; and

WHEREAS, this revenue forecast assumes average annual gross national product (GDP) increases of 2.5 percent; and

WHEREAS, off-the-top transfers from the State highway users tax fund (HUTF) are based on CDOT projection of historical transfers; and

WHEREAS, revenues generated by the federal highway trust fund (HTF) increase by one percent over MAP-21 levels for fiscal years 2016 to 2020, and are adjusted to reflect the Congressional Budget Office (CBO) forecast for fiscal years 2021 to 2040; and

WHEREAS, this revenue forecast includes the senate bill 09-228 transfer to CDOT in fiscal years 2016 to 2020; and

WHEREAS, this revenue forecast applies only to the fiscally constrained portion of the 2040 statewide plan.

NOW THEREFORE BE IT RESOLVED that the Colorado Transportation Commission adopts this FY 2016 to 2040 revenue estimate to be used in development of the 2040 statewide plan.

Herman F. Stockinger III

Herman Stockinger, Secretary
Transportation Commission of Colorado

4-23-13

Date

DATE: 25 March 2013

TO: Transportation Commission

FROM: Ben Stein, Chief Financial Officer

SUBJECT: Proposed Revenue Scenario for Adoption

Last month's commission mailing included prior Revenue Projection scenarios, an additional scenario, questions for the Commissioners to consider, and a staff recommendation. After discussion in workshop last month, the same staff recommendation, including graph and back up materials, are in the TC mailing for your review and adoption at the April meeting.

The proposed scenario includes the following:

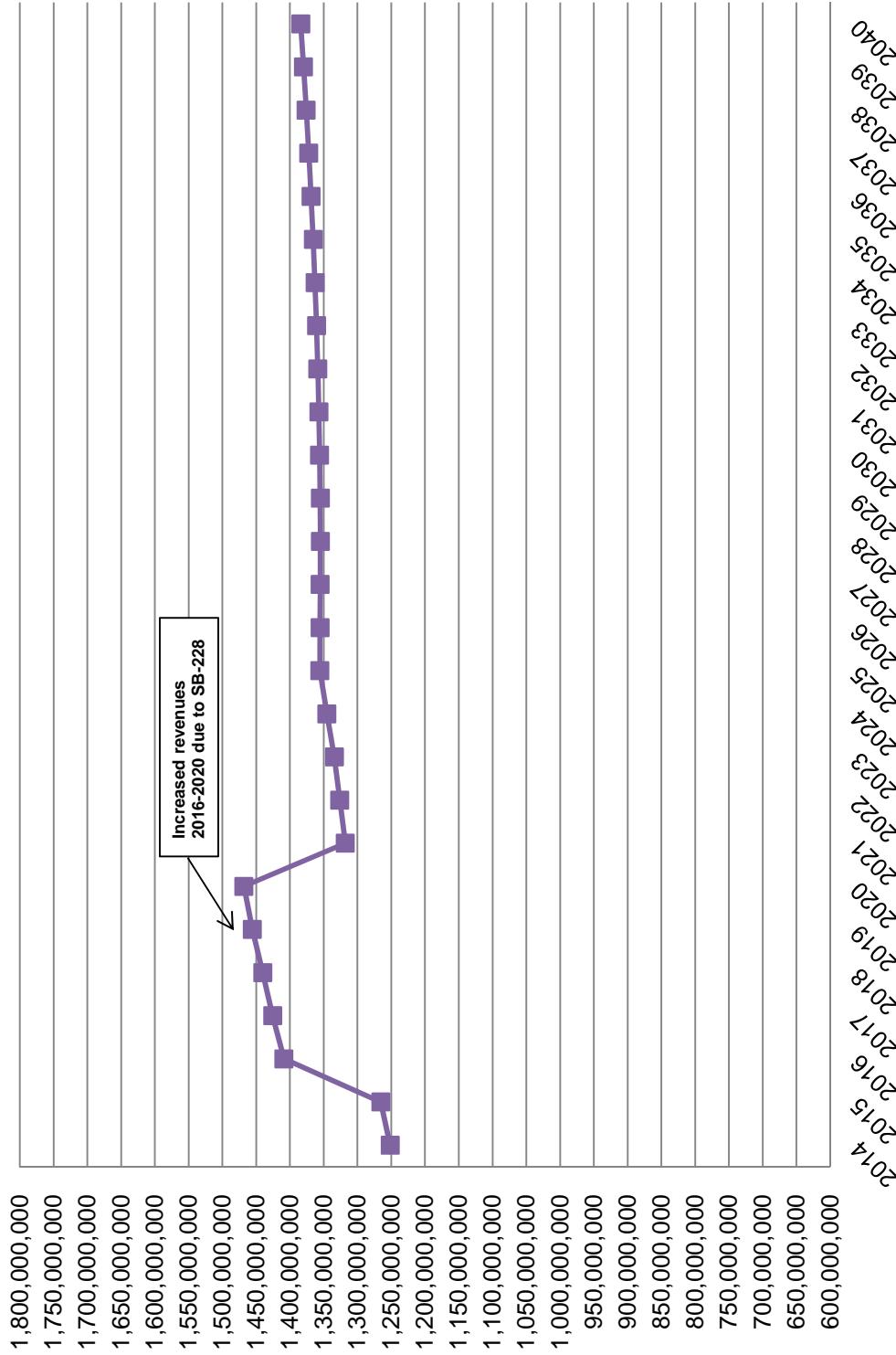
- Based on current law and current economic assumptions
- Average annual GDP increase of 2.5%
- Off-the-top transfers based on CDOT projections
- MAP-21 Revenue (1% increase) 2016-2020
- Federal revenues and General Fund transfers are adjusted 2021-2040 to reflect CBO forecast
- Includes SB09-228 allocation 2016-2020

If you have any questions on either what was presented last month or the information provided, please do not hesitate to contact me.



Final Baseline Projections for 2040 Statewide Plan

Fiscal Years 2014-2040



Final Baseline Projections for 2040 Statewide Plan
 Total CDOT Revenue Detail



	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019
Total CDOT Revenue	1,251,618,793	1,265,469,639	1,408,961,846	1,425,517,915	1,440,328,921	1,455,638,603
HUTF Revenue to CDOT	499,693,727	507,106,629	518,306,053	524,713,222	529,873,089	534,682,994
Regular HUTF	396,580,345	401,641,592	409,754,498	413,850,150	416,675,741	419,141,953
Faster Safety HUTF	103,113,382	105,465,037	108,551,555	110,863,072	113,197,348	115,541,041
CDOT Miscellaneous Revenue	23,482,150	23,062,865	22,723,476	22,195,399	21,623,681	21,024,962
State Infrastructure Bank	574,804	550,917	528,812	503,215	476,430	448,915
FHWA Local Match	19,867,343	20,069,709	20,268,913	20,470,108	20,673,315	20,878,555
FHWA Apportionments Available to CDOT	486,443,000	491,452,654	496,367,179	501,330,851	506,344,158	511,407,600
Transit and Rail Revenue	30,032,870	30,290,671	30,543,579	30,799,014	31,057,004	31,317,574
Total Aeronautics Funds	43,637,506	45,410,074	46,941,462	48,168,137	49,241,136	50,287,223
Safety Education Funds	4,770,459	4,828,587	4,892,362	4,936,810	4,978,997	5,019,741
High Performance Transportation Enterprise	32,500,000	30,375,000	375,000	375,000	375,000	375,000
State Bridge Enterprise	110,616,934	112,322,533	115,170,842	117,301,945	119,584,860	121,910,930
General Fund Revenue to CDOT			152,844,168	154,724,214	156,101,251	158,285,109

Final Baseline Projections for 2040 Statewide Plan

Total CDOT Revenue Detail



DEPARTMENT OF TRANSPORTATION

	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025
Total CDOT Revenue	1,468,117,522	1,317,952,557	1,326,163,354	1,334,344,605	1,345,301,752	1,355,629,821
HUTF Revenue to CDOT	539,421,284	544,085,908	548,705,033	553,276,245	557,684,109	561,640,494
Regular HUTF	421,443,507	423,630,424	425,643,961	427,581,519	429,341,544	430,737,784
Faster Safety HUTF	117,977,777	120,455,484	123,061,072	125,694,726	128,342,565	130,902,710
CDOT Miscellaneous Revenue	20,409,929	19,781,000	19,085,588	18,399,747	17,705,631	16,966,268
State Infrastructure Bank	420,805	392,077	361,223	330,586	299,722	267,349
FHWA Local Match	21,085,846	21,074,973	21,095,560	21,114,300	21,241,986	21,371,509
FHWA Apportionments Available to CDOT	516,521,678	516,291,480	516,787,079	517,254,955	520,400,514	523,556,061
Transit and Rail Revenue	31,580,749	31,568,904	31,594,408	31,618,485	31,780,358	31,942,747
Total Aeronautics Funds	51,361,262	52,456,192	53,552,299	54,640,701	55,717,011	56,797,377
Safety Education Funds	5,060,480	5,101,880	5,119,536	5,146,404	5,176,986	5,189,710
High Performance Transportation Enterprise	375,000	375,000	375,000	375,000	375,000	375,000
State Bridge Enterprise	124,349,575	126,825,144	129,487,628	132,188,183	134,920,435	137,523,307
General Fund Revenue to CDOT	157,530,914					

Final Baseline Projections for 2040 Statewide Plan

Total CDOT Revenue Detail



DEPARTMENT OF TRANSPORTATION

	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Total CDOT Revenue	1,355,458,939	1,355,196,946	1,355,115,554	1,354,963,448	1,356,000,487	1,357,137,146
HUTF Revenue to CDOT	565,571,932	569,561,641	573,679,493	577,542,420	581,502,468	585,530,763
Regular HUTF	432,113,805	433,545,329	435,077,098	436,325,207	437,579,875	438,886,074
Faster Safety HUTF	133,458,127	136,016,312	138,602,395	141,217,213	143,922,593	146,644,689
CDOT Miscellaneous Revenue	16,253,366	15,512,780	14,770,736	14,010,879	14,154,543	14,282,159
State Infrastructure Bank	235,698	203,053	170,220	136,953	137,962	138,537
FHWA Local Match	21,111,625	20,854,248	20,596,860	20,339,681	20,081,586	19,826,345
FHWA Apportionments Available to CDOT	517,215,486	510,909,991	504,612,591	498,320,074	492,020,961	485,759,372
Transit and Rail Revenue	31,616,454	31,291,967	30,967,896	30,644,077	30,319,917	29,997,689
Total Aeronautics Funds	57,906,218	59,038,171	60,229,491	61,465,170	62,783,939	64,133,863
Safety Education Funds	5,224,992	5,247,340	5,274,578	5,300,498	5,336,652	5,355,043
High Performance Transportation Enterprise	375,000	375,000	375,000	375,000	375,000	375,000
State Bridge Enterprise	139,948,169	142,202,755	144,438,690	146,828,696	149,287,459	151,738,375
General Fund Revenue to CDOT						

Final Baseline Projections for 2040 Statewide Plan

Total CDOT Revenue Detail



DEPARTMENT OF TRANSPORTATION

	FY2032	FY2033	FY2034	FY2035	FY2036	FY2037
Total CDOT Revenue	1,358,687,523	1,360,719,682	1,362,893,895	1,365,444,476	1,368,699,130	1,372,383,624
HUTF Revenue to CDOT	589,397,517	594,694,282	599,612,373	604,822,261	610,622,131	616,743,777
Regular HUTF	440,491,828	442,508,963	444,639,218	447,014,828	449,917,954	453,085,416
Faster Safety HUTF	149,405,689	152,185,319	154,973,155	157,807,433	160,704,177	163,658,361
CDOT Miscellaneous Revenue	14,429,176	14,586,822	14,745,857	14,908,134	15,088,352	15,285,836
State Infrastructure Bank	139,486	140,483	141,607	142,656	143,663	145,044
FHWA Local Match	19,570,057	19,314,842	19,059,328	18,805,294	18,553,437	18,300,690
FHWA Apportionments Available to CDOT	479,495,739	473,257,865	467,019,508	460,809,328	454,644,870	448,479,124
Transit and Rail Revenue	29,675,356	29,354,349	29,033,316	28,713,734	28,396,503	28,079,208
Total Aeronautics Funds	65,522,761	66,957,178	68,424,949	69,933,968	71,479,726	73,080,324
Safety Education Funds	5,387,961	5,422,771	5,461,333	5,496,743	5,531,868	5,581,072
High Performance Transportation Enterprise	375,000	375,000	375,000	375,000	375,000	375,000
State Bridge Enterprise	154,194,470	156,616,089	159,020,624	161,437,358	163,863,580	166,313,550
General Fund Revenue to CDOT						

Final Baseline Projections for 2040 Statewide Plan
 Total CDOT Revenue Detail



	FY2038	FY2039	FY2040	Total
Total CDOT Revenue	1,376,012,584	1,379,902,352	1,383,933,928	36,857,595,042
HUTF Revenue to CDOT	622,839,758	629,097,669	635,434,131	15,376,341,403
Regular HUTF	456,241,662	459,498,366	462,787,058	11,685,735,699
Faster Safety HUTF	166,598,096	169,599,303	172,647,073	3,690,605,704
CDOT Miscellaneous Revenue	15,476,990	15,671,722	15,866,876	471,504,924
State Infrastructure Bank	146,194	147,367	148,554	7,472,332
FHWA Local Match	18,049,076	17,798,052	17,547,356	539,020,592
FHWA Apportionments Available to CDOT	442,326,565	436,187,935	430,056,883	13,205,273,498
Transit and Rail Revenue	27,762,591	27,446,690	27,131,180	814,557,289
Total Aeronautics Funds	74,711,105	76,383,359	78,072,237	1,618,332,839
Safety Education Funds	5,621,852	5,663,223	5,704,577	141,832,455
High Performance Transportation Enterprise	375,000	375,000	375,000	72,250,000
State Bridge Enterprise	168,703,454	171,131,335	173,597,133	3,831,524,053
General Fund Revenue to CDOT				779,485,656

Appendix D: Detailed Assumptions and Methodology

Program Distribution Assumptions

- Allocations to revenue based programs are based on projected revenues from the 2040 Revenue Projection (See Appendix C: 2040 Revenue Projections) adopted by the TC in April 2013.
- Deflated Program Distribution is deflated 3% annually beginning in FY 2017 to reflect constant FY 16 dollars.
- Asset Management Programs
 - FY 16 amounts for Asset Management programs are based on the results of the FY 16 Asset Management Budget Setting process. The Asset Management Budget Setting process includes Responsible Acceleration of Maintenance and Partnership (RAMP) funds. RAMP funds do not constitute new revenue and are not included in Program Distribution. Asset Management amounts in Program Distribution are for the “baseline” program and do not include RAMP.
 - The partial retirement of \$167 M in TransBond debt in FY 17, and the full retirement of that debt in FY 18, is directed to Asset Management programs (with smaller amounts also directed to Contingency in FY 18-25. See Other TC Directed Programs below).
 - Funding levels for Maintenance, Surface Treatment, and Structures were set in the FY 16 Budget Setting Process and for subsequent years in Program Distribution based on estimates of the level of funding required for each asset in order to meet Policy Directive (PD) 14 objectives (See Appendix A: Statewide Transportation Plan Investment Strategy/Policy Directive 14). Funding was maintained at that level for as long as could be supported by available revenue. Beginning in FY 26, revenues are insufficient to maintain the targeted funding levels for Maintenance, Surface Treatment, and Structures. Maintenance is held constant beginning in FY 2026, while Structures and Surface Treatment decline. Reductions are taken first out of Structures, with Structures falling with revenues each year after 2025 until reaching its FY 15 base in 2036. At that time, Structures remain funded at the FY 15 base level and Surface Treatment falls each year with revenues through 2040.
 - Structures are set at \$60 million through 2025 before beginning a decline to their FY 15 base reached in 2036. Program Distribution allocations in FY 16 and FY 17 are less than \$60 million due to supplemental funding from RAMP.
 - Surface Treatment is set at \$240 million through 2035 before beginning to decline. Program Distribution allocations in FY 16 and FY 17 are less than \$240 million due to supplemental funding from RAMP.
 - Maintenance is increased 3% annually over FY 16 base for years 2017-2025, and then remains flat until 2040.
 - Funding levels for Rockfall Mitigation, Capital Expenditures, and ITS Maintenance are based on the results of the FY 16 Budget Setting Process. Funding levels in subsequent years are based on the FY 15 budget and remain constant through 2040.

- Other TC Directed Programs
 - All excepting Contingency set at FY 15 budget levels through 2040³.
 - TC Contingency reduced from FY 15 budget level in FY 16 to account for higher FY 16 Asset Management Budget Setting amounts.
 - In FY 18-25, retired TransBond funds are in excess of the amount needed to support Asset Management programs. Surplus TransBond funds in these years have been added to TC Contingency.
 - In FY 26-40 TC Contingency maintained at FY 15 Budget level.
- Restricted Programs
 - Restricted Programs are programs tied to a dedicated funding source (i.e. the funding is “restricted,” and pre-assigned to that program by federal or state statute.) As such, funding levels for restricted programs are based on the forecasted revenues for the underlying funding source. The exception is Debt Service, which is based on a schedule of debt payments- the largest being \$167 M in debt payment associated with “TransBonds,” which are partially retired in 2017, and fully retired in 2018.
 - Transportation Alternatives funds do not include an annual transfer of \$1,591,652 to the Department of Natural Resources (DNR) for the Recreational Trails program.
- Bridge Enterprise
 - Based on forecasted revenue
- HPTE
 - Based on forecasted revenue

³ TSM&O: Performance Programs and Services FY 15 base budget level is \$607,619. FY 15 budget reflects an additional TC decision item of \$6,629,176.

Allocation Assumptions – Adopted Formulas for Suballocated Programs

Regional Priority Program (RPP)

- **Program Goal:** Regionally important projects identified through the transportation planning process.
- **Program Overview:** RPP is flexible funding for use in the Regions, in consultation with local elected officials and other stakeholders through the transportation planning process. The program is funded through annual TC allocation.
- **Distribution Methodology:** Based on 50% Population / 35% On-System Lane Miles / 15% On-System Truck VMT.
- **Data:** 2010 U.S. Census; 2013 DTD Highway Statistics

FASTER Safety Mitigation Program

- **Program Goal:** To reduce total highway crashes and the severity of highway crashes (fatality and injury).
- **Program Overview:** FASTER Safety was created by the Colorado General Assembly in 2009 to fund road safety projects. A “road safety project” means a construction, reconstruction, or maintenance project that the Transportation Commission determines is needed to enhance the safety of a state highway. A portion of funds are allocated to safety-related Asset Management programs, with the remainder allocated to the FASTER Safety Mitigation Program.
- **Distribution Methodology:** Based on total crash data weighted according to National Safety Council estimates of average economic cost per death, injury, and other crash.
- **Data:** 2008-2012 CDOT Traffic and Safety On and Off-System Crash Data; National Safety Council Estimating Costs of Unintentional Crashes, <http://www.nsc.org/learn/safety-knowledge/Pages/injury-facts-estimating-cost-of-unintentional-injuries.aspx>

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

- **Program Goal:** Support activities with air quality benefits.
- **Program Overview:** CMAQ is a flexible funding source for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for non-attainment and maintenance areas (see attached map). In addition, MAP-21 allows funding for natural gas (NG) vehicle refueling stations or electric vehicle (EV) charging stations statewide. In December 2013, the Transportation Commission (TC) approved funding a \$30 M statewide NG/EV program in FYs 2014-2017. The Statewide NG/EV program is funded at \$10 M (federal) in FY 14, \$7 M in FY 15 and FY 16, and \$6 M in FY 17. The remaining funds are allocated to recipients in air quality non-attainment or maintenance areas.
- **Distribution Methodology:** Per federal statute, funds go to air quality non-attainment or maintenance areas, or any location in the state for NG vehicle refueling stations or EV charging stations. The TC directs the allocation of funds to eligible areas. For allocated

funds, funds are allocated 80% to Ozone areas, 15% to CO areas, and 5% to PM-10 areas, consistent with past CMAQ distributions. The 80%/15%/5% weightings identified previously reflect the size of air quality areas, but also reflect a desire to put more emphasis on Ozone areas, which are in non-attainment, as opposed to CO and PM-10 areas, which are maintenance areas. There is a minimum dollar base of \$200,000 (federal and local) for each rural PM-10 recipient. If the minimum dollar base is met, PM-10 funds are divided evenly between urban recipients (DRCOG) and rural recipients. Ozone and CO funds are distributed on the basis of the population of air quality areas (75%) and on and off-system NHS VMT (25%).

- **Data:** 2010 U.S. Census; 2013 DTD Highway Statistics- On and Off-System NHS VMT

Surface Transportation – Metro (STP-Metro)

- **Program Goal:** Address metropolitan area transportation issues.
- **Program Overview:** Flexible funding source to fund transportation improvements in Transportation Management Areas (TMAs), which are defined as urban areas with populations greater than 200,000.
- **Distribution Methodology:** Per federal statute, funds are sub-allocated to MPOs that are TMAs on the basis of the population of the TMA Urbanized Areas (UZAs)
- **Data:** 2010 U.S. Census

Metropolitan Planning (Metro- PL)

- **Program Goal:** Meet federal MPO transportation planning requirements.
- **Program Overview:** The purpose of Metropolitan Planning funds is to carry out federal requirements and provide for a continuing, comprehensive, and cooperative (3-C) metropolitan transportation planning process. Metropolitan Planning funds are made available to each MPO.
- **Distribution Methodology:** Per federal statute, funds are sub-allocated to MPOs. The TC directs the sub-allocation, which is based on the methodology agreed to by FHWA, FTA, CDOT, and MPOs in fall 2012. The methodology is based on the population of MPO Urbanized Areas (UZAs), with a minimum dollar base of \$330,000 (federal and local) for Grand Valley MPO, and \$350,000 for PACOG.
- **Data:** 2010 U.S. Census

Transportation Alternatives Program (TAP)

- **Program Goal:** Implement alternative transportation projects and environmental mitigation activities.
- **Program Overview:** TAP wraps pre-MAP-21 programs into a single, flexible funding source for alternatives to traditional highway construction. Eligible activities include:

facilities for bicycle and pedestrians; overlooks and viewing areas; preservation of historic transportation facilities; environmental mitigation/vegetation management/storm water mitigation; Recreational Trails program; Safe Routes to School program.

- ***Distribution Methodology:*** Per federal statute, 50% of funds can be spent anywhere in the state, and 50% of funds must be spent in areas on the basis of population. As required by federal statute for the population based funds, the Transportation Management Area (TMA) MPOs (defined as having a population greater than 200,000) receive a sub-allocation based on the share of the 50% population-based funds attributable to the population of the Urbanized Area (UZA) associated with each TMA. The TC directs the allocation of the remaining funds. The remaining population-based funds are distributed to the Regions on the basis of population. Funds that can be spent anywhere in the state are allocated to the Regions using 45% VMT / 40% Lane Miles / 15% Truck VMT.
- ***Data:*** 2010 U.S. Census; 2013 DTD Highway Statistics

Allocation Assumptions – MPO Estimates for non-Suballocated Programs

Maintenance

- **Distribution Methodology:** Based on 50% on-system lane miles/50% on-system VMT for each MPO.
- **Data:** 2010 U.S. Census; 2013 DTD Highway Statistics

Surface Treatment

- **Distribution Methodology:** Based on 50% on-system lane miles/50% on-system VMT for each MPO.
- **Data:** 2010 U.S. Census; 2013 DTD Highway Statistics

Structures

- **Distribution Methodology:** Based on percentage of on-system bridge deck area for each MPO.
- **Data:** 2013 DTD Highway Statistics

Hot Spots

- **Distribution Methodology:** 20% to each Regions

Traffic Signals

- **Distribution Methodology:** 2/6 to Region 1, 1/6 to all other Regions.

TSM&O Congestion Relief

- **Distribution Methodology:** 100% to Region 1 and DRCOG, based on current practice of funding Congestion Relief only to the level needed to fund the Courtesy Patrol in the metro Denver area.

Highway Safety Improvement Program (HSIP)

- **Distribution Methodology:** Based on current method of determining Region-level targets for the HSIP program- percentage of total crashes by Region.

- **Data:** 2008-2012 CDOT Traffic and Safety On and Off-System Crash Data

Transit and Rail Local and Statewide Grants

- **Distribution Methodology:** Based on current DTR FASTER Transit program (\$200,000 of \$5 M local program for TransFort, \$700,000 of \$5 M local program for Mountain Metro Transit, and \$6 M of \$10 M statewide program for RTD.)